



April 2, 2019

Representative Ken Helm, Chair
House Committee on Energy and Environment
Oregon State Capitol
Salem, OR 97301

Re: HB 3141

Chair Helm and Members of the Committee,

We write in qualified support of much of the intent of **HB 3141** but we cannot support the bill in its current form. We strongly support accelerating the deployment of electric vehicles in both the public and private sectors in Oregon and reducing the state's greenhouse gas emissions in the transportation sector. This bill has several components that advance that purpose. However, our support is qualified with the understanding (1) that the entire section in the bill that would modify the Oregon clean fuels program (section 14 in the original bill) be amended out of the bill and (2) that the section concerning state fleets be amended as proposed below. In addition, we have a few further recommendations for improvement of the bill.

Climate Solutions is a regional non-profit working to accelerate practical and profitable solutions to global warming. For more than 15 years, Climate Solutions has been working to implement energy efficiency, renewable energy, and carbon reduction policies that demonstrate that clean energy and broadly shared economic prosperity go hand-in-hand.

HB 3141, as amended, will create minimum standards for Oregon building codes with respect to new commercial and multi-family buildings being built to support electric vehicle charging. That is a crucial next step in accelerating Oregon's transition to electric vehicles. The bill also would create goals for the state fleet to lead by example and transition to electric vehicles.

We urge the committee to make the following amendments before passing the bill out of committee:

- * Delete the section on the clean fuels program in its entirety
- * Accelerate the timeline for 25 percent of state fleet purchases to be electric vehicle by January 1, 2020 (not January 1, 2025) and add that 100 percent be electric by 2025. As the recent groundbreaking study by the City of New York demonstrates, electric vehicles already are the least cost option for government fleets and that advantage will only increase as electric

vehicles quickly reach cost parity with comparable internal combustion options.¹ Further, Bloomberg projects that light duty electric vehicles will reach up front cost parity with internal combustion vehicles before 2025. To establish a goal of only 25 percent of new state vehicles be electric by 2025 would be far from government leading by example and would send a negative message to other states.

* Clarify in the EV charging ready section that the minimum standard requires 240 volt AND 40 amps (not or). Both standards are essential to creating a functioning electric vehicle charging infrastructure.

* Accelerate the deadline for the building code upgrade to be done by December 31, 2019 (not by 2022). Hundreds if not thousands of buildings will be permitted and constructed in the next three years. Waiting until 2022 would waste an opportunity to start addressing the issue now.

* Add a section providing overall legislative vision on the transition to electric vehicles in the form that has been supplied previously to the committee.

With these proposed additional changes - particularly the elimination of the clean fuels section and amendment of the state fleet section - Climate Solutions supports passage of **HB 3141**. Thank you for your consideration of these comments.

Sincerely,



Meredith Connolly
Oregon State Director

¹ <https://qz.com/1571956/new-york-city-says-electric-cars-cheapest-option-for-its-fleet/>
[ClimateSolutions.org](https://www.climatesolutions.org)