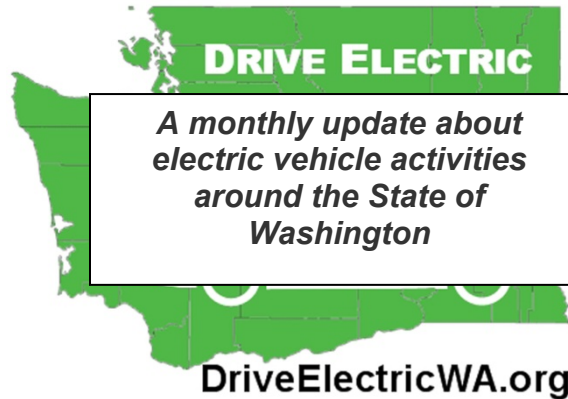


THE POWER OUTLET

JANUARY 2022 NEWSLETTER of DRIVE ELECTRIC WASHINGTON



Drive Electric Washington is a collaboration of groups throughout the State of Washington working together to accelerate the adoption of plug-in electric vehicles. The all-volunteer non-profit was founded by electric vehicle advocates in 2017 and now is focusing on outreach to volunteer electric transportation advocates across the state to coordinate and share efforts among groups. We would like to

invite you to join this effort and keep informed by contributing to and sharing this free monthly newsletter.

DEWA has a [Facebook](#) page, too! Please like and follow us for up-to-the-minute updates.

IN THIS ISSUE:

- **Board updates** – Annual meeting and quarterly Advisory Council meeting
- **Policy Updates** – New version of Road Usage Charge introduced
- **Charging News** – North Central Washington update
- **Donate** – Online option available soon!
- **Resources** and links to Washington EV clubs, associations, charging networks and everything you need for the best electric driving experience and for the future of sustainable transportation.

BOARD UPDATES

Annual Meeting – At the DEWA Board Annual meeting on Jan. 14, 2022, board members were elected for the coming year. Re-elected to their current positions for new two-year terms were President Jennifer Harper, Vice President Grace Reamer and Treasurer Steven Lough. This year, the Board is planning to add an online donation

option to the DEWA website to help raise funds to pay for enhancing and expanding the website. The Board also plans to post regular updates about policy issues on the website.

Advisory Council - The next quarterly meeting of the DEWA Advisory Council will take place on Feb. 4 in an online format and will focus on policy issues. Agenda items can be submitted to president@driveelectricwa.org.

POLICY UPDATES



Road Usage Charge - The long-awaited and debated Road Usage Charge proposal has a new version in 2022, introduced in the state House of Representatives by Rep. Wicks. Reps. Fitzgibbon, Sells, Ramel, Dolan and Macri are co-sponsors. The new bill has a few changes from last year's version. The first hearing in the House Transportation Committee is at **1:30 p.m. on Thursday, Feb. 3**. Here are some more details about the bill:

- House Bill 2026 would create a road use charge (RUC) program for electric and hybrid-electric vehicles, which would replace the \$225 in annual EV fees they currently pay. The amount of the per-mile charge would be 2.5 cents, compared to the 2 cents proposed last year, which would have escalated to 2.5 cents in 2029.
- Qualifying vehicles - The new system would apply to new all electric cars purchased or leased after July 1, 2025, and would be a registration option for other all-electric vehicles. It would be an option for plug-in hybrids after July 1, 2026. This provision replaces the previously proposed early adoption program. The RUC would apply to all vehicles using at least one source of propulsion capable of being reenergized from an external source of electricity AND capable of driving at least 30 miles on battery power only.
- Limitation - The total annual fee paid by an owner could not exceed the current additional fees for the car (\$225), and that limit would be reduced by \$50 for voluntary participants. This provision is new and means those who drive a lot will not pay more than the \$225 annual cap, and those who drive less will have a lower annual bill.
- Reporting - The bill requires the state to provide one or more methods of reporting odometer readings, with the option of using private vendor services. A new requirement would provide periodic payment options, rather than just once a year.

- Outreach - The state would design and execute a public outreach and education program before implementing the program - also new.
- State fleet - The bill would require at least 500 state-owned electric, plug-in hybrid, and ICE passenger or light-duty truck fleet vehicles to be included in the program, to further test the viability of a per-mile fee on HEV and ICE vehicles, but would not be subject to the fee until July 1, 2027.
- Low-income discount - New in this proposal is a requirement to assess approaches to implementing a per-mile fee discount for low-income vehicle owners.
- You can read the full text of the bill [here](#).

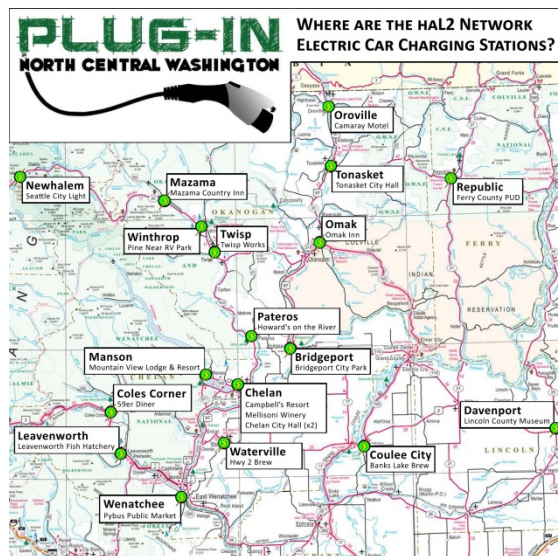
HB1793 - Rules for apartment EV charging installation. Sponsors Reps. Hackney, Fitzgibbon, Berry. This bill prevents apartment owners' associations from prohibiting or unreasonably restricting the installation or use of an electric vehicle charging station in a designated parking space for the personal use of an apartment owner. It also provides for reasonable regulation of charging stations, and submission of an application in advance for approval for the installation. Referred to House Civil Rights and Judiciary Committee. Read text [here](#).

SJM8008 - Senate Joint Memorial urging the United States Government to enter into a fossil fuel nonproliferation treaty. Sponsor Sen. Das. This bill transmits a memorial from the Legislature to the President Biden, the President of the Senate, the Speaker of the House and Washington's Congressional representatives urging them to begin good faith negotiations to enter into a fossil fuel non-proliferation treaty. It would commit participating nations to end new fossil fuel exploration and expansion, phase out existing production in line with the global commitment to limit warming to 1.5 degrees Celsius, and accelerate equitable transition plans. Referred to Senate Environment, Energy and Technology Committee. Read text [here](#).

Weekly updates about this and other EV bills under consideration will be sent out during the 2022 legislative session, and they also will be posted on the DEWA website – www.driveelectricwa.org.

CHARGING NEWS

North Central Washington Update – The members of Plug-In North Central Washington have been working hard to try to keep the 20 high-amperage Level 2 charges they installed online. That can be a challenge in the winter. Randy Brooks reported that snow removal equipment can quickly destroy a charging station cord/handle, if the cord/handle is not properly coiled and stowed in the handle holster. The cord set is expensive to replace - \$570 retail! To prevent damage, please remember to coil and store the cord/handle properly, year round, after you charge. Previous Plug-In NCW Chair Jack Anderson, who initially started the Plug-In NCW charging network at host locations throughout north central Washington, was looking toward the future when he selected the Clipper Creek CS-100 (240v, 80 amp) EVSE for the network back in 2013. Most other Level 2 charging stations max out at 32 amps. Drivers with cars that have higher-amp on-board chargers will be pleasantly surprised by the faster charging rate at these NCW charging locations, such as Tonasket, Bridgeport, Pateros and Chelan. See the PlugShare map for locations, or visit PlugInNCW.com.



Please share your club news as well as your personal journey into the world of electric driving, along with photos. DEWA would like to spotlight profiles of EV pioneers on our website and social media, as well as sharing in our newsletter. Please send your stories and photos to greamer@driveelectricwa.org .

DONATE

Please support DEWA and its outreach and advocacy activities with a donation. DEWA has very few expenses, but web hosting and e-mail services do require a small budget. The organization soon will be set up to take cash donations online, and you also can support the work of Drive Electric Washington with an in-kind donation or with your purchases through Amazon Smile. Just go to smile.amazon.com, log into your Amazon account and choose Drive Electric Washington as your charity. When you order online, 0.5 percent of the purchase price will go to Drive Electric Washington! You also can make a direct donation as part of your end-of-year giving by mailing a check to DEWA Treasurer, 6021 32nd Ave. NE, Seattle, WA 98115. All of your donations are tax deductible. DEWA is a non-profit organization under 501(c)3.

RESOURCES

DEWA aims to maintain a comprehensive list of the EV advocacy efforts ongoing in Washington, so we count on you to keep our lists and our website updated with the most current information. Following are the organizations and efforts we have compiled so far in Washington that have a presence online and on social media:

Websites:

- Seattle Electric Vehicle Association - SeattleEVA.org
- Plug-In America - PlugInAmerica.org
- Electric Auto Association - ElectricAuto.org
- Forth - ForthMobility.org
- Plugshare - Plugshare.com
- National Drive Electric Week - DriveElectricWeek.org
- Drive Electric Earth Day - DriveElectricEarthDay.org
- Plug In North Central Washington - PlugInNCW.com
- Coltura – Coltura.org
- Thurston Climate Action Team - ThurstonClimateAction.org
- Tesla Owners of Washington - TeslaOwnersWA.org

Social Media:

- [Northwest Tesla Owners](#)
- [Seattle Nissan Leaf Owners](#)
- [Seattle Tesla Model 3 Owners](#)
- [Seattle Electric Vehicle Association](#)
- [Seattle Tesla Model Y Owners](#)
- [Pierce County Electric Vehicle Information Exchange](#)
- [Spokane/Coeur d'Alene Tesla Club](#)
- [Inland NW Tesla Owners Group](#)
- [PNW Tesla](#)
- [Central Washington University EV Club](#)
- [Seattle Chevy Bolt/Bolt EUV Owners](#)
- [San Juan Islands Electric Vehicles](#)
- [Mid-Columbia Electric Vehicle Association](#)

Please share and distribute this newsletter widely within your EV networks and contacts. And please contribute your events, activities and stories, and SIGN UP to receive this free monthly newsletter by sending us an e-mail with your name, city, any affiliation and e-mail address to greamer@driveelectricwa.org . You can unsubscribe at any time with an e-mail to the same address. Thank you for your support of sustainable electric transportation!