



2026 Electric Vehicle Rebates Rulemaking

Rulemaking Advisory Committee Meeting #1

Background and Rule Concepts

Nov. 12, 2025

Agenda

Time	Topic
15 min	Welcome, introductions, charter and ground rules
5 min	Oregon Clean Vehicle Rebate Program background and program goals
10 min	OCVRP: Rebate amounts
30 min	Group discussion
10 min	OCVRP: Individual rebates
15 min	Group discussion
10 min	ZERO Fleet Program background and program goals ZERO Fleet: Vehicle eligibility
20 min	Group discussion
5 min	Public comment and next steps

Meeting roles



DEQ staff

- Share program background and concepts
- Encourage discussion
- Listen and note all ideas
- Keep us on scope and within time



Rule advisory committee members

- Provide feedback and ideas based on experience and expertise
- Consult and represent constituency
- Provide DEQ staff with relevant research and documentation cited during meeting



Non-committee member attendees

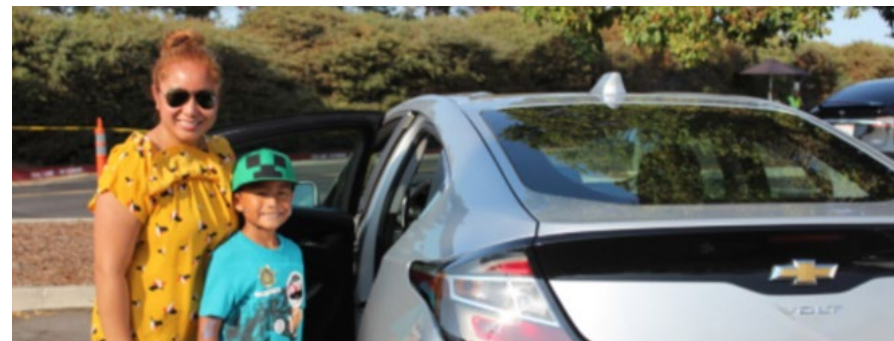
- Observe the meeting
- Share insights during the public feedback session at the end of the meeting

Meeting ground rules

- Prepare and set aside time for the meetings
- Raise hand to speak
- Stay focused on the specific agenda topics for each meeting
- Comment constructively and in good faith
- Consult regularly with constituencies to inform the process and gather input
- Treat everyone with respect
- One person speaks at a time
- Avoid representing to the public or media the views of any other committee member or the whole group

Overview and goals

- Intent: Encourage ZEV adoption
- Focus: light-duty
- Two types of rebates:
 - Standard Rebates:
 - Available to all those in Oregon
 - New vehicles only
 - Open May 22 – Sept. 8, 2025
 - Charge Ahead Rebates:
 - Income qualified rebate
 - New and used vehicles
 - Open May 22 – Dec. 4, 2025
- Annual funding: Vehicle Privilege Tax
- Rulemaking goals:
 - Financial sustainability
 - Clarity



OCVRP: Rebate amounts

- Goal: financial sustainability
- Rebate amounts must remain within the “Oregon Law Requirement”

Rebate Amounts authorized by Oregon Legislature and Current Rebate Amounts

Rebate Type	Oregon Law Requirement	Current Rebate Amount	% (#) of Vehicles Rebated in 2024
Charge Ahead for New Vehicles	\$2,500 - \$7,500	\$7,500	24% (857)
Charge Ahead for Used Vehicles	\$2,500 - \$5,000	\$5,000	19% (675)
Standard (battery capacity 10kWh or more)	\$1,500 - \$2,500	\$2,500	57% (2,059)
Standard (battery capacity less than 10 kWh)	\$750 - \$1,500	\$1,500	0% (1)
Standard (motorcycle)	\$375 - \$750	\$750	0% (4)

OCVRP: Rebate amount considerations

Rebate Type	Oregon Law Requirement	Current Rebate Amount	Decrease All to Lowest Amount	Decrease Standard and Charge Ahead Used Only	Decrease Standard Only
Charge Ahead for New Vehicles	\$2,500 - \$7,500	\$7,500	\$2,500	\$7,500	\$7,500
Charge Ahead for Used Vehicles	\$2,500 - \$5,000	\$5,000	\$2,500	\$2,500	\$5,000
Standard (battery capacity 10+ kWh)	\$1,500 - \$2,500	\$2,500	\$1,500	\$1,500	\$1,500
Standard (battery capacity less than 10 kWh)	\$750 - \$1,500	\$1,500	\$750	\$750	\$750
Standard (motorcycle)	\$375 - \$750	\$750	\$375	\$375	\$375

OCVRP: Rebate amount considerations

- None of the options enable the program to remain open year round

Projected number of months OCVRP rebates available with current funding

Year	Current Rebate Amount	Decrease All to Lowest Amount	Decrease Standard and Charge Ahead Used Only	Decrease Standard Only
2026	1.98	4.50	2.75	2.15
2027	1.61	3.65	2.31	1.73
2028	1.20	2.72	1.81	1.29
2029	0.85	1.91	1.34	0.91
2030	0.60	1.34	0.97	0.63

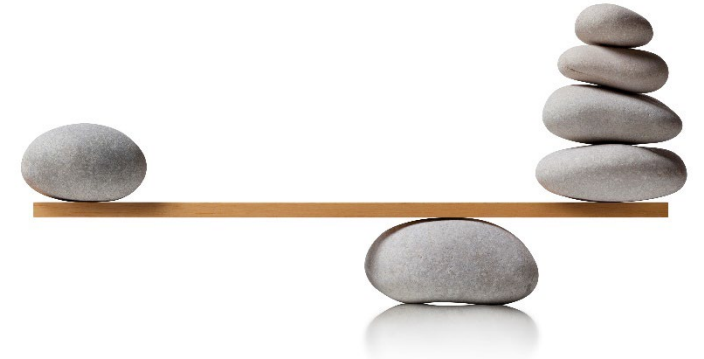
OCVRP: Rebate amount discussion

- What rebate adjustment scenarios should be considered, if any?
- What rebate adjustment scenarios are not viable, if any?
- Are there other scenario or program changes you would like DEQ to consider?
- Would you like to consider a fractional rebate maximum?
 - Example: \$5,000 or no more than 30% of the vehicle price
- Is there additional data or information needed?



OCVRP: Limiting individual rebates

- Goal: financial sustainability
- Limit by individual, not household
- Since 2018:
 - 4.7% of individuals received multiple rebates
 - Vast majority receive two rebates
- Many other rebate programs limit
- Vehicle use clarity



OCVRP: Rebate limit discussion

- Should DEQ consider limiting individual rebates?
- If DEQ were to limit, what is the maximum number of rebates one should be able to receive?
- Are there other scenario or program changes you would like to consider?
- Is there additional data or information that is needed?



ZERO Fleets overview and goals

- Intent: Encourage and support ZEV adoption for Oregon fleets
- Focus: Medium and Heavy-Duty (GVWR Class 2b-8)
- Rebate amount determined by Gross Vehicle Weight Rating
- One-time funding: \$17 million
 - \$3 million from State
 - \$14 million from EPA (CERTA grant)
- Rulemaking goals:
 - Clarify vehicle eligibility
 - Improve rebate review process
 - Encourage price competition



ZERO Fleets: rebate amounts by GVWR class

GVWR class	Rebate amount
Class 2b (8,501 – 10,000lbs)	\$2,500
Class 3 (10,001 – 14,000lbs)	\$45,000
Class 4 (14,001 – 16,000lbs)	\$60,000
Class 5 (16,001 – 19,500lbs)	\$60,000
Class 6 (19,501 – 26,000lbs)	\$85,000
Class 7 (26,001 – 33,000lbs)	\$85,000
Class 8 (33,000+lbs)	\$120,000

ZERO Fleets: Vehicle eligibility



- Eligible vehicles must:
 - Produce **zero tailpipe emissions**
 - Fall within **GVWR Class 2b to Class 8**
- Only vehicles on an approved eligibility list would qualify for rebates
 - Focus is on **vocational vehicles**
 - e.g., work trucks, delivery vans
 - Excludes primarily **passenger EVs** that fall into Class 3 by weight
 - Ensure rebates support **fleet and commercial vehicles**, not personal-use EVs
 - Ensures funds support **freight, transit, and specialized service vehicles**
 - Prioritize vehicles that are **currently in production and deployable in Oregon**

ZERO Fleets: Application review process

- Oversight ensuring proper use of program funds
- DEQ must be able to request and review information from:
 - Purchasers
 - Dealers
 - Manufacturers
- Purpose of information collection:
 - Confirm eligibility
 - Prevent duplicate or improper claims
 - Ensure rebates align with program intent



ZERO Fleets: Price competition



- Rebate reservations to be used with any eligible dealer
 - Gives buyers more choice and access to competitive pricing
 - Helps prevent price inflation and preferential treatment
 - Promotes fairness, transparency, and market competition
 - Supports Oregon's clean transportation goals and protects program integrity
- ICCT study shows trend of price increasing for class 6-8 vehicles.

ZERO Fleets: Discussion

VEHICLE ELIGIBILITY

- What vehicle eligibility characteristics should DEQ consider, if any?
- How do we ensure that rebate reservations are being made for vehicles that are currently in production to avoid reserving funds for vehicles that are not yet in production?
- Are there other options DEQ should consider when assessing vehicle eligibility?

APPLICATION REVIEW

- How can DEQ make the process clear and predictable for all parties, including criteria used for eligibility decisions and timelines for approvals?
- How can DEQ prevent ensure funds are used for their intended purpose?
- Are there other options DEQ should consider during the application review process?

PRICE COMPETITION

- What issues should DEQ consider relative to allowing vehicle purchasers to bring their rebate reservations to a lower cost or preferred vendor?
- Are there other options you think DEQ should consider to help protect purchasers from excessive price increase?



Public comment and next steps



- Public comment opportunity for attendees
 - Please raise hand, 1-2 minutes for comment
- DEQ staff welcomes written comments on meeting materials at EVRebates.2026@DEQ.oregon.gov
- Next meeting:
Monday, Dec. 1, 2025, 12 p.m. – 3 p.m.
 - Continue discussion on rule concepts, review fiscal impact and invite additional feedback

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