

Seattle Electric Vehicle Association (SEVA)
Positions with respect to potential 2012 Washington State EV Legislation
For meeting with Senator David Frockt on November 21, 2011

1. SEVA strongly supports HB 2106 with the hope that the bill's current version will be revised to remove the exclusion of converted highway capable EVs and a requirement that the EV be acquired by the owner after October 1, 2010, because:
 - a) The provisions excluding some highway capable EVs appears to ignore the fact that these EVs are presently allowed to use the HOV lanes when carrying the prescribed number of occupants,
 - b) The current provisions appear disrespectful to our State's EV pioneers who have been leading the way for as long as 30+ years by creating EVs from gas vehicles in addition to preserving older factory built EVs,
 - c) Tesla roadsters were first delivered in 2008, and
 - d) There would be so few of these grandfathered 65 mph capable EVs that an exclusion would unnecessarily cause ill will among these pioneer leaders (there are fewer than 300 converted highway capable EVs in King County compared to a total of ~4,400,000 registered passenger vehicles in the state of which ~2,300 are EVs as of 11/21/2011).
2. SEVA continues to favor a Vehicle Miles Traveled (VMT) roadway usage fee system for EVs and opposes any roadway usage flat fee tax system such as SB 5251's \$100.00 EV flat annual fee introduced in the last regular legislative session.
3. For purposes of discussion, SEVA would like to have the following elements considered for inclusion in a more comprehensive legislative approach to promote the adoption of EVs:
 - a) A VMT roadway usage fee pilot project open exclusively to plug-in EV owners for state research purposes
 - b) EV owners' participation in pilot VMT system would be voluntary
 - c) A penny per mile voluntary fee equates to the gas tax currently paid by a 50 mpg gas vehicle
 - d) No use of electronic technology based, mileage monitoring systems that have the potential for identifying the location of the vehicle, thus an invasion of the vehicle owner's right to privacy as well as avoids putting the burden of the cost to purchase the technology onto the owner as an invisible additional tax
 - e) EV Owners would self-report the vehicle's annual mileage during the online annual vehicle license renewal process and pay a roadway usage fee computed using the miles reported
 - f) State could use the pilot to develop data mining approaches for identifying VMT fee scofflaws with the result of EVs being kicked out of the pilot if their owners are caught cheating on their mileage reporting
 - g) Provide exclusive EV incentive(s) in return for owners' voluntary pilot project participation, e.g., HOV lane access for any BEV that is current with its VMT fee and is capable of 65 mph, reduced tolls, go to head of ferry loading queue, free on-street parking, EV only parking locations on Capitol grounds, etc
 - h) Create highly visible BEV and/or PHEV identification, e.g., front and rear "EV" license plates using the West Coast Electric Highway logo, bright colored window "E" decals to allow enforcement personnel to easily identify EVs that are eligible to participate in EV incentives and the general public to notice EVs that are capable of meeting their personal transportation needs.
 - i) At the time the EV owner becomes a participant in the VMT pilot project, they will be allowed to purchase the special EV identification signage.
 - j) Set a maximum for the number of EVs that can participate in the pilot, e.g., 1% (44,000) of the ~4.4 million passenger vehicles currently registered in Washington State
 - k) EV identification stays with the original vehicle thus providing the incentives for the vehicle's life as a reward for the EV owner having been willing to volunteer in the 1st place
 - l) Sunset provision by date or when the pilot's maximum number of participants is reached or when VMT fee system is adopted by the Legislature applicable to all vehicles registered in Washington
 - m) A portion of the VMT fees collected would be used for effective transportation alternatives to private automobiles.

