

Oregon Clean Vehicle Rebate Program Rulemaking

Summary

Rulemaking Advisory Committee Meeting

Sept. 10, 2019, 1 p.m. to 4 p.m.
Portland State Office Building
800 NE Oregon St
Conference Room 1B
Portland, OR 97232

List of attendees

Present

- Eva DeCesaro, Pacific Power
- Jeanette Shaw, Forth
- Sara Wright, Oregon Environmental Council
- Diane Sparks, Oregon Independent Auto Dealers Association
- Michael Orman, DEQ
- Rachel Sakata, DEQ
- Bruce Marron, DEQ (scribe)
- Dan Jarman, Tesla
- Gary Exner, Oregon Electric Vehicle Association
- Darrell Fuller, Oregon Vehicle Dealers Association
- Aaron Milano, PGE

Online

- Alan DeBoer, Car dealer, Former State Senator from Ashland
- Dan Bowerson, Alliance of Automobile Manufacturers
- Laura Leighton, CSE
- Isaac Helman, CSE
- Neil Baunsgard, The Environmental Center
- Kinshuk Chatterjee, CSE
- Leesha Posey, Portland African American Leadership Forum

List of handouts and presentation notes

- Item A - Background & Schedule
- Item B - Proposed rule changes
- Item C - Rebate amounts
- Item D - Charge Ahead - Income Verification Document
- Item E - Fiscal statement



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Environmental
Quality

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DEQ is a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water.

Summary of Topics/Discussions

Rachel Sakata opened the meeting with a brief overview of the changes to the Program brought about by the passage of HB 2592. DEQ is conducting a rulemaking for implementing the changes. DEQ will propose a temporary rulemaking to the Environmental Quality Commission (EQC) at their next meeting on Sept. 27, 2019, in Madras, Oregon. If adopted, these temporary rules will be effective for six months. DEQ will follow up with a permanent rulemaking which will include a public comment opportunity on the rules. The permanent rules will be presented at the Jan. 2020 EQC meeting. .

While discussing the proposed rule changes as a result of HB 2592, a discussion ensued regarding the potential unequal distribution of used dealers vs. new dealers and how the rebate program should try to “level the field”, due to the fact new dealers are currently able to provide rebates at the point of sale but used dealers are not. A preference was expressed to get a voucher system in place to pre-qualify individuals and DEQ indicated this will be in place at the beginning of 2020. Comments also were made regarding the enforcement of the 24-month registration provision. Some felt that this provision hampers the market incentive for good used EVs. The provision also was found wanting by some in that it prevents the gifting of EVs within families. DEQ replied that the Legislation requires keeping the vehicle for 24 months, and the enforcement would ensure applicants are not turning around EVs for a profit instead of use. One advisory committee member felt that transfer of vehicles within a family should not require a rebate refund to DEQ. Lastly, there was a comment regarding the fleet potential of EVs for Lyft/Uber. These companies often lease vehicles to their drivers and perhaps there could be outreach to see if it would be possible to incentive EVs for leasing.

Rachel asked the committee about making changes to the current EV rebate amounts. All agreed that the current rebate amounts were still appropriate.

A discussion ensued regarding the definition of “household” to be used for the Charge Ahead component of the Program. Rachel emphasized the need for consistency, between state agencies and how they define household. Rachel also indicated DEQ looked at California’s rebate program that requires income verification and California uses a similar definition. Ideally, individuals can qualify for the Charge Ahead rebate simply by being qualified for other state income-qualified programs (a list will be provided by the Program), and these other state programs use a standardized definition which has been proposed for the Program. Many committee members took issue with the proposed definition of “household” as not being reflective of actual transportation costs within a household, particularly one with roommates. One participant noted that there is a new financial program that could allow approved participants to use the EV rebate to secure a loan. Rachel will look into this.

Rachel noted that the new rules for implementation of HB 2592 are expected to be available for public comment in Oct. 2019 with EQC final approval of the rules expected by Jan. 2020.

Rachel presented the remaining HB 2592 changes and the committee had no other comments or concerns regarding the changes. Rachel also reviewed the fiscal and economic impact statement with the committee. Minor editorial comments were provided on the draft.

Recognizing that the rate of car sales typically increases towards the end of the year, one participant noted that an acceleration of the award of Charge Ahead rebates (by Dec 1) would be a tremendous boost to the EV incentive.

The meeting ended early as all items on the agenda had been covered and there were no additional items brought by participants.

Action Items

Rachel to check on the possibility of building a Program relationship with lending agencies.

Alternative formats

DEQ can provide documents in an alternate format or in a language other than English upon request. Call DEQ at 800-452-4011 or email deqinfo@deq.state.or.us.