

03 May 2021

To: House Committee on Energy and Environment

Re: Senate Bill 314 A

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

I am well aware that I am in a minority on my thinking on Oregon's "clean & green" energy endeavors and that my words will likely fall on deaf ears, but I feel compelled to add my two cents worth. In particular I am not in favor of being forced to support programs I currently view as counterproductive to society as a whole. As we like to say, that timing is everything, the timing for such grand schemes as electrifying the transportation industry in the state is not now, nor anytime in the near future. This bill, like similar others that are in the works, are jumping the gun.

In particular I don't like the part of SB 314A that that will allow electric companies "... to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification...." This is, at bottom, to promote the so-called *transportation electrification* of the state and, in particular, subsidizing electric vehicles and the infrastructure that would require.

Perhaps not now, but eventually, it will be seen that although this transportation electrification plan may appear to some as feasible, it will prove to have not been cost effective or reliable. The state's efforts to prop up mass motoring by switching everyone to electric vehicles is most likely not going to happen at the scale envisioned, unless the state also plans to buy electric cars and give them away to everyone. Which is not likely.

The grand plan is about mass motoring. And that is dependent on the financial model of a "mobile America", so-to-speak, whether the cars are powered by fossil fuels or electricity. Most of the population is used to buying cars on installment loans. With incomes drying up, e.g., rental property owners forced to absorb the cost of providing free housing, there are ever-fewer credit-worthy borrowers for what loans might be available. Additionally, new vehicles are ever more expensive. So where is all that money to buy these new electric vehicles supposed to come from? More "free" money?

Another consideration is whether Oregon's—as well as the nation's—electric grid can handle the charging needs of a fleet of the size envisioned. (From Oregon's DMV, in 2019 there were 3.7 million registered vehicles in the state.) How much will upgrading our electrical grid cost?

On the fringes of this issue but still a valid consideration is the amount of scarce rare earth mineral resources that are required for manufacturing car batteries. Those are not readily available in the continental United States. Most are controlled by foreign nations. Along those same lines, car manufacturing is dependent on wide-ranging (international) supply lines for parts and electronics.

Lastly, and by Oregon's own DEQ findings, if everyone in the state stopped driving internal combustion powered vehicles, the reduction in CO² emissions would be negligible. Isn't CO² still the bogey-man in this overall story?

I know my lone voice isn't going to sway the Committee's actions on this bill. Nevertheless, for all the above reasons I am opposed to SB 314A and suggest the Committee table it.

Sincerely,

A handwritten signature in blue ink that reads "Richard Wisner". The signature is written in a cursive, flowing style.

Richard Wisner