



May 14, 2019

[RenewableH2.org](http://RenewableH2.org)

## Members

*Aciem Consulting*  
*Andioma*  
*Ballard Power Systems*  
*Barlow Strategies*  
*Bonneville Environmental Foundation*  
*California Hydrogen Business Council*  
*Canadian Hydrogen & Fuel Cell Association*  
*Cascadia Energy Technologies*  
*Center for Energy Efficiency and Renewable Technologies (CEERT)*  
*Center for Transportation and the Environment*  
*Chris Crowley*  
*Columbia HyFuel*  
*Douglas County PUD*  
*Eugene Water and Electric Board (EWEB)*  
*Flink Energy Consulting*  
*Forth Mobility*  
*FortisBC*  
*Hitachi Zosen Inova USA*  
*HydroStar USA*  
*ITM Power*  
*Klickitat PUD*  
*McDowell Rackner & Gibson*  
*Eric Mick*  
*Nel Hydrogen*  
*NW Natural*  
*Obsidian Renewables*  
*Oregon Applied Research*  
*PERA*  
*Pacifica Marine Services*  
*Phoenix Finance*  
*Portland General Electric*  
*Puget Sound Energy*  
*Red Rocket Creative Design*  
*Renewable Hydrogen Canada*  
*Renewable Northwest*  
*Ian Richardson*  
*Roberto Ruiz*  
*Solar Ki*  
*Tacoma Power*  
*The Warren Group*  
*Mark Thompson, Sanger-Law*  
*Toyota Motor North America*  
*TriMet*  
*Vashon Climate Action Group*

Senator Lee Beyer and Representative Caddy McKeown, Co-Chairs  
Joint Committee on Transportation  
Oregon State Capitol  
900 Court St. NE, HR F  
Salem, OR 97301

### **Re: Oppose Unless Amended – SB 1044**

Dear Co-Chairs Beyer and McKeown and Members of the Committee:

I'm writing on behalf of the Renewable Hydrogen Alliance (RHA), to oppose SB 1044 unless it is amended. RHA launched in June 2018 to spread awareness of using renewable electricity to make clean fuels. Renewable hydrogen and other fuels offers benefits to a wide range of stakeholders as evidenced by our diverse membership. RHA promotes policies to develop fuels derived from renewable electricity. Our membership includes consumer- and investor-owned utilities in the Pacific Northwest, renewable energy developers and consultants, and clean energy and transportation advocacy organizations, law firms, manufacturers and others all focused on making more efficient use of renewable power to decarbonize energy sectors beyond the electric grid.

Wind and solar power, along with existing hydro have become key to providing low-carbon, low-cost energy to meet Oregon's climate goals. Their variability inevitably results in times when supply of renewable energy exceeds demand, wholesale electric market prices drop. There are already times when these sources of power are turned away altogether due to lack of demand. Using renewable electricity to make clean fuels for zero emission transportation is a far more efficient use of the energy.

Hydrogen fuel cell electric vehicles (FCEV) are necessary to transition to a fully electric fleet. With their fast refueling time, long range, and scalability to the heavy duty sector, FCEVs are able to serve consumers that drive long distances and live in more rural areas of the state, and have commercial applications in the broader transportation industry. Fuel cell electric vehicles are a necessary complement to battery electric vehicles and provide consumers with choice when selecting a zero emission option.

**RHA Mission:**

*Promote use of renewable electricity to produce climate-neutral hydrogen and other energy-intensive products that reduce dependence on fossil fuels.*

**Board of Directors**

*Shanna Brownstein,  
NW Natural*

*Jason Busch,  
Pacific Ocean Energy Trust*

*Ken Dragoon,  
Flink Energy Consulting*

*Nicole Hughes,  
Renewable Northwest*

*Dr. John Lynch, Washington  
State University*

*Don Ruff,  
Ruff Consulting*

SB 1044 acknowledges hydrogen fuel cell vehicles in its definition of zero emission vehicles, but the rest of the bill proposes to study only battery electric vehicle infrastructure and policy needs to accomplish the state's transition to transportation electrification, without reference to similar needs for fuel cell electric vehicles. RHA would like to see the language of the bill fully integrate and acknowledge the role that hydrogen must play in that process by specifically studying the role of FCEVs and policies to promote hydrogen production.

Much of RHA's advocacy thus far has been focused on Washington state. In March, Washington Governor Jay Inslee signed S.B. 5588 into law, allowing public utility districts to produce, distribute and sell hydrogen using electricity from renewable resources. This bill creates opportunities for the entire Pacific Northwest to further develop a hydrogen market for transportation. As Oregon looks to study and consider policy changes to electrify transportation, hydrogen fuel cell vehicles must be specifically included in the state's scoping plan.

We look forward to continuing a conversation with you about the potential role of renewable hydrogen for transportation in Oregon.

Sincerely,



Ken Dragoon  
Executive Director, Renewable Hydrogen Alliance