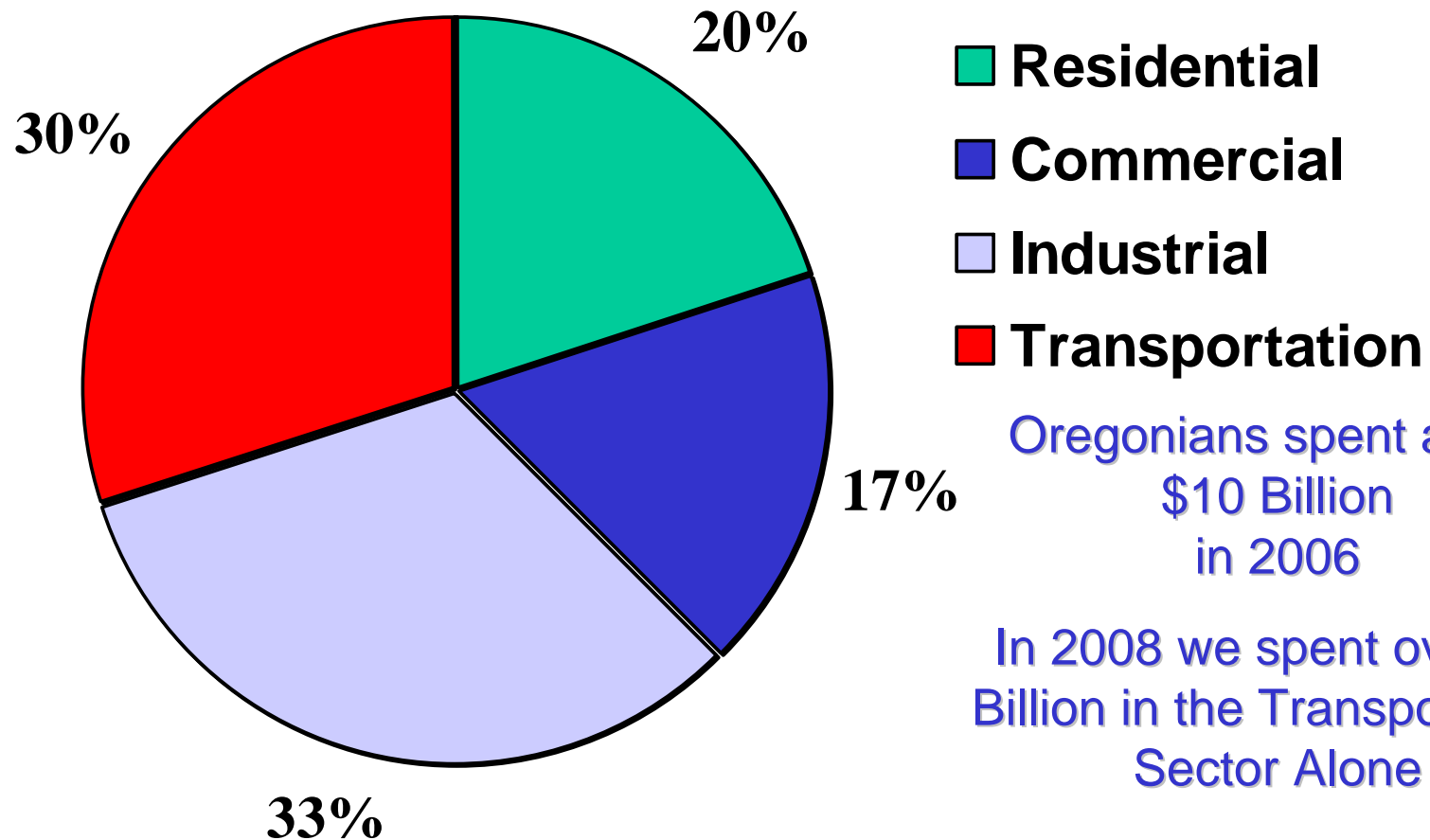


Incentives for EV's
and
EV Charging Infrastructure

Rick Wallace
Oregon Department of Energy

Oregon Energy Use by Sector



Oregonians spent about
\$10 Billion
in 2006

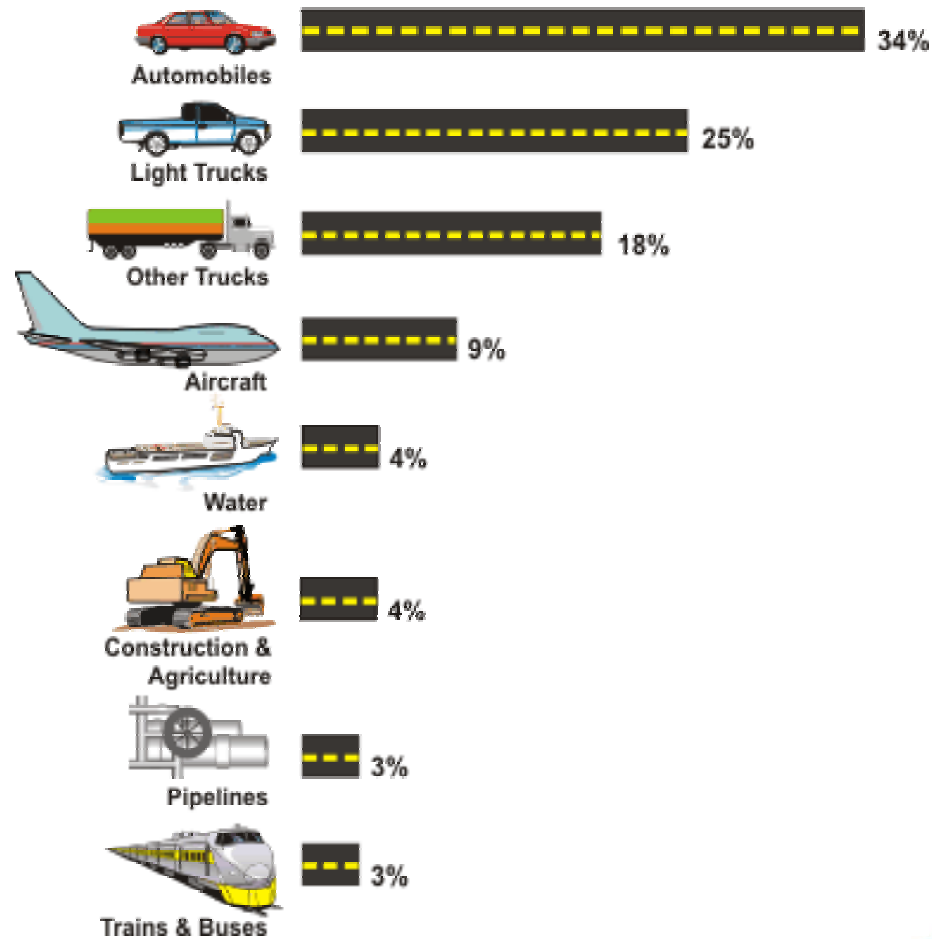
In 2008 we spent over \$8
Billion in the Transportation
Sector Alone

Why Focus On Transportation

- Between 1973 and 2001 the amount of oil consumed by the utility industry dropped by 76%, the commercial sector fell by 52% and the residential sector declined by 43%.
- Industrial oil use increased by 8.5%.
- In the same period transportation rose by 46.4% despite significant improvements in vehicle efficiency, 12.6 mpg in 1974 to 28.6 mpg in 2001. Transportation accounts for 67.3% of domestic petroleum consumption.
- If transportation sector demand remained constant oil consumption would have decreased by 24.3% from 1973.



Transportation Energy Use



Oregon Dept. of Energy History

1975-Oregon Department of Energy established

1979-Energy Loan Program and Business Energy Tax Credit created

1991-Transportation category begins, AFV's and conversions



Oregon Transportation Policy

- **Reduce Vehicle Miles Traveled**

Land use, mass transit, bicycles, telework, carpooling, rail

Over 7 million Gal/yr saved 2007

- **Vehicle Efficiency**

High mile per gallon vehicles (ie. hybrids)

Efficient Truck Technology (APU, Aero, Tires) – Almost 3 million gal/yr saved 2007

- **Alternative Fuels**

Biodiesel, Ethanol, Electricity, CNG, Propane etc.

Over 160 million gal/yr petroleum displaced



Electricity As A Transportation Fuel Has Many Benefits

- Electricity is created from many sources unrelated to petroleum
- Reduces foreign energy dependence
- Electric motors are much more efficient and EV's require much less maintenance
- Reduced greenhouse gas emissions
- Electricity is virtually everywhere in the US

Federal Alt Fuel Infrastructure Tax Incentive

- An income tax credit equal to 50 percent of the cost of Alt fuel refueling equipment



- Up to \$50,000 in the case of commercial stations
- Up to \$2,000 for home refueling appliances
- The credit is effective on purchases made after January 1, 2009 and expires on December 31, 2010

- Tax credit goes to the equipment seller if the buyer wishes to transfer it

State Alt Fuel Infrastructure Tax Incentive

- Commercial – BETC
35% of cost to acquire and install equipment
- Residential – RETC
25% of the total cost not to exceed \$750
- Credits can be transferred to another tax entity for a set net present value



Federal Electric Vehicle Purchase Tax Incentives

- Base amount of \$2,500 for an EV with at least 5kWh. \$417 is added for each additional kWh of capacity up to \$5,000.
 - Each Mfg. eligible for 200,000 vehicles
- NEV & 2 and 3 wheeled EV's are eligible for 10% of cost up to \$2,500, expires Dec. 31, 2011
- Conversion kits are eligible for 10% of cost up to \$4,000, expires Dec. 31, 2011.

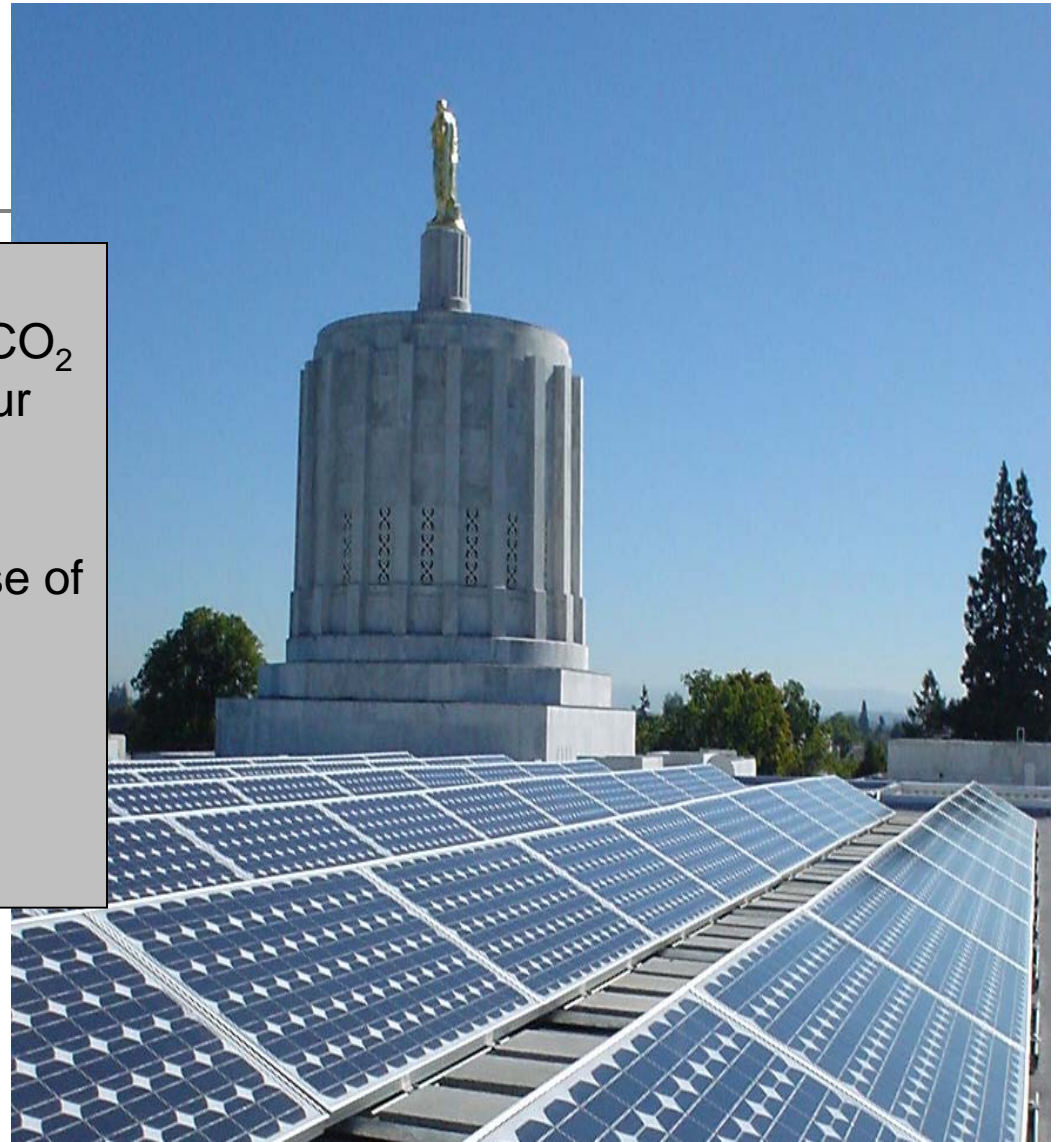


State Vehicle Purchase Tax Incentives



- Commercial – BETC
Credit is 35% of the incremental cost between the EV and a baseline vehicle
- Residential – RETC
For each Alt fuel device the credit allowed is 25% of the cost not to exceed \$750
- Credits can be transferred to another tax entity for a set net present value

- ◆ Based on Oregon's experience, we can limit CO₂ emissions and improve our economy.
- ◆ Education and efficient use of resources is essential.
- ◆ Renewable resources are Oregon's most beneficial resources.



www.oregon.gov/ENERGY

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