



To: Members of the Senate Committee on Environment and Natural Resources
From: Rhett Lawrence, Pacific Northwest Policy Manager
Date: February 21, 2020
RE: House Bill 4066A

Chair Dembrow 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. I am here today on behalf of our more than 180 members - including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations - to urge your support for House Bill 4066A.

As you know, Oregon has ambitious greenhouse gas reduction goals and we are already behind in meeting them. And given that the transportation sector is now the biggest component of our state's greenhouse gas emissions, it is critical that we take steps to get those transportation emissions headed down - and quickly. Dramatically increasing the use of electric vehicles is one of the most significant steps we can take to get a handle on reducing those transportation emissions.

Forth is thus very supportive of any policy proposals which would speed up our state's transition to greater EV adoption, and we believe that HB 4066 is a crucial step in that direction. It is clear that if we are to have widespread adoption of EVs in Oregon, we will also need to greatly expand the availability of charging stations. It is equally evident that as we move toward a future with EVs in every garage and parking lot, we need to be building that grid infrastructure right now.

Thankfully, many utilities are already making those investments in EV infrastructure today, and HB 4066 will simply allow them to spread the cost of those investments to their larger base of ratepayers. Furthermore, the ability to do so will also allow the regulated utilities to make the even larger investments that will be required to get our state where we need to be. The pilot programs from PGE and Pacific Power have been very promising, and now we need to be able to expand those projects out to a much greater scale.

In sum, we believe that House Bill 4066A will help get Oregon on the necessary path to markedly increasing transportation electrification. Forth strongly supports this bill and we urge Committee members to do the same. Thank you for the opportunity to provide this testimony and I'm happy to answer any questions you may have.

FORTH Empowering Mobility

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