



June 12, 2025

Dear Co-Chair Gorsek, Co-Chair McLain, and members of the committee,

Thank you for the opportunity to share comments on HB 2025.

Forth is a nonprofit organization that works to advance clean and equitable transportation systems to move everyone and everything by bringing people together to create solutions that reduce pollution and barriers to access. Forth works in partnership to build lasting program and policy models that significantly expand equitable access to electric transportation in the U.S. and beyond. Forth's membership includes auto manufacturers, electric vehicle charging suppliers, utilities, local governments, non-profit environmental organizations, and community-based organizations.

We are thankful to see the preservation of the Oregon Clean Vehicle Rebate Program (OCVRP). Established in 2017, the OCVRP is a key driver in promoting transportation equity and advancing the state's decarbonization goals by providing rebates for zero-emission vehicles. The OCVRP's popularity has led to a high demand for rebates, making the program unstable due to frequent funding shortages. Financial instability has led to ongoing suspensions, which has halted Oregon's progress in reducing greenhouse gas emissions and providing equitable access to zero-emission vehicles. The OCVRP is funded through the State's Vehicle Privilege Tax, which allocates \$12 million per year or 45% of the annual tax, whichever is greater. In 2023, the OCVRP went into program suspension for the first time in its history and was only open for four months. In 2024, it was only open for two months.

The OCVRP is a vital program that has consistently demonstrated strong public demand. It has helped thousands of Oregonians, particularly those with low- and middle- incomes, afford the transition to clean, efficient electric vehicles. The program not only supports Oregon's ambitious transportation electrification goals such as 250,000 registered ZEVs by 2025, but also delivers clear climate and equity benefits by reducing emissions and expanding access to cleaner transportation options for all communities.

We urge the committee to consider additional investments in electrification through rebates for vehicle purchasing and charging infrastructure, as the transportation sector continues to be the leading source of greenhouse gas emissions in Oregon. Transportation electrification yields immediate benefits with zero tailpipe emissions and cost savings to consumers through a lower total cost of ownership, through lower fuel costs, less maintenance, and fewer repairs.

Thank you,

Jeff Allen, Executive Director
Forth