



Oregon Citizens' Utility Board

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**Testimony of Samuel Pastrick
Regarding HB 2165
Before the House Committee on Energy & Environment**

Chair Marsh, Vice Chairs Brock-Smith and Helm, members of the Committee:

For the record, my name is Samuel Pastrick. I'm the Advocacy and Development Manager at Oregon Citizens' Utility Board (CUB). CUB is a membership-based 501(c)3 nonprofit consumer advocacy organization that represents and advocates for the broad interests of residential energy and telecommunications utility customers. I am pleased to submit the following testimony in support of HB 2165 and encourage the Committee's swift movement toward passage.

CUB is proud to support the entirety of HB 2165 but will emphasize, for purpose of this testimony, **Sections 2 through 4**.

As Oregon's leading advocate for residential utility customers, CUB supports well-planned electrification of the transportation sector. Transportation electrification (TE) reduces greenhouse gas emissions and represents a significant opportunity for electric utilities to proactively manage the integration of current and future electric load growth.

Customers of Oregon's regulated electric utilities benefit today from largely predictable and relatively low electricity costs. However, continuing this trend while accommodating load growth requires proactive load management by regulated electric utilities through prudent investments in infrastructure measures that support TE, and are subject to transparent public processes before and oversight from the Oregon Public Utility Commission.

At a high level, TE benefits all customers by allowing regulated electric utilities to spread fixed system costs across a broader customer base to support the distribution system. This is possible because electric vehicles (EVs) generate revenue as additional load when charging. Regulated utilities can then use this additional revenue to offset fixed costs paid by all customers to support the shared distribution system. Lowering these shared distribution costs can lower rates for all customers, including non-EV owners. CUB's analysis suggests that Portland General Electric (PGE) and Pacific Power can each spend up to roughly \$600 per EV while still ensuring an overall cost benefit back to customers.

In fact, CUB believes that PGE alone could invest roughly \$60 million before 2025, and still ensure that all customers benefit from the additional load as a result of thousands of new EVs.

HB 2165 contemplates a .25 percent surcharge on all retail customers outside of rates. This would raise approximately \$4.5 million from PGE, well below the amount CUB identifies as being reasonable for the utility to invest in infrastructure and programs to support TE, and what may otherwise be included in customer rates. This suggests that even with the additional charge, all regulated electric utility customers, including non-EV owners, may see lower rates as a result of investments and programs to support TE and new EVs joining the utility system.

More generally, regulated electric utilities have an obligation to serve their customers. EV owners should expect their electric utility to provide them with fair and reasonable service that meets their energy demands. This includes wide-spread and well-planned charging infrastructure at residential homes, multi-family dwellings, workplaces, and public locations.

CUB urges the Committee's support for HB 2165 because facilitating regulated electric utilities' proactive management of transportation electrification load, and improving EV accessibility, is in the best interest of all electric utility customers.

Respectfully,

Samuel Pastrick / samuel@oregoncub.org