



To: Members of the Senate Committee on Energy and Environment
From: Shannon Walton-Clark, Senior Policy Manager
Date: March 7, 2023
RE: Support for SB 582

Chair Sollman, Vice-Chair Findley, Members of the Committee

My name is Shannon Walton-Clark, and I am the Senior Policy Manager at Forth. We are a nonprofit trade association that advocates for the advancement of transportation electrification across all sectors. Our membership includes more than 200 organizations, including industry partners, utility companies, charging suppliers, state agencies, municipalities, auto manufacturers, environmental organizations, community based and environmental justice organizations.

I am honored to provide testimony in support of SB 582, the Electrical Vehicle Infrastructure Training Program (EVITP).

Unprecedented amounts of Federal funding are becoming available for electric vehicle charging. Oregon has the opportunity with SB 582 to ensure publicly funded EV chargers will be safe, effective, and equitable. The National Electric Vehicle Infrastructure Formula Program (NEVI) requires that the state “consider the training and experience level of the workforce that is installing and maintaining EV charging infrastructure. This includes ensuring the workforce is training in high quality training programs like the Electric Vehicle Infrastructure Training Program.”

The Oregon Department of Transportation’s Transportation Electrification Infrastructure Needs Analysis or TEINA Report states that Oregon needs a 5-fold increase in public charging ports by 2025, at approximately 17,000 charging ports and a more than 40-fold increase by 2035, at approximately 155,000 charging ports. Sufficient public charging infrastructure is essential to increase access to electric vehicles. A recent analysis by Atlas Public Policy found over \$87 billion in charging infrastructure investment will be needed in the U.S. over the next decade, including \$39 billion for publicly accessible charging. In “2035: The Report,” researchers from the Goldman School of Public Policy at the University of California Berkeley estimate that up to 25% of EV drivers will rely completely on public charging infrastructure.

All of this adds up to a much needed and significant amount of funding being devoted to electric vehicle infrastructure. We have a responsibility, both in industry and in government, to ensure that this money is spent wisely and responsibly. The EVITP allows for this funding to be deployed safely, with higher standards and quality, leading to a better return on investment for Oregon.

This training program offers consistent instruction to our current and future workforce that will allow for confidence and accountability in the deployment of these investments. Forth sees the EVITP as an important additional tool in the charging ecosystem and as a key component to the success of Oregon’s transportation electrification strategy. We look forward to continuing to work in partnership with the legislature and with this committee to build lasting policy models that significantly expand equitable access to electric transportation here in Oregon.

Thank you for your consideration.

FORTH Empowering Mobility

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