



NW Energy Coalition

April 2, 2019

To: Chair Ken Helm and Members of the House Committee on Energy and Environment

From: Annabel Drayton, Policy Associate, NW Energy Coalition

Re: HB 3141

The NW Energy Coalition (NVEC) is an alliance of over 100 member organizations, united around clean and affordable energy. NVEC has been supportive of legislation aimed at advancing transportation electrification across the region. We appreciate the overall intent of HB 3141 but we are not able to support the bill in its current state. We believe that policy designed to support the advancement of transportation electrification should: be designed to provide health, financial, and mobility benefits to all, and; complement existing and future policy designed to promote transportation electrification and greenhouse gas emissions reduction.

Section 4 is designed to provide clarity around payment methods at public charging stations. In order to ensure all residents have fair access to public charging stations and can benefit from transportation electrification, it is essential that payment methods are inclusive. According to the Pew Research Center¹, among people who make less than \$30,000 a year, 29% make all or almost all purchases with cash and according to a survey commissioned by Bankrate and compiled by Princeton Survey Research Associates International², 63% of adults ages 18-29 do not have a credit card. Defining “payment method” as “a device, method or arrangement that enables a person to purchase goods or services by means of an electronic cash transfer from the person’s account with a financial institution, as defined in ORS 706.008, or by means of an extension of credit from a financial institution” restricts access to electric vehicles for those with lower income, no or low credit, or those who may not have access to a debit card or smart phone. **NVEC recommends that “payment method” be redefined to ensure all options can and will be considered when making charging stations widely available and accessible to members of the public without limitations or restrictions.**

¹ 2018 Pew Research Center’s American Trends Panel, Survey conducted September – October 2018

² Bankrate August 2014 Financial Security Index

Section 11 authorizes state agencies to contract with a third-party entity to acquire, install, maintain or operate electric vehicle supply equipment and infrastructure. **NWEC recommends that state agencies and third-party entities must consider open communication protocols, allowing any charger to be compatible with any network.** This practice safeguards public dollars and reduces the risk of stranded assets.

Section 14 makes changes to the Clean Fuels Program (CFP). **NWEC requests that this section be removed entirely to safeguard the progress of Oregon's Clean Fuels Program.** Making changes to the Clean Fuels Program at this point in time could result in additional delays in the Clean Fuels Program implementation for transportation electrification. In addition, this section is not needed. The Public Utility Commission has already adopted principles and utilities recently filed Clean Fuels Pilot Programs with stakeholder input in Docket, UM 1826³.

Finally, NWEC supports amendments that would:

- In section 2, regarding EV-ready building code, clarify that the minimum standard requires 240 volt AND 40 amp.
- In section 3, accelerate the deadline for the building code upgrade to be by December 31, 2019.
- In section 6, update the timeline for 25 percent of state fleet purchases to be electric vehicles by January 1, 2020 and add that 100 percent be electric by 2025.

Oregon has the 4th highest electric vehicle market share in the United States⁴. Policy and program support is essential for the state to continue leading the way in transportation electrification. Incorporating these changes will help the state move towards an equitable and efficient transition to transportation electrification and reduction in greenhouse gas emissions.

The NW Energy Coalition appreciates the opportunity to provide comments and we look forward to continuing to work with the Legislature, staff, and stakeholders as the bill moves forward.

Thank you,

Annabel Drayton
Policy Associate, NW Energy Coalition
annabel@nwenergy.org
(206) 621-0094

³ <https://apps.puc.state.or.us/edockets/docket.asp?DocketID=20725>

⁴ Atlas Public Policy, July 2017