

**HB 2165 -1 STAFF MEASURE SUMMARY**  
**House Committee On Energy and Environment**

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**Prepared By:** Erin Pischke, LPRO Analyst

**Sub-Referral To:** Joint Committee On Transportation

**Meeting Dates:** 2/3

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**WHAT THE MEASURE DOES:**

Requires electric companies to collect an amount equal to at least one quarter of one percent of the total revenues collected from all retail electricity consumers in their service territory, to be expended to support and integrate transportation electrification pursuant to plan accepted by Public Utility Commission (PUC). At least half of the amounts collected must be invested in programs, infrastructure, rebates, or expenses that support transportation electrification in underserved communities. Sunsets January 2, 2031. Authorizes PUC to allow electric companies to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification if certain criteria are met. Criteria include but are not limited to infrastructure measures to support transportation electrification to benefit utility customers if the infrastructure measure can be reasonably anticipated to support reductions of transportation sector greenhouse gas emissions and benefit the electric company's customers in ways that may include: distribution or transmission management benefits; revenues to utilities from electric vehicle charging to offset utilities' fixed costs that may otherwise be charged to customers; system efficiencies or other economic values inuring to the benefit of customers over the long term; or increased customer choice through greater transportation electrification infrastructure deployment to increase the availability of and access to public and private electric vehicle charging stations. Modifies eligibility for providing charge ahead rebates to qualifying households and low-income service providers and increases value of Charge Ahead zero-emission and electric vehicle rebate programs to a minimum of \$2,500 and up to a maximum of \$5,000. Expands public comment and community outreach activities to qualifying households and low-income service providers. Modifies provisions related to administrative costs and expenses of program by capping them at no more than 10 percent. Requires \$12 million from tax for privilege of engaging in business of selling motor vehicles at retail to fund the Zero-Incentive Fund. Repeals sunset on standard and Charge Ahead zero-emission and electric vehicle rebate programs.

**ISSUES DISCUSSED:**

**EFFECT OF AMENDMENT:**

-1 Establishes as a minimum the number of sales of electricity to 25,000 or more retail electricity consumers in Oregon before companies must be required to collect an amount from all retail electricity consumers, to be expended to support transportation electrification pursuant to plan accepted by Public Utility Commission. Establishes the percentage collected as an amount from all retail electricity consumers, to be expended to support transportation electrification as set to at least one quarter of one percent of the total revenues collected by the electric company from all retail electricity consumers.

**BACKGROUND:**

In Oregon, the transportation sector accounts for the largest proportion of energy consumption (31.1% in 2018, the most recent year data is available). Oregon has worked with other western states to expand electric vehicle (EV) infrastructure in the region, in particular through the work of the West Coast Electric Highway and the Regional Electric Vehicle Plan for the West (REV West). The shared goals in the region are to promote EV adoption and create a system of charging stations in the west. Governor Brown's Electric Vehicles Roadmap Initiative outlines expansion of EV charging stations. HB 2165 requires electric companies to collect an amount equal to at

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least one quarter of one percent of the total revenues collected from all retail electricity consumers in their service territory, to be expended to support and integrate transportation electrification pursuant to plan accepted by the Public Utility Commission (PUC). The bill authorizes the PUC to allow electric companies to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification if certain criteria are met. HB 2165 modifies eligibility for providing charge ahead rebates to qualifying households and low-income service providers and increases value of Charge Ahead zero-emission and electric vehicle rebate programs.