



The League of Women Voters of Oregon is a 100-year-old grassroots nonpartisan political organization that encourages informed and active participation in government. We envision informed Oregonians participating in a fully accessible, responsive, and transparent government to achieve the common good. LWVOR Legislative Action is based on advocacy positions formed through studies and member consensus. The League never supports or opposes any candidate or political party.

April 6, 2021

To: Co-Chair Beyer, [sen.LeeBeyer@oregonlegislature.gov](mailto:sen.LeeBeyer@oregonlegislature.gov)  
Co-Chair McLain, [rep.susanmclain@oregonlegislature.gov](mailto:rep.susanmclain@oregonlegislature.gov)  
Joint Committee on Transportation, <https://olis.oregonlegislature.gov/liz/2021R1/Testimony/JCT>

Re: HB 2165 A – **Support**

The LWVOR believes that climate change is a serious threat facing our nation and planet. The League supports a rapid transition to renewable energy and energy efficiency as cost effective strategies to mitigate greenhouse gas emissions. In particular we support programs that help low income and at-risk people move toward financial stability in the course of this transition.

Access to zero emission vehicles, at an affordable cost, and associated with reliable charging infrastructure will be key to rapid reduction of transportation emissions through the adoption of electric vehicles.

HB 2165 has several key features. It provides a mechanism for generating revenue from consumers of electricity in the state to extend charging infrastructure throughout the state. The surcharge is 0.25% of the total electric bill.

In Section 2. (6), the bill provides excellent criteria for selecting underserved communities to receive funding for programs, infra-structure and rebates to support transportation electrification. We do object to the use of a modifier in this section: the phrase “reasonable efforts,” when describing the duty of the electric company to expend not less than one-half of the amount collected to support transportation electrification in underserved areas. The undefined “reasonable efforts” leaves the interpretation in the hands of a company that might prefer to place infrastructure in a financially secure community.

Section 4 provides thoughtful analysis of “infrastructure measures” to be considered in the development of the program, and their potential contribution to renewable resource integration for the electrical grid. We endorse the role of the PUC to oversee the program.

We welcome the expansion of the Charge Ahead rebate program for the purchase or lease of a new or used light-duty zero-emission vehicle or plug-in hybrid electric vehicle. The doubling of rebates for low-income households and low-income service providers gives a significant boost to affordability and will hasten electric vehicle adoption, making costs comparable to those for internal combustion cars of a similar class.

HB 2165 was passed by unanimous, bipartisan endorsement from the House Committee on Energy and Environment. We are pleased to urge your support for HB 2165 A.

Thank you for the opportunity to discuss this legislation.

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