



February 22, 2021

To: Members of the Joint Committee on Transportation  
In Support of HB 2290 with -1 Amendment

I am Phil Barnhart, President of Emerald Valley Electric Vehicle Association, which is a voluntary organization and chapter of the Electric Auto Association and as such is dedicated to supporting the adoption of Electric Vehicles (EVs) generally. Pre-Covid, our work consisted mostly of direct contact with the public at events that attracted significant foot traffic to provide education and test drives of our EV automobiles. The urgent need to move quickly to end fossil fuel use in the transportation sector and our strong view that electrifying transportation will significantly reduce GHG emissions in Oregon, we have decided to become involved in policy making that directly influences fuel choice for vehicles.

HB 2290, if passed, will significantly improve the options of light and heavy vehicle users over time by removing major impediments to the biggest issue for those considering electric vehicles: the difficulty finding and using convenient charging infrastructure.

**The First Part** of HB 2290 will allow Oregon Parks to work with others or by itself to install fueling equipment for EVs in ways and places that will be most useful and practical to do so. With the -1 amendment, the bill is permissive not mandatory. A huge value of these provisions is that many of our state parks, rest areas, etc, are located in rural and remote areas where EV charging is not currently available. While having electric fueling equipment available in such locations will significantly benefit urban dwellers traveling through rural areas, the most benefit will inure to rural residents who will then be able to use electric transportation equipment that otherwise would be impractical. The much lower fueling and operating costs of electric equipment compared to diesel or gasoline will significantly reduce overall transportation costs. Very soon, purchase cost of electric transportation equipment will also be equal to or less than that of traditional vehicles.

**The Second Part** of HB 2290 modernizes the charge to the Oregon Public Utility Commission to allow it to consider reductions in GHG emissions, transmission management benefits, revenues from EV charging that offset fixed costs of the system, system efficiencies, and increased customer transportation choice. This broadening of the PUC's authority is a necessary precursor to the installation of infrastructure necessary to allow the convenient fueling of electric vehicles at home in multi-unit dwellings and other locations, especially for low income residents who could greatly benefit from the Charge Ahead Rebate, if they can find a convenient place to fuel an EV.

For these reasons EVEVA supports HB 2290 and we urge your support as well.

Phil Barnhart, President, EVEVA,  
[phil@philbarnhart.com](mailto:phil@philbarnhart.com), [eveva.org](http://eveva.org)