RENEWABLE HYDROGEN ALLIANCE

Testimony on House Bill 2714
House Climate, Energy and Environment Committee
January 30, 2023

Good afternoon, Chair Marsh, Vice Chairs Levy and Levy, and members of the Committee. My name is Michelle Detwiler and I am the Executive Director of the Renewable Hydrogen Alliance here today to speak in support of HB 2714.

RHA is a Pacific NW regional non-profit trade association that advocates using renewable energy to produce hydrogen and other carbon neutral fuels. RHA is proud to have in our membership Fuel Cell Vehicle manufacturers including heavy duty trucks, and fueling station developers, as well as hydrogen production and fuel cell equipment manufacturers, project developers and many others with an interest in the renewable and green electrolytic hydrogen sector.

- Recent state reports such as the 2022 Hydrogen Pathway Study and ODOE's Renewable Hydrogen Study affirm the importance and need for hydrogen as a clean energy and clean fuels option for Oregon to meet its ambitious climate goals. In addition, both the Oregon Clean Fuels Program Expansion and the Advanced Clean Cars II Rule include hydrogen fuel cell vehicles as a compliant technology.
- Both Interstate 5 and Interstate 84 in Oregon have been nominated by the Federal Highway Administration as hydrogen pending alternative fuels corridors and, more than 35 hydrogen projects have been publicly announced in the Northwest over the past couple of years.

To highlight that hydrogen and FCEVs are a reality and are here, please consider the following:

- In addition to the 66 existing light duty hydrogen fueling stations in California, there are six medium and heavy-duty fuel cell vehicle hydrogen fueling stations with considerable investments being made to decarbonize transportation operations at major ports in the state. The fuel-cell electric trucks in use at the ports were built in the Pacific Northwest.
- In Washington, three hydrogen fueling stations for light, medium and heavy-duty FCEVs are in development and a renewable hydrogen production facility is set to be completed this year with the goal to supply renewable hydrogen to the state's fueling stations and to decarbonize other hard-to-electrify sectors.
- Oregon State University just announced that they are partnering with an Oregon truck manufacturer to develop a hydrogen fuel cell truck with a 600-mile range, a 25,000-hour fuel cell life and a payload capacity equivalent to that of a diesel truck. This work has been funded by over $25 million from the US Dept of Energy.

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- It is clear we will need this infrastructure if we are going to address the single highest source of GHG emissions and pollution in the state. To that end, there is a House Bill HB 2720being proposed this session that seeks to implement ODOT's recommendations on how to facilitate the adoption of fuel cell vehicles and launch development of the infrastructure.

Passing the rebate in HB 2714, when combined with fueling infrastructure investments, is key to a lower carbon transportation system. Thank you and I am happy to answer any questions.