



MEMORANDUM

EUGENE WATER & ELECTRIC BOARD

Rely on us.

TO: Oregon Department of Environmental Quality, Clean Fuels Program
FROM: Jason Hiner, Energy Resource Analyst; Marciana Rosales, Energy Resource Analyst
DATE: Apr 27, 2026
SUBJECT: Clean Fuels, Credits Revenue Spending Report

Issue

In accordance with OAR 340-253-0640, the Oregon Department of Environmental Quality (DEQ) implemented an annual reporting requirement for utilities that obtain revenue from the sale of clean fuel credits. As a result, all electric utilities that receive base or incremental clean fuels credits must, on an annual basis, report the following:

- the total revenue from the sale of base and incremental credits,
- the percentage of the Clean Fuels Program (CFP) related administrative costs,
- a description of the programs that were funded by CFP revenue from the sale of base credits, and
- a description of the programs that were funded by CFP revenue from the sale of incremental credits.

In response to this obligation, EWEB staff have prepared and plan to submit this memo.

In summary, for reporting year 2025 EWEB generated a total revenue of \$942,070 from the sale of clean fuel credits. Of the total revenue generated, 2.18 percent was spent on administrative overhead and \$888,308 was used to fund vehicle electrification programs. EWEB did not participate in the generation or sale of incremental credits.

Background

The Clean Fuels Program (CFP) is one of Oregon's strategies for addressing the state's contribution to global climate change. The program was developed in 2016 and can be summarized as follows:

1. Renewable forms of diesel, natural gas, propane, and electricity have arisen as commercially viable and cost-effective alternatives to fossil fuel.
2. The advancements in biofuels and electricity are mitigating tailpipe pollution including carbon monoxide, nitrogen oxides, and particulate matter, subsequently improving the public health of individuals residing in the state. This is imperative for Oregon's historically marginalized communities that are located near major transportation corridors, multimodal facilities, and distribution hubs.
3. The program has adopted a market where investments are being made to increase

the production and use of lower-carbon fuels, spark innovative technology, and make advancements in infrastructure to distribute these fuels across the state.

Oregon Clean Fuels Program Revenue Spending

OAR 340-253-0640 subsection (9a)

EWEB’s CFP spending budget is based on the revenue generated from the sales of fuel credits in the prior calendar year. The following information represents EWEB’s total credit revenue generated in 2024 from the sale of fuel credits attributable to electric vehicle charging. In 2024, EWEB sold a total of 22,480 clean fuel credits at an average price of \$43 per credit, for a total revenue of \$942,070.

OAR 340-253-0640 subsection (9b)

Subsection 9b requires EWEB to report the percentage of clean fuels revenue spent on administrative costs related to participation in the CFP. To determine CFP-related administrative costs, staff assumed average loaded staff costs at \$79.52 per hour. Table 1, below, illustrates the departments that oversee CFP-related projects and their estimated staff costs.

Table 1 Administrative Hours and Staff Cost

Administrative Hours and Staff Cost		
Department	Hours	Total Costs
Customer Solutions	370	\$ 29,423.82
Communications	8	\$ 636.19
Power Planning	34	\$ 2,703.81
Finance	27	\$ 2,147.14
Policy and Governance	5	\$ 397.62
Total Expenses	444	\$ 35,308.58

The resulting percentage when taking the ratio of the CFP-related administrative costs by the CFP revenue is 2.18 percent.

OAR 340-253-0640 subsection (9c)

Subsection 9c requires a description of the programs that were funded with CFP revenue received by EWEB. Table 2, below, includes a brief description of the programs funded in 2025. Total related program expenses were \$888,308.

Table 2 Program Description Funded by Clean Fuels Credit Revenue

2025 EWEB Transportation Electrification Program Investment		
Description	Units	Expense
Electric Mobility Community Grants*	4	\$119,989
EWEB EV Challenge Grant	1	\$19,597
Residential EVSE Rebates (Level 2)	268	\$132,164
Commercial EVSE Rebates (Level 2)	14	\$21,000
Commercial EVSE Rebates (DCFC) - Single Port	12	\$120,000
Electric Bicycle Rebates	1,256	\$373,798
EV Share (GoForth CarShare)	4	\$93,750
Community EV Awareness, Education, and Partnerships Memberships	1	\$6,510
	2	\$1,500
Total		\$888,308

*In 2025, EWEB paid three (3) Electric Mobility Community Grants for the 2025 program year. However, one (1) \$30,000 Electric Mobility Community Grant was paid in January 2025 for a project from the 2024 program year. This increased the expenses in 2025 as it covered four (4) grants, but only three (3) of the grant payments were for the 2025 program year.

OAR 340-253-0640 subsection (9d)

Subsection 9d requires a description of the programs that were backed by CFP revenue EWEB received from the sale of incremental credits and the amount spent in each type in the former year. For 2025, EWEB did not participate in the generation and sale of incremental credits.

Conclusion

EWEB generated a total of \$942,070 from the sale of clean fuel credits. The percentage of the administrative overhead was 2.18 percent. \$888,308 in revenue generated from the sale of base credits was used to fund education classes, grants, and rebates. EWEB does not participate in the generation or sale of incremental credits.

Recommendation

None – Information Only