

April 7, 2025

House Committee on Climate, Energy, and Environment  
Oregon State Capitol  
900 Court St. NE  
Salem, Oregon 97301

RE: Support for HB 3598-1 Transportation Electrification Omnibus

Dear Chair Lively, Vice-Chairs Gamba and Levy, and Members of the Committee

My name is Erin Childs, and I serve as the Executive Director of the Renewable Hydrogen Alliance (RHA). RHA is a regional non-profit trade association enabling access to safe, affordable, and renewable hydrogen for communities across the Pacific Northwest. Our 80+ members represent the full value chain of the hydrogen ecosystem – hydrogen technology and service providers, equipment manufacturers, project developers, public transit agencies, labor unions, utilities, and many others with an interest in the clean and renewable hydrogen sector. RHA thanks you for the opportunity to express support for HB 3598-1.

Clean and renewable hydrogen are considered an essential part of Oregon's transition to a clean energy economy. Hydrogen will serve as a transportation fuel for long-route and heavy-duty vehicles; an input for sustainable fuels and locally produced fertilizer; and a critical component of resilient, reliable, efficient energy systems. Recent analysis by Washington Department of Commerce estimates that 27 percent of the state's total energy use will be met by hydrogen. The Oregon Department of Energy's State Energy Strategy interim findings have already shown that hydrogen will play a critical role in clean fuels supply and electric sector decarbonization.

Enabling cost-effective adoption of clean transportation solutions will involve up-front infrastructure investments, and RHA supports the clean transportation investments and incentives proposed in HB 3598-1. This bill continues investment in a useful clean transportation framework and toolkit that can be applied to a variety of clean transportation solutions. Under state statute, fuel cell electric vehicles (FCEV) count towards state ZEV goals and targets,<sup>1</sup> but the majority of clean transportation investments to-date have focused on the battery electric vehicle (BEV) market, due to the increased availability and cost-competitiveness of BEV options for light and medium-duty end uses.

Liftoff of the hydrogen market will require investments in hydrogen fuel production, end use vehicles, and fueling infrastructure. The medium and heavy-duty markets are expected to be served more substantially by hydrogen-powered vehicles, and investments in MHD fueling

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<sup>1</sup> See: ORS 468.442 on "light-duty zero-emission vehicle", and ORS 283.398 on "zero-emission vehicle"

infrastructure today will be essential to enable adoption in the late 2020s and early 2030s. RHA encourages Oregon to continue essential investments in BEV and FCEV fueling and charging infrastructure, including those proposed in HB 3598-1.

Sincerely,

Erin Childs  
Executive Director,  
Renewable Hydrogen Alliance