



MEMORANDUM

EUGENE WATER & ELECTRIC BOARD
POWER RESOURCE DIVISION

Rely on us.

TO: Oregon Department of Environmental Quality, Clean Fuels Program

FROM: Marciana Rosales, Energy Resource Analyst

DATE: May 2, 2025

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 2024 EWEB generated a total revenue of \$744,800 from the sale of clean fuel credits. Of the total revenue generated, 3.04 percent was spent on administrative overhead and \$835,025 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 2023 from the sale of fuel credits attributable to electric vehicle charging. In 2023, EWEB sold a total of 5,600 clean fuel credits at an average price of \$45 per credit, for a total revenue of \$744,800.

OAR 340-253-0640 subsection (9b)

Subsection 9b requires EWEB to report the percent 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 \$75.01 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	288	\$ 21,602.88
Communications	30	\$ 2,250.30
Power Planning	33	\$ 2,475.33
Finance	26	\$ 1,950.26
Policy and Governance	5	\$ 375.05
Total Expenses	382	\$ 28,653.82

The resulting percentage when taking the ratio of the CFP-related administrative costs by the CFP revenue is 3.04%.

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 2024. Total related program expenses were \$835,025, which is greater than the total revenue generated for 2023. The gap in spending resulted from prolonged program approval process and a decline in credit prices.

Table 2 Program Description Funded by Clean Fuels Credit Revenue

2023 EWEB Transportation Electrification Program Investment	
Description	Expense
E-Mobility Community Grants	\$ 173,556
EV Challenge	\$ 15,078
Partner Agency Grant Support	\$ 50,000
Residential EVSE Rebates (Level 2)	\$ 123,396
Commercial EVSE Rebates (Level 2)	\$ 33,000
Residential EVSE Make Ready Grant (Level 2)	\$ 19,656
Electric Bike Rebates	\$ 323,089
EV Share (GoForth CarShare)	\$ 93,750
TE Memberships	\$ 3,500
Total	\$ 835,025

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 2024, EWEB did not participate in the generation and sale of incremental credits.

Conclusion

EWEB generated a total of \$744,800 from the sale of clean fuel credits. The percentage of the administrative overhead was 3.04%. \$835,025 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

Appendix

2024 Electric Mobility Community Grant Program

Type	Entity	Project Name (As Submitted)	Project Description
Fleet Electrification - EV	Cascadia Mobility	Electric Van for Bike Share Operations	Partial funding for the procurement of a new commercial electric van to support Cascadia Mobility's field operations in the management of their shared mobility efforts, including the Peace Health Rides bike share program.
Fleet Electrification - EV	Lane Community College	Motor Pool Electric Vehicle	Procurement of an electric vehicle (EV) for Lane Community College's (LCC) motor pool. The EV would be used by employees and students, and it would be LCC's first electric vehicle. Additionally, the EV would be part of test drive events on campus for students and staff to experience an EV and learn how they work.
Fleet Electrification - EV	Looking Glass Community Services	New Roads Program EV	Procurement of an electric vehicle to support the operations of Looking Glass Community Services' New Roads Program. The New Roads Program is a drop-in center and alternative school that assists homeless youth with various services including, basic needs, street outreach, case management, behavioral health, and employment assistance.
Fleet Electrification - EV	Pacific Refugee Support Group	Electric Vehicle for South Office Operations	Procurement of an electric vehicle to support Pacific Refugee Support Group's operations in Central and Southern Oregon, especially with outreach and education to members of their service population, including refugees and asylum seekers who have settled in rural areas.
Fleet Electrification - E-Bike	Shift Community Cycles	Advancing Access, Equity Inclusion Through E-Bikes	Procurement of 4 electric bicycles to expand Shift Community Cycles' lending bicycle library to remove barriers to bike ownership and cycling culture for vulnerable communities, including children and youth, women, LGBTQ2S+, BIPOC, individuals with disabilities, and low income.

2024 Partner Agency Grant Program

Type	Entity	Project Name (As Submitted)	Project Description
TE Study	City of Eugene	Electric Vehicle Infrastructure Plan	Develop an Electric Vehicle Infrastructure Plan to help define specific locations where the City should consider investing in publicly owned charging stations or encouraging privately funded public chargers. City staff expect that this project will include an analysis of level 2 and level 3 charging needs. This plan will help create a roadmap for the development of public charging infrastructure and help City staff prepare for future grant opportunities.