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Testimony in support of HB 2961

Chair Lively and members of the House Committee on Climate, Energy and Environment

I write as a grandparent, retired CEO, entrepreneur, climate activist, EV owner since 2011, and co-chair of the Hood River County Energy Council.

An engineer by training, I'm into the numbers far deeper than most people. I created the first energy/emissions inventory for Hood River County, and evolved that workbook for other Oregon counties. I championed the Oregon adaptation of Energy Innovation's [Energy Policy Simulator](#), the seventh state to be supported. In those activities I've done extensive modeling at the state and county levels to figure out which policies work and which don't. I'm unpopular with some climate groups because I know from quantitative analyses the effectiveness of their favorite emissions policies.

Here are some salient facts relevant to electrifying transportation:

- The transportation sector causes the most climate emissions and toxic emissions of any sector. We kill more people from toxic vehicle emissions than from vehicle accidents; the average healthcare cost caused by combusting one gallon of gasoline is about \$12.
- The average American spends over \$2000 per year on gasoline, or about \$5000 per household. In the Pacific Northwest the equivalent fuel cost for a battery-electric vehicle is about \$1 per gallon, and the maintenance costs are less than half of an equivalent gasoline vehicle.
- Vehicles are an average household's largest energy usage, largest energy cost, and largest climate and toxic emissions. Switching to an electric vehicle (EV) zeroes all tailpipe emissions and cuts fuel and maintenance costs by more than half. Monetizing these emissions illustrates the massive savings from electrifying vehicles. Additionally, EVs are fueled by local or regional energy generation, thus keeping energy spending local. Thus, switching to EVs is the quickest path to local and immediate economic and health benefits, at a household, city, county, or state level. And Big Oil's desperate disinformation campaigns are either grossly exaggerated or simply false.

While EVs are getting cheaper, the upfront costs aren't yet cheaper for most models. However, the payback period is quick because of the operational cost savings.

The next largest EV sales objection is the lack of charging infrastructure, especially at multi-unit dwellings. In nearly all cases when installing EV chargers, a major cost is trenching to bring the electric power to the charger unit; and well-planned installations **dig once**—they install large enough conduits to feed chargers as if all the vehicles around were EVs.

Because within about 20 years, all the cars will be EVs. As battery costs drop, EVs will soon be cheaper than gasoline vehicles and there'll be no reason to buy a gas-guzzler.

So of course, new construction should foresee the need and install plenty of chargers the first time it's dug up. To do otherwise is simply penny-wise and pound-foolish.

Thank you for this opportunity to advocate for more EV chargers!

Eric Strid