



April 16, 2025

Joint Committee on Transportation
Oregon State Capitol
900 Court St. NE
Salem Oregon 97301

Re: Support for HB 2945, Clean School Buses, and Clean Truck Investments

Chairs McLain and Gorsek, Vice-Chairs Boshart-Davis and Starr, and Members of the Committee,

Co-Chairs Gorsek and McLain, Members of the Committee,

My name is Brett Morgan, and I am the Transportation Policy Director at Climate Solutions. Thank you for the opportunity to testify today in strong support of HB 2945 and the -1 Amendment. This legislation represents a critical step toward cleaner air, healthier communities, and a resilient Oregonian transportation system. While the -1 amendment makes critical progress in ensuring this bill adapts and fits the needs of school districts, I am committed to working with school stakeholders to ensure this bill works for them. I will continue working on amendments for this bill.

Nonetheless, transportation remains Oregon's largest source of climate pollution. HB 2945 provides a common-sense pathway to accelerate the transition to zero-emission school buses, protecting the health of over 300,000 Oregon children who currently ride diesel-powered buses daily. Diesel exhaust is a known carcinogen linked to asthma, bronchitis, and other respiratory illnesses, particularly harmful to young children whose lungs are still developing.

Zero-emission school buses eliminate harmful tailpipe emissions, significantly improving air quality and ensuring our children's health and learning potential are not compromised. Crucially, this bill only requires school districts to transition to electric buses when the total cost of ownership, including grants and rebates, matches diesel buses. This ensures a fiscally responsible transition supported by an upfront investment of \$20 million for bus rebates and charging infrastructure, paired with an annual investment of \$3 million for technical assistance.

Moreover, HB 2945 is an economic opportunity for Oregon. Electrifying our bus fleets stimulates local job creation in the clean vehicle sector, including vehicle manufacturing, charging infrastructure installation, and ongoing vehicle maintenance. Additionally, electric school buses enhance our state's resilience by supporting innovative projects such as microgrids. For



instance, the Hood River microgrid demonstrates how zero-emission buses can provide critical backup power during emergencies, strengthening community resilience and grid stability.

HB 2945 is not just good policy—it is an investment in our children's future, our community health, and our state's economic resilience. We also urge the committee to prioritize complementary investments in transportation electrification, including robust, ongoing funding for Oregon's Medium and Heavy-Duty Zero Emission Vehicle Rebate program and charging infrastructure.

Thank you for your leadership and your commitment to building a sustainable transportation future for Oregon.

Respectfully submitted,

Brett Morgan

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