

To: Representative Pam Marsh and the House Committee on Energy and Environment

From: Jane Stackhouse

Date: February 3, 2021

RE: Testimony HB 2165

HB 2165 will set a small charge on electric utility customers (1/4 of 1%) to support transportation electrification. This is a good investment for all Oregonians because the effects of global warming are evident and our time available to act is running out.

The transportation sector contributes 40% of the greenhouse gas emissions we are working to reduce. It is the single largest contributing sector in Oregon. This small charge will add up and help us quickly shift to electric vehicles whether these be electric public transit buses, trucks or personal vehicles. The bill apparently applies to investor owned utilities which have a predominantly urban customer base. The benefits are not distributed by utility area so there will be equal benefit to rural areas served by cooperative electrical utilities.

There is no doubt that our future will include electric buses, trucks and personal vehicles. We will need more charging stations and connections to feed energy back into the grid when solar energy is not available. With HB 2165 we can increase zero emissions vehicles and cut emission from transportation. I am hopeful that we can become 100% electric vehicles in the next 10 years. This is a rapid shift and HB 2165 cannot accomplish it alone but it is a good start. We must remember that we went from predominately horse power to automobiles between 1901 and 1911.

The incentives for purchasing EVs is an important consideration for potential buyers. The increased rebates are true incentive. I had postponed purchasing an EV because of cost and now I am delighted with my used Chevy Volt plug in hybrid. I purchased a hybrid because I have 'range anxiety'. If I can charge my Volt at home, why would I need charging at my local grocery? The urban charging stations are great for visitors and for those who do not have infrastructure for home charging. Where I need the ability to charge (and the reason I bought a hybrid) is at parks and trail heads and rest stops so I can go camping, hiking, and visit other cities. HB 2165 and HB 2476 can help make that happen. I urge yes votes on both.