

**Support Oregon Clean Vehicle Rebate Program Funding**  
**HB 2613**

**HB 2613 allocates \$30 million in one-time funding to the Oregon Clean Vehicle Rebate Program (OCVRP) to reinstate the program in the upcoming 23-25 biennium. Suspension of the OCVRP will occur on May 1, 2023.**

A one-time allocation of HB 2613 will ensure Oregonians can transition to zero emission vehicles (ZEV). In 2023, the Department of Environmental Quality (DEQ) projects that current demand for rebates will continue to exceed available funding and the **OCVRP will enter suspension on May 1, 2023.**

In 2022, Oregon had the second highest purchase rate of new ZEVs. However, currently ZEVs account for only ~5% of the total vehicle fleet. There is still much work to be done to decarbonize the light-duty passenger vehicles. **SB 1044 (2019) outlined the State's next ZEV adoption goal as 250,000 registered ZEVs by 2025. As of November 2022, there are 60,623 ZEVs registered, and a total of over 3.4 million vehicles registered in the state.**

The OCVRP is essential to reach our transportation emissions and climate goals and aids and accelerates Oregonians in their transition to ZEVs. Many states look to the OCVRP as a national model. The Legislature has established that transportation electrification is necessary to meet our greenhouse emission goals and to improve our air quality.

Oregon Clean Vehicle Rebate Program:

The Standard Rebate offers up to a \$2,500 cash rebate to all Oregon drivers who purchase or lease a new electric vehicle (EV) with a MSRP under \$50,000. The Charge Ahead Rebate offers low-and moderate-income Oregonians an additional \$5,000 cash for a total of \$7,500 for the purchase of a new or used EV.

- Since its inception, the OCVRP has issued rebates to approximately 25,000 Oregonians.
- Nationally, the cost of EVs rose nearly 16% in 2022.
- So far in Oregon, transition to ZEVs has avoided an estimated 338,000 metric tons of in-state CO2 emissions between 2010 and 2019.
- Private investment in Oregon on electric vehicles since the inception of OCVRP is over \$1 billion just based on car sales associated with an Oregon rebate, not to mention the charging investments and the value of electricity, which unlike fossil fuels imports does not remove dollars from the state.

Background:

The transportation sector is the largest contributor of greenhouse gas emissions in the state, at approximately 40%, and light-duty passenger vehicles are responsible for 50% of the sector's emissions. In response, the Oregon Legislature created the OCVRP 2017 to reduce vehicle emissions and assist Oregonians in the transition to zero-emission vehicles (ZEV). In December of 2022, Oregon took the step of adopting the Advanced Clean Cars II rules which will phase out any new sales of light duty fossil fueled vehicles in Oregon. Letting the rebate lapse at this moment will make the adoption of that rule vastly more costly for Oregon families.

