



To: Members of the Joint Committee on Transportation  
From: Rhett Lawrence, Pacific Northwest Policy Manager  
Date: April 6, 2021  
RE: Support for HB 2182

Co-Chairs McLain and Beyer and Members of the Committee:

My name is Rhett Lawrence and I am the Pacific Northwest Policy Manager for Forth. We are a nonprofit trade association that advocates for the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. Forth has nearly 200 members, including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations.

As you know, Oregon has ambitious greenhouse gas reduction goals, and we are already behind in meeting them. Given that the transportation sector is now our state's biggest contributor of greenhouse gas emissions, it is critical that we take steps to get those transportation emissions headed down – and quickly. Dramatically increasing the use of zero-emission vehicles is one of the most significant steps we can take to reduce transportation emissions, as the Legislature recognized when it passed SB 1044 in 2019. Automakers also recognize the need to rapidly decarbonize our transportation system. As you have likely heard, General Motors announced earlier this year that it will go all-electric by 2035, and that 40% of its models will be EVs by the end of 2025.

Forth has been very supportive of policy proposals which would speed up our state's transition to greater EV adoption. One of the best ways to do that is via the Oregon Clean Vehicle Rebate Program, which Forth played a significant role in creating as part of the 2017 transportation package. We are excited to work alongside Governor Brown and our other allies to advance the elements of HB 2165 that will expand the reach of the EV rebate. We believe that bill will allow the rebate program to better serve low-income Oregonians, rural communities, and communities of color.

Like HB 2165, HB 2182 directs DEQ to expand its outreach efforts to increase awareness of the EV rebate program. If HB 2165 is already on track toward passage, HB 2182 may be duplicative and unnecessary. However, Forth certainly supports the directives in HB 2182 and would be happy to see them realized. Such expanded outreach and education could go a long way toward ensuring that Oregon's Clean Vehicle Rebate Program is benefiting all Oregonians.

Thank you very much for the opportunity to provide this testimony today.

# **FORTH**

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