



April 7, 2023

Joint Committee on Transportation  
Oregon State Legislature

Dear Co-Chair Gorsek, Co-Chair McLain, and Members of the Committee:

**The City of Lake Oswego is writing to express our support of HB 2613** to allocate \$30 million in funding to the Zero-Emission Incentive Fund to continue the Oregon Clean Vehicle Rebate Program with a sustainable funding source for long-term success.

Transportation is Oregon's largest source of greenhouse gas emissions, and accounts for over 30% of Lake Oswego's GHG emissions. Advancing the adoption of zero emission vehicles is a key strategy for reducing transportation emissions in the City of Lake Oswego's Sustainability and Climate Action Plan, and the Oregon Clean Vehicle Rebate program is critical for meeting our local and statewide electric vehicle (EV) adoption goals.

The City of Lake Oswego has installed publicly accessible EV chargers at several of our facilities and we are exploring opportunities to partner with Portland General Electric to add additional charging stations to serve residents of multifamily buildings in our community. The OCVRP complements the investments Lake Oswego and other cities and organizations are making in public EV charging station infrastructure to accelerate EV adoption in our communities by providing an incentive for people who might not have otherwise chosen to purchase an electric vehicle to do so. The Charge Ahead Rebate in particular is critical for ensuring all Oregonians are able to enjoy the benefits of electric vehicles, not only those who can afford a higher-priced vehicle.

Upcoming changes to the federal EV tax credits established by the Inflation Reduction Act will limit credits to vehicles with parts made in North America, reducing the number of vehicles that qualify. In this context, continuing Oregon's rebate program is especially important if we are to continue to make progress on our EV adoption goals while North American manufacturing capacity develops.

The current funding shortfall is a testament to the success of the Oregon Clean Vehicle Program, which is an important tool for reducing transportation emissions and meeting Oregon's climate action goals. Recognizing State funding is limited, one clarification we would like to see in the allocation is more detail on how the increase will be funded; we believe this investment in the Oregon Clean Vehicle Rebate Program is vital, but should not be at the expense of other priority programs and projects. As this program will continue to be in demand as Federal rebates become more limited, long-term sustainable funding will be critical.

We urge your support for HB 2613 to allocate funding to continue this program. Thank you.

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Respect. Excellence. Trust. Service.