



To: Members of the Joint Committee on Transportation
From: Rhett Lawrence, Pacific Northwest Policy Manager
Date: February 9, 2021
RE: House Bill 3055

Co-Chairs Beyer and McLain and Members of the Committee:

My name is Rhett Lawrence and I am the Pacific Northwest Policy Manager for Forth. We are a nonprofit trade association that advocates for the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. I am pleased to present this written testimony on behalf of our nearly 200 members – including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations – to urge your support for House Bill 3055.

As you know, Oregon has ambitious greenhouse gas reduction goals and we are already behind in meeting them. And given that the transportation sector is now the biggest component of our state's greenhouse gas emissions, it is critical that we take steps to get those transportation emissions headed down – and quickly. Dramatically increasing the use of both battery and hydrogen fuel cell electric vehicles is one of the most significant steps we can take to get a handle on reducing those transportation emissions.

Forth is thus very supportive of policy proposals which would speed up our state's transition to a zero-emission transportation system. In order to achieve widespread adoption of zero-emission vehicles (ZEVs) in Oregon, we need to greatly expand the availability of charging stations and other electric and hydrogen vehicle infrastructure. It is equally evident that as we move toward a future with ZEVs in every garage and parking lot, we need to be building that grid infrastructure right now.

Thankfully, electric utilities have EV infrastructure pilot projects underway today, and Section 21 of HB 3055 will ensure that the PUC has clear authority to allow the utilities to make the programmatic, system-wide investments our state needs to put us on the path to our electric vehicle future. The programs already in place from PGE and Pacific Power have been very promising, and now we need to be able to expand those projects out to a much greater scale.

Section 23 of this legislation also includes the same rate basing language for natural gas utilities for their investments in infrastructure related to alternative forms of transportation vehicles. Forth is supportive of utility investments in hydrogen infrastructure, but since vehicles fueled by compressed natural gas have a much higher carbon intensity in their fuel source than

electricity, Forth would prefer that the bill not include rate basing authority for such investments.

Despite this concern, we believe that Section 21 of House Bill 3055 can play an important role in getting Oregon on the necessary path to markedly increasing zero-emission transportation. Forth strongly supports the provisions of the bill that do so and we urge Committee members to do the same. Thank you for the opportunity to provide these comments and please do not hesitate to reach out if I can be of further assistance to the Committee.

FORTH Empowering Mobility

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