



January 28, 2021

Chair Wilde and Committee Members
House General Government Committee

RE: HB 2027

Dear Chair Wilde and committee members:

Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis. Forth is a nonprofit trade association that advocates for the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization advancing innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

We support the proposed changes provided in HB 2027 to clarify the role of DAS in setting meter rates in capitol area parking facilities and discouraging single occupancy vehicles. However, we also propose the bill be amended to update the policy for state agencies to transition to electric and zero emission light duty vehicles.

The transportation sector comprises the largest portion of greenhouse gas emissions in Oregon – roughly 40% - and those emissions are growing. Recognizing this challenge, in 2019, the Legislature passed an important bill, SB 1044, that established ambitious statewide goals for vehicle electrification and zero emission vehicles (by 2025, at least 250,000 registered motor vehicles, and by 2035, at least 90% of all new motor vehicle sales). However, the bill also included a much less ambitious goal – that by 2029, state agencies purchase or lease all new zero emission light duty vehicles provided it is feasible (and removing a provision requiring that, if feasible, 25% of new and leased light duty vehicles be zero emission by 2025). That goal was not ambitious in 2019 and it is certainly outdated today. In the context of state fleets, we need to be leading by example and demonstrating to the public the path to transition to light duty zero emission vehicles.

Indeed, since the passage of SB 1044, Washington and California have demonstrated such public leadership and updated their state fleet zero emission goals. Washington now requires that at least 50% of new purchased and leased state light duty vehicles be zero emission as of 2020 (up from 20% by 2020 previously). California requires that 100% of new purchased and leased state light duty vehicles be zero emission as of 2020 (up from 50% by 2025 previously). And this week, President Biden announced a goal of transitioning the entire federal fleet (not just light duty vehicles) to zero emission.

We propose that ORS 283.327 be amended as follows (proposed amending language in parens):

(1)(a) Unless a state agency finds that it is not feasible for a zero-emission vehicle, as defined in section 1 of this 2019 Act, to meet the specific use for which a vehicle will be purchased or leased, **[as of no later than January 1, 2025]**, the agency shall purchase or lease zero-emission vehicles for all new state light-duty vehicle purchases and leases.

We commend DAS for its recent efforts and planning to install hundreds of new EV charging outlets at its Salem motor pool and throughout the capitol area. This is a necessary step in creating the infrastructure for zero emission vehicles. We trust DAS will expand that effort beyond Salem to other state agency motor pools in the coming biennium. That would result in EV ready infrastructure and feasibility for only purchase or lease of zero emission light duty vehicles by 2025.

Sincerely,



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