



**To:** Co-Chairs Gorsek and McLain, Co-Vice Chairs Boquist and Boshart Davis, and Members of the Committee

**From:** Jeanette Shaw, Policy Director

**Date:** February 8, 2024

**RE:** Support for HB 4109-13

Co-Chairs Gorsek and McLain, Co-Vice Chairs Boquist and Boshart Davis, and Members of the Committee

My name is Jeanette Shaw and I am the Policy Director at Forth. Forth is a nonprofit trade association that advocates for the equitable advancement of transportation electrification across all sectors. We do this through programs that increase access to electric cars, charging, and modes like micro mobility. We also convene electric mobility thought leaders, community partners, government agencies, and manufacturers at our annual Roadmap Conference.

Today I'm testifying in support of HB 4109-13.

Forth has a long history with the Oregon Clean Vehicle Rebate Program (also known as OCVRP). I have worked closely alongside many individuals in the room today on the OCVRP and know that we all share a commitment to ensuring the program is successful. Forth was a member of the coalition to develop the OCVRP in 2017, it was first proposed as HB 2704 and ultimately passed as part of HB 2017. Since then, the program has grown to become a national model.

Forth supports the -13 amendment because it will establish a "Charge Ahead Zero-Emission Incentive Fund" to assist the Department of Environmental Quality (DEQ) in their administration of the OCVRP. Creating two funds will resolve an administrative issue borne by two rebates – with different consumer and vehicle eligibility – being paid out of the same fund.

This new fund would be established *in addition* to the OCVRP's existing "Zero-Emission Incentive Fund". The OCVRP is funded through the motor vehicle privilege tax and in our review, the -13 amendment intentionally does not adjust the current tax rate or the distribution of privilege tax revenue among its programmatic recipients.

Forth also understands that the -13 amendment will help DEQ in their administration of federal funding, should Oregon be successful in their federal Climate Pollution Reduction Grants application, which includes the Oregon Clean Vehicle Rebate Program.

Forth appreciates that there are no eligibility changes proposed in the -13 amendment and that rebate amounts, consumer eligibility, new or used vehicle eligibility, or vehicle model eligibility will remain as is.

Broadly speaking, the OCVRP is experiencing unprecedented demand as Oregonians want to do their part for the climate and to reduce their second highest household costs. We recognize there

needs to be a review of the OCVRP and discussions on program sustainability. Forth looks forward to participating in those future conversations with other stakeholders.

Thank you for the opportunity to testify in support of HB 4109-13.

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*Advancing Clean and Equitable Electric Transportation*