



February 25, 2020

House Committee on Revenue  
900 Court Street  
Salem, Oregon 97301

Chair Nathanson and members of the committee:

Oregon will need a variety of policy tools to smooth the transition to electric vehicles (EVs). We appreciate that House Bill 4151A recognizes the core role of utilities in investing in infrastructure to serve electric vehicle load.

HB 4151A requires that electric companies spend at least 0.5% of the rates collected from certain customers on transportation electrification. PGE believes that a minimum spending level is not the best approach to advance transportation electrification – we prefer an approach that allows the utility to size its investments to the needs and opportunities in its service territory. Further, the bill creates a duplicative planning requirement for these funds that overlaps with the transportation electrification plans that utilities already file with the Public Utility Commission and could slow down deployment of these funds.

HB 4151A also includes amendments to ORS 757.357 to allow electric companies to invest in EV infrastructure. The language in Section 5 of the -A8 amendment mirrors Section 1 of HB 4066A, which awaits a Senate floor vote. The language in Section 1 of HB 4066A has been carefully worked out with the Public Utility Commission, which is responsible for implementing the statute, and a variety of stakeholders, including utilities and the Citizens Utility Board. If the House Revenue Committee wishes to include such a section in HB 4151A, we recommend the committee use the language in the -A8 amendment.

Thank you for the opportunity to share our concerns.

Sincerely,

A handwritten signature in black ink that reads "Sunny Radcliffe".

Sunny Radcliffe  
Director of Government Affairs and Environmental Policy  
Portland General Electric