

Support SB 1044

A comprehensive, statewide zero-emission vehicle framework to support Oregon's climate agenda

Transportation sector GHG emissions are on the rise.

Nearly 40% of Oregon's greenhouse gas emissions are caused by transportation. Since 2013, these emissions have grown by 13% - to levels not seen since before the Great Recession.

Oregon must turn this trajectory around. A comprehensive, statewide policy framework will ensure that we get on track.

A successful transition to a world where the majority of Oregonians drive a zero-emission vehicle (ZEV) requires a framework policy with metrics for success and regular assessment to ensure policies are moving us to meeting our goals. We need to act now so that when people buy a new vehicle, they replace their current internal combustion engine with a ZEV. A statewide policy framework that supports consumer behavior change is the least disruptive way to instigate the change we need over the next 10-years.

Adopted policies have been helpful, but uncoordinated and without a goal.

Recent efforts to promote ZEV, like allowing utilities to invest in electrification and providing a state rebate for vehicle purchase, have helped with ZEV adoption and are important. But, they are not enough to achieve critical GHG reductions in the transportation sector because they lack metrics for success and they're not coordinated toward a common goal.

The time is now to support adopting statewide goals and metrics to decarbonize the transportation sector.



Support SB 1044

A comprehensive, statewide zero-emission vehicle framework to support Oregon's climate agenda

Key provisions in SB 1044

Requires the state to create policies that ensure the transportation sector decarbonizes proportionately to the state's GHG reduction goals.

The state needs an agency to be "in charge" and measure progress toward decarbonizing the transportation sector. If the state is off-track, this bill requires the agency to propose legislation to accelerate ZEV usage. Additional supporting programs must be proposed until GHG emissions from the transportation sector decline at a rate that achieves Oregon's GHG reduction goals.

Establishes metrics for evaluating statewide ZEV adoption and supporting infrastructure.

This bill does not require specific vehicle sales targets. Instead, it uses sales targets and other specific elements to determine progress. The ZEV adoption metric is aggressive, at least 90% of all new vehicles sold and 50% of all registered vehicles must be ZEVs by 2035, aligned with needed GHG reductions in the transportation sector.

Requires regular, data-driven reports to assess ZEV adoption progress and to help inform policy proposals.

Evaluation of ZEV use and adoption, including the rate of adoption, will be reported on a biennial basis and will determine whether the state is on a path to meeting its GHG reduction goals.

Helps the state "lead by example," consistent with the Governor's executive order 17-21.

Current statute allows up-front cost to be used to determine whether a ZEV purchase is feasible. This bill would remove that provision and set goals for state fleets to purchase or lease ZEVs.

Provides flexibility to schools to use existing funds to electrify school buses and fleets.

Schools that have already made energy efficiency improvements should be able to spend the public purpose charge dollars they receive on ZEVs, including electric buses.

SB 1044 will help decarbonize the transportation sector by giving the state a framework to ensure zero emission vehicle policies drive toward one goal with measured progress.

Brendan McCarthy, PGE
Brendan.McCarthy@pgn.com
503.930.7156

Elizabeth Howe, Pacific Power
elizabeth@howepa.com
503.910.3270

Janice Thompson, CUB
janice@oregoncub.org
503.227.1984 x24

Morgan Gratz-Weiser, OEC
morgang@oeconline.org
707.672.2618

David Van't Hof, Climate Solutions
vanthofd30@gmail.com
503.467.9518

Jen Visser, Idaho Power
jvisser@idahopower.com
208.761.5771 (Cell)