



January 30, 2023

Representative Pam Marsh, Chair
House Committee on Energy and Environment
Oregon State Capitol
Salem, OR 97301

Re: HB 2714 - SUPPORT

Chair Marsh and Members of the Committee,

Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis and we are writing in strong support of HB 2714.

What HB 2714 does:

HB 2714 would establish a Zero-Emission, Medium- and Heavy-Duty Vehicle Rebate Program within the Department of Environmental Quality. These rebates would help accelerate the adoption of zero-emission trucks, delivery vans, and buses by providing rebates to eligible purchasers of qualifying zero-emission vehicles. In addition, the proposed program will include increased rebate amounts for fleet applicants domiciled in and/or frequently operating in communities disproportionately burdened by air pollution, disproportionately low-income communities and Black, Indigenous, and communities of color.

Why we need HB 2714:

In Oregon, diesel trucks, buses, and delivery vans currently pump out 70% of smog pollution (NOx), 64% of black carbon, and nearly half (42%) of climate pollution from transportation, yet they're fewer than 10% of all vehicles on the road. While Oregon has passed significant legislation and rules in the past five years to accelerate the state's adoption of electric vehicles, the medium- and heavy-duty (MHD) sector is not nearly as far along the transition to electric as the light-duty sector (passenger cars). This is in large part due to the upfront cost of zero emission semi-trucks, delivery trucks, transit, and school buses.

Opportunity to make the most of federal funding:

Thanks to the Inflation Reduction Act and federal grant programs like the Congestion Mitigation and Air Quality Improvement Program (CMAQ) that were renewed with the passage of the Bipartisan Infrastructure Law, Oregon has an opportunity to position itself as a competitive state to receive significant funding and even increase the amount of average funding for zero-emission MHD vehicles.

However, if Oregon does not have its own zero-emission MHD rebate program in place like neighboring states, we may miss out on these potential federal funding opportunities.

HB 2714 also asks for a one-time funding request of \$15 million dollars. These funds would allow for our state to be well positioned so that we can get our Department of Environmental Quality set up to run this program as well as be competitive for possible match requirements.

We urge you to support HB 2714! Thank you for your consideration of these comments.

Sincerely,

Victoria Paykar
Oregon Transportation Policy Manager