

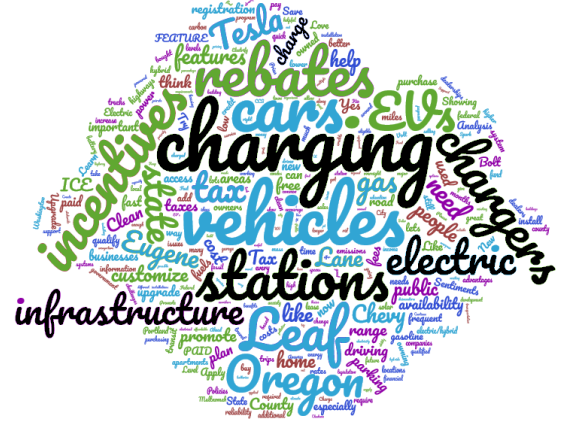


February 23, 2021

RE: **HB 2290 Testimony, Joint Committee on Transportation**

Working with other volunteers to provide input about electric vehicles in Oregon, I wrote and finalized a report in August 2020, [Promoting Electric Vehicles in Oregon: Citizen Input for Legislative and Policy Development](#). Those involved were essentially local chapter members in Oregon of the Electric Auto Association, which means most all the data was **from electric car owners**. Report "summary" attached as an Oregon "Citizen" EV Plan.

A picture is worth a thousand words, and the adjacent word cloud image, generated from the many words of the comments received, summarizes quickly and powerfully, **what electric car drivers consider are their highest priorities**. Also, their greatest priority, is consistent not only in the United States, but also from what is heard around the USA\* and [the world](#).



**And THE priority is . . . Electric Charging Infrastructure, charging stations that is, "fill 'er up with electrons!"**

**Why?** First, and most obvious, **electric vehicle drivers need it! If you already drive electric**, then you know that it takes some planning to make sure you can go from point A to point B. It's not like you can say, or we'll just "charge 'er up" when we get to the next town, because, there may not be any charge stations there. Second, and not so obvious, **if you want to drive electric, if you're thinking about getting an electric car**, since charging stations are not everywhere, then **you need them to convince yourself to invest the money to buy or lease one**, that's the sticking point right now. So, the way to overcome this deal breaker, the very important way to promote electric vehicle use, is to make sure charging stations are where people need them. **Long-distance road trips mean you need fast-charging, too**, to travel in a time-efficient way!

Final Comments . . .

- In just the last couple of years, the range, how far an electric car can go on a "tank of electrons," the electricity stored in their big battery, more car manufacturers have models that can finally reach over two hundred miles! And with fast-charging infrastructure available, **with a direct current fast charger, or DCFC, you can charge up your battery up to 80% full in the time it takes to take a good break**; to rest up, buy and eat some snacks or have a quick meal, usually in only thirty or forty minutes.
- Oregon's a big state, with a big state highway system, and for residents or visitors who drive electric, that means **we need a statewide system of these fast chargers to really get around everywhere**. It's good for residents, it's good for **tourism**, it's good for **cleaner air**, it's good for overall **sustainability**, and helps to deal with **climate change**, too.
- **Thank you for your cash rebate incentive program**, the **only way that someone with my low income could even consider buying one**; my new all-electric 2019 Chevy Bolt, with 238 miles of range and made by General Motors.
- **I support HB 2290** in its general intent **to develop a statewide charging network**. Regarding it's specifics, I am **open to any potential amendments** that may subsequently be offered **involving the most appropriate state agencies to best enhance planning and implementation**.

Respectfully,

Al LePage, M.Ed. Science, P.C. Electric Cars, UT Delft

\*"We've done extensive consumer research in understanding what's important to the customer," GM CEO Mary Barra said.

**"Clearly having a robust charging infrastructure is something that our customers have told us is important."**

[Plug it in: Electric car charging station numbers are rising, Associated Press, July 31, 2020.](#)

# “Citizen” Electric Vehicle Plan for Oregon\*

Vision – “Everyone Drives Electric Vehicles!”

Mission – “Promoting Electric Vehicles” statewide through implementing legislation and policy to realize their use and needed charging infrastructure

## Goal 1. Develop the necessary **charging infrastructure** for electric vehicles statewide

### Objectives

1. **Oregon Statewide Highway EV Network** provides needed charging access for all electric vehicles, both fast and level two speeds, with availability for all charging plugs, at reasonable cost, that are reliable, and with ease of payment.
2. **Charging Infrastructure Accessible 24/7** at home and multifamily dwellings, work and businesses, public agencies and other appropriate locations in communities statewide, such as city streets, parking spaces, and major tourist attractions in local communities statewide.
3. **Renewable Emission-Free Energy Resources** are used to charge electric vehicles, especially with solar, wind and hydroelectric power generation.

## Goal 2. Keep current and provide new **incentives** for the purchase of electric vehicles

### Objectives

4. **Existing Cash Rebates** are extended but gradually phased-out on an evidence-based rationale to achieve the optimum balance of maximizing EV market share while minimizing monetary outlay, for both new and used electric vehicles, and for low to moderate income buyers.
5. **State Tax Credits** are developed that can rollover into succeeding tax years as an extra value-added incentive for the purchase or lease of new or used electric vehicles, and for the purchase or use of chargers and the associated costs of installation or use.
6. **Electric Vehicle Benefits/Rewards** are developed, such as ability to use High Occupancy Vehicle (HOV) lanes, free parking while charging in EV dedicated spaces on metered streets or parking garages, providing charging infrastructure at EV dedicated metered parking areas, electric utility cash or billing credit incentives for the purchase, use or installation of EV charging equipment or charging during non-peak hours.

## Goal 3. **Educate** the public about electric vehicles and incentives to purchase or lease them

### Objectives

7. **EV Strategic Plan & Marketing Campaign** is developed as a formal and collaborative “ 'Lectric' Educational Agency Partnership” (“LEAP!”) between relevant state agencies to develop the overall goals, objectives, specific strategies with appropriate project management time-lines and staff commitments to create and produce materials and other resources needed for special events, outreach partnerships and to provide technical assistance to others.
8. **EV Special Events** are developed by relevant state agencies, such as the Oregon Department of Energy, the Oregon Department of Transportation, the Oregon Tourism Commission to educate and promote EV's.
9. **EV Outreach Partnerships** are initiated and cultivated through state agencies reaching out to non-profit groups, relevant or interested businesses, and appropriate government agencies; overall, partners especially addressing air quality, climate change, sustainability, tourism, equity, and renewable energy to develop specific opportunities and resources to educate the public about EV's.
10. **EV Technical Assistance** is provided by various state agency staff working as team members of the 'Lectric' Educational A Partnership (LEAP!) from planning to implementation and providing materials and other resources to non-agency groups involved in the EV Outreach Partnership program.

***In Summary . . . “Charge, Incentivize, Educate!”***

*\*Suggested by report survey responses and expanding Goal 3 by adding potential educational objectives*