



February 27, 2024

Dear President Wagner, Speaker Rayfield, Joint Ways and Means Co-Chairs Steiner and Sanchez

Re: Support the Charge Ahead EV Rebate Program

We, the undersigned organizations, urge you to support a \$20 million allocation to the Oregon Clean Vehicle Rebate Program's Charge Ahead Rebate Program. This will ensure the Charge Ahead Rebate remains available throughout 2024 for low-and moderate-income Oregonians to purchase a new or used electric car.

**Historic numbers of Oregonians are benefitting from this popular program.**

Due to unprecedented demand, the Oregon Clean Vehicle Rebate Program, including the Charge Ahead Rebate program, ran out of funds and the program entered suspension on May 1, 2023. Without more funding now for Charge Ahead rebates, the program will not be able to stay open and deliver rebates to Oregonians for more than two months in 2024. Without Charge Ahead rebates available, the gap between those who can afford to go electric and those who currently cannot will likely widen.

**The Charge Ahead Rebate Program is critical for improving transportation equity in our state.** Low-and moderate-income Oregonians have the potential to save thousands of dollars on fuel and maintenance costs by purchasing an EV compared to gas-powered cars. The Charge Ahead Rebate is an essential tool to help consumers transition to electric mobility equitably. Without the Charge Ahead Rebate, many low-and moderate-income Oregonians may not be able to afford or even consider an electric vehicle. Increasing equitable access to EVs improves household budgets along with reducing climate and air pollution.

**Oregon's EV rebate is essential to reach our climate and air quality goals, while aiding and accelerating Oregonians in the transition to ZEVs.** Recent data from DEQ shows that Oregon's rebate has been highly successful as a climate tool, reducing 33 tons of CO<sub>2</sub> with each vehicle. This means every EV purchased with these rebates displaces the equivalent climate pollution of 3,713 gallons of gasoline or 7.3 gasoline-powered cars driven for one year. The program has a considerable positive health impact on Oregon residents by avoiding carbon and air pollution. A recent report by Atlas Public Policy estimated that the rebates are responsible for reducing Oregon's transportation sector greenhouse gas emissions to about 4% below 1990 levels so far. The analysis also found that the EV rebates resulted in positive health impacts worth between \$1.5-3.4 million.

**Federal EV incentives are insufficient to help lower-income Oregonians or meet Oregon's EV adoption goals.** Only a handful of vehicles qualify for the full or partial federal EV incentive in 2024. Federal EV incentives remain extremely limited, have confusing requirements and shifting vehicle eligibility. The Federal program is not a replacement for the Oregon EV rebate, which is successful and established.

**Oregon's EV rebates complement Federal and State charging investments.** Oregon Department of Transportation is investing more than \$100 million to improve EV charging in Oregon. ODOT is focusing on installing this huge number of new EV charging stations along major corridors and near multi-family housing and workplaces within communities. Adding \$20 million to the Charge Ahead program will enable more Oregonians to afford an EV as these charging investments are made.

We urge your support for a one-time allocation of \$20 million to the Charge Ahead Rebate Program to make this clean energy transition affordable for more Oregonians.

Sincerely,

Jeanette Shaw, Policy Director  
Forth

Jacqui Treiger, Campaign Manager:  
Climate and Transportation  
Oregon Environmental Council

Damon Motz-Storey, Director,  
Sierra Club Oregon Chapter

Peter Hoeckel, President  
Oregon Electric Vehicle Association

Meredith Connolly, Oregon Director  
Climate Solutions

Julia DeGraw, Coalition Director  
Oregon League of Conservation Voters

Jeff Bissonnette, Consultant  
NW Energy Coalition

Neil Baunsgard, Transportation Policy  
Manager  
The Environmental Center

Tuck Wilson, Facilitator  
Climate Conversations

Jeff Hammarlund, Co-Chair,  
Consolidated Oregon Indivisible Network  
(COIN) Climate, Energy, and Environment  
Team

Stuart Liebowitz, Facilitator,  
Douglas County Global Warming  
Coalition

Brian Stewart, Co-Founder  
Electrify Now

Patty Hine, President  
350 Eugene

Duke Castle, Co-founder,  
Lake Oswego Sustainability Network

Nora Lehmann, Organizer  
Families for Climate

Diane Hodiak, Executive Director  
350Deschutes

Alan Journet, Co-facilitator  
Southern Oregon Climate Action Now

Karen Harrington, Legislative Committee  
Chair  
Climate Reality Project, Portland Chapter