



To: Members of the House Committee on Climate, Energy and Environment
From: Shannon Walton-Clark, Senior Policy Manager
Date: January 27, 2023
RE: Support for House Bill 2714

Chair Marsh, Vice-Chair Emerson Levy, Vice-Chair Bobby Levy and Members of the Committee:

My name is Shannon Walton-Clark, and I am the Senior Manager for Forth. We are a nonprofit trade association that advocates for the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. Forth has nearly 200 members, including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations. Forth is very supportive of any policy proposals that prepare all aspects of our transportation sector to transition to zero-emission vehicle adoption. We are pleased to submit this written testimony in support of House Bill 2714.

As you know, Oregon has ambitious greenhouse gas reduction goals, and we are already behind in meeting them. The transportation sector is now the biggest component of our state's greenhouse gas emissions – trucks, buses and delivery vans account for 70% of smog pollution while only making up less than 10% of all vehicles on the road. It is critical that we take steps to reduce those transportation emissions down – and quickly. Increasing the adoption of medium- and heavy-duty zero-emission vehicles is one of the most significant steps we can take to reduce those transportation emissions.

The Inflation Reduction Act (IRA), as well as the Congestion Mitigation and Air Quality Improvement Program (CMAQ) provide competitive federal funding for states to receive funding for zero-emission medium- and heavy-duty vehicles. House Bill 2714 will position Oregon as a competitive state to receive this funding and complements the zero-emission vehicle-medium/heavy duty charging pilot program, in which the Legislature created during the 2022 Session.

We have a unique opportunity at this time to lay the groundwork to receive significant federal funding and accelerate the adoption of medium- and heavy-duty zero-emission vehicles. The large upfront purchasing costs remain a barrier to fleet transition and if we fail to act, Oregon may miss out on the potentially significant funding opportunities created through the IRA and CMAQ.

For these reasons, Forth supports HB 2417 and urges this Committee to do so as well. Thank you for the opportunity to submit our written testimony in support of HB 2417.

FORTH Empowering Mobility

Shannon Walton-Clark (they/them)

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