



February 8, 2017

Representative Ken Helm
Chair, House Committee on Energy and Environment
Oregon State Legislature
900 Court St. NE, H-285
Salem, Oregon 97301

RE: House Bill 2510 and House Bill 2511

Dear Chair Helm, and Members of the Committee:

Drive Oregon is pleased to offer our support for HB 2510 and HB 2511, legislation which will help ensure that Oregonians have the right to charge, critical to accessing clean and affordable electric vehicles.

Electric vehicles are critical to meeting Oregon's environmental goals. Cars, trucks, and buses are a major source of smog and toxic air pollution. As the Oregon Global Warming Commission recently pointed out, transportation pollution is also the greatest challenge to meeting Oregon's greenhouse gas goals. Electric cars charging on Oregon's current grid are the equivalent of 94 MPG gas cars, and will only get cleaner in coming years as the grid gets cleaner.¹ Meeting Oregon's greenhouse goals will require dramatic acceleration of electric vehicle sales, rising to include virtually all new car sales by 2050.

Electric cars are increasingly affordable and popular. Electric vehicle sales are growing faster than hybrid car sales did in their early years, with more models being offered every year and costs dropping rapidly. There are several electric cars available for lease for under \$200 per month², and driving on electricity is like paying about \$1 per gallon for gas.³ Electric vehicles can put more money back in drivers' pockets – and keep that money circulating here in Oregon.

Electric vehicle drivers do most of their charging at home, and will continue to do so. Studies by Idaho National Labs and others show that approximately 60-80% or more of charging happens at home, and that is likely to continue. It is easy and convenient to plug a car in overnight, just as we are used to plugging in our phones or other personal electronic devices. Many drivers find they can charge their car fine with a regular wall outlet, while others purchase a dedicated 240 volt unit. The cost of these units has continued to fall dramatically and can be well under \$1,000.

¹ <http://www.ucsusa.org/clean-vehicles/electric-vehicles/life-cycle-ev-emissions#.WJiybYrLBI>

² See e.g. Nissan Leaf offered at \$199/month with \$1,999 down:

<http://www.tonkinwilsonvillenissan.com/tonkin-wilsonville-nissan-as-advertised-specials>

³ <http://energy.gov/maps/egallon>

Renters and other drivers without garages face a charging challenge.

Charging a car at home is easy if you own a home with a garage. It gets more complicated for renters, or those who do not have garage space. About 35% of Oregonians rent, and about 11% of Oregonians live in apartments, according to the National Multifamily Housing Council. As more working families are attracted to driving electric vehicles, it will become increasingly important to find a good way for them to charge up.

Charging at work is also critical. Being able to charge at work is second in importance only to being able to charge at home. The US Department of Energy has found that drivers who can charge at work are up to 20 times more likely to drive an electric vehicle. Drive Oregon has been the top national promoter of workplace charging through the US Department of Energy Workplace Charging Challenge for three years running. However, we have found that many employers rent office space, and do not have much leverage to convince their landlords to allow EV charging.

HB 2510 and HB 2511 level the playing field. These bills take a conservative approach, giving renters an “opportunity to charge,” without imposing unreasonable requirements or costs on property owners. Rather, the bills simply create an opportunity for renters and property owners to have a reasonable negotiation about how best to support electric vehicle drivers.

We would be pleased to provide further comments and input. Thank you again for the opportunity to testify.

Best regards,



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About Drive Oregon. Drive Oregon is a nonprofit organization working to accelerate the growth of the electric and “smart” mobility industry and promote greater adoption of these technologies. Historically, Drive Oregon has been funded in part by Oregon State Lottery funds through the Oregon Innovation Council, but our work on this proposal is funded by our 120+ member companies and organizations; no state funds are ever used for such purposes.