

**SB 314 A STAFF MEASURE SUMMARY**  
**Senate Committee On Energy and Environment**

**Carrier:** Sen. Beyer

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**Action Date:** 02/25/21  
**Action:** Do pass with amendments. (Printed A-Eng.)  
**Vote:** 4-1-0-0  
**Yeas:** 4 - Beyer, Dembrow, Findley, Robinson  
**Nays:** 1 - Taylor  
**Fiscal:** No fiscal impact  
**Revenue:** No revenue impact  
**Prepared By:** Beth Reiley, LPRO Analyst  
**Meeting Dates:** 2/2, 2/18, 2/25

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**WHAT THE MEASURE DOES:**

Authorizes the Public Utility Commission (PUC) to allow an electric company to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification (EV Infrastructure) if certain criteria are met. Stipulates that EV Infrastructure measures taken by electric company are a benefit to the customer if they can be reasonably anticipated to support reductions of greenhouse gas emissions over time, and provide customer benefits that include: distribution or transmission management; revenues from charging to offset fixed costs; system efficiencies or other economic values; or increased customer choice. Requires PUC to consider certain factors when contemplating expenditures for an EV infrastructure program that is not an infrastructure measure. Requires electric company undertaking measures that involve the installation of one or more electric vehicle charging stations to allow for customer choice in the selection of the type of electric vehicle charging station. Authorizes electric company to prequalify multiple types of electric vehicle charging stations. Authorizes PUC to allow natural gas utilities to recover costs from retail natural gas customers for prudent investments in or expenses related to infrastructure measures that support adoption and service of alternative forms of transportation vehicles if certain criteria are met. Stipulates that an investment or expense related to alternative transportation infrastructure measures taken by natural gas company are a benefit to customer if they can be reasonably anticipated to support adoption of alternative vehicles powered by renewable natural gas or hydrogen, reductions of greenhouse gas emissions over time, and benefit the natural gas utility system, which may include: distribution or transmission management benefits; system efficiencies or other economic values; or revenues from fueling alternative forms of transportation offset utilities fixed costs.

**ISSUES DISCUSSED:**

- Need to expand access to charging stations
- Emissions of different technologies and fuel sources
- Development of new technology

**EFFECT OF AMENDMENT:**

Replaces reference to an investment related to infrastructure measures that support alternative forms of transportation that is a utility service if it can be reasonably anticipated to support the adoption of alternative vehicles powered by renewable natural gas, rather than compressed natural gas.

**BACKGROUND:**

Senate Bill 978 (2017) directed the Oregon Public Utility Commission (PUC) to establish a public process for investigating how developing industry trends, technologies, and policy considerations impact the existing regulatory system and incentives it currently employs, and prepare a report. One of the items identified by some participants in the public process was that an efficient way to reduce emissions is by electric utilities working to

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reduce emissions outside of the electric sector through beneficial electrification of other fuel uses, such as electric vehicles and other forms of alternative transportation.

Senate Bill 314 A authorizes the PUC to allow electric companies and natural gas utilities to recover costs for certain investments in infrastructure measures related to transportation electrification and alternative forms of transportation, respectively.