

HB 2714

Electric Truck Rebate Program

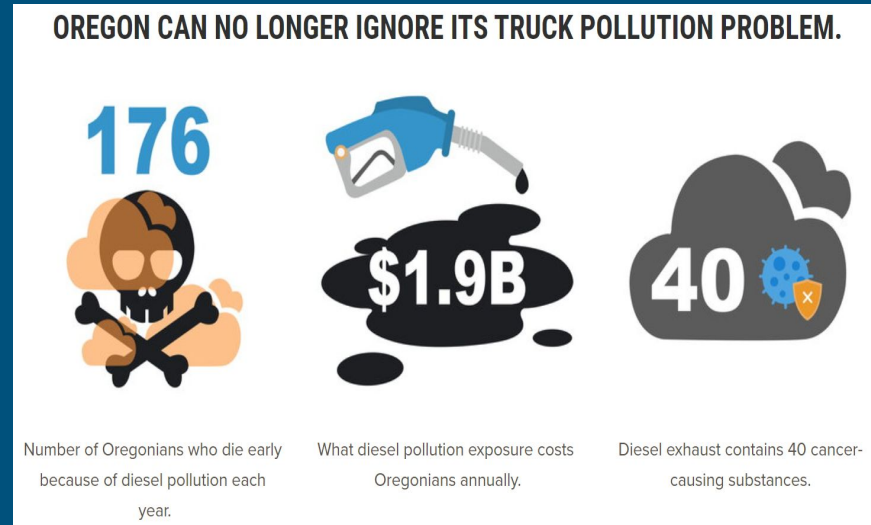
House Committee On Climate, Energy,
and Environment

January 30, 2023



Why we need to electrify transportation in OR

- Transportation makes up almost 40% of GHG emissions in OR
 - Trucks, buses, and delivery vans pump out 70% of smog pollution (NOx), 64% of black carbon (or particulate pollution), and nearly half (42%) of climate pollution from transportation, yet **they're fewer than 10% of all vehicles on the road**
- Due to past public policies, low-income Oregonians and communities of color are more likely to be located near toxic concentrations of diesel pollution found in busy trucking corridors, bus depots, distribution hubs, and ports



Electric Truck Landscape in Oregon

- Advanced Clean Truck Rule adopted in 2021: Beginning in 2025, manufacturers must increase their zero-emission truck sales to between 30-50% by 2030 and 40-75% by 2035.
- In 2022, the Oregon legislature allocated \$15M (one time funding) For a [ZEV MHD charging pilot program](#)
- **While Oregon has passed significant legislation and rules to accelerate the state's adoption of EVs, the medium- and heavy-duty sector is not as far along the transition to electric as passenger cars.**
 - Other U.S. States with Electric Truck Rebate Programs: [CA](#), [HI](#), [MA](#), [NY](#), [NJ](#)

Opportunity

The Inflation Reduction Act as well as the Congestion Mitigation and Air Quality Improvement Program (renewed funding) has competitive funding for states to receive funding for zero-emission medium- and heavy-duty vehicles.

The IRA includes multiple opportunities (*implementation rules still being written):

- Tax credits of up to 30% of the cost; \$7,500 for light- and medium-duty vehicles and \$40,000 for heavy-duty trucks.
- Clean Heavy-Duty Vehicles: \$1B in Funding to replace vehicles with a zero emission heavy-duty vehicle, build ZEV charging infrastructure, workforce development and training and planning and technical activities to support adoption of ZEVs (IRA Section 60101)

By setting up an electric truck rebate program this legislative session, Oregon has an opportunity to position itself as a competitive state to receive funding and potentially increase funding.

“Electric Truck Rebates” Bill: HB 2714

Proposal:

Establish a program and a fund within DEQ to provide rebates to qualifying persons and businesses that purchase qualifying medium- or heavy-duty zero-emission vehicles.

In order to ensure that we are addressing the disproportionate air pollution burdens experienced by low-income communities and Black, Indigenous, and communities of color, the proposed program includes increased rebate amounts for fleets domiciled in and/or frequently operating in communities disproportionately burdened by air pollution.

“Electric Truck Rebates” Bill: HB 2714 Cont.

Amendments:

HB 2714 asks for a one-time funding request of \$15 million dollars to help us get well positioned and get this program up and running, have funds to use for potential match funding, and have a fund to potential start piloting different use cases now.

All other amendments are technical administrative amendments that provide DEQ with administrative directive to set up the program successfully, including a 15% cap for DEQ to pay administrative expenses to run and implement the program.

Thank you!



Victoria Paykar

Oregon Transportation Policy Manager

Climate Solutions

victoria.paykar@climatesolutions.org



Image Source: Daimler Trucks North America

Additional Slides

TRUCK CLASSES

LIGHT DUTY

- Class 1: Truck GVWR from 0 to 6,000 pounds (0 to 2,722 kg).
- Class 2: Truck GVWR from 6,001 to 10,000 pounds (2,722 to 4,536 kg). Class 2 is subdivided into Class 2A and Class 2B, with Class 2A being 6,001 to 8,500 pounds (2,722 to 3,856 kg) pounds, and Class 2B being 8,501 to 10,000 pounds (3,856 to 4,536 kg) pounds
- Class 3: Truck GVWR from 10,001 to 14,000 pounds (4,536 to 6,350 kg)










































MEDIUM DUTY

- Class 4: Truck GVWR from 14,001 to 16,000 pounds (6,351 to 7,257 kg).
- Class 5: Truck GVWR from 16,001 to 19,500 pounds (7,258 to 8,845 kg).
- Class 6: Truck GVWR from 19,501 to 26,000 pounds (8,846 to 11,793 kg).

HEAVY DUTY

- Class 7: Truck GVWR ranges from 26,001 to 33,000 pounds (11,794 to 14,969 kg).
- Class 8: Truck GVWR includes anything above 33,000 pounds (14,969 kg). These include all tractor trailer trucks. Vehicles in Class 7 and above require a Class B CDL (Commercial Drivers License) to operate in the United States.

GVWR = gross vehicle weight rating

CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	CLASS 7	CLASS 8
 Mini-van	 Mini-van	 Mini-bus	 Conventional Van	 Bucket	 Rack	 Home Fuel	 Fuel
 Utility Van	 Utility Van	 Walk-in	 Large Walk-in	 Large Walk-in	 Single Axle Van	 Refuse	 Dump
 Multi-purpose	 Crew Compartment Pick-up	 City Delivery	 City Delivery	 City Delivery	 Beverage	 Tow	 Cement
 Mini Pick-up	 Full-size Pick-up		 Landscaping/Utility				 Refrigerated Van
 Full-size Pick-up	 Mini-Bus				 School Bus	 City Transit Bus	 Intercity/Tour Bus
	 Step Van				 Stake Body	 Furniture	 Fire Engine
						 Medium Conventional	 Heavy Conventional
						 High Profile COE	 COE Sleeper