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WHICH CAME FIRST: THE CHICKEN OR THE EGG?

Did you know that your Cooperative has the only public electric vehicle chargers in Price County? Additionally, your Cooperative most recently received the first electric vehicle (EV) in the county. This emission-free Chevy Bolt will be available for your viewing at selected events throughout the year as we celebrate the Cooperative's 80th anniversary and this EV will be assigned to daily use in replacement of its internal combustion engine predecessor. We look forward to sharing this with you and answering your questions as we all travel the pathway to our future, so pick up a brochure at our Member Service Center or check it out on the Cooperative website at price-electric.com.

A question that many have considered since the beginning of time is "which came first: the chicken or the egg?" Some say the chicken egg was a product of two distinctly different birds, while others believe the chicken evolved from another species of bird. One scenario starts with the egg, and the other, the bird. There are other variations to respond to the question, but the proposition is comparable to today's electric vehicle marketplace. Which comes first: the public EV charging infrastructure or the EVs themselves?

Given the majority of EV owners charge at home, the public infrastructure only comes into play when driving beyond the range of the EV. Today, there are three EVs that have a range in excess of 300 miles, and all three are Teslas. There are another seven that have a range of 200–300 miles. Our latest addition, the Chevy Bolt, has a range of 238 miles. Given its assignments, and when in need, this vehicle will be able to be charged at the office or other cooperatives in the state.

A transition is taking place in the automotive and fuel industry, and to our climate, although this is more notable in urban areas where you might see an EV pull up next to you at a traffic light or see a bank of EV chargers at the hotel or

shopping center. It should be noted that there are a few issues stagnating the growth of the EV; there aren't enough public charging stations, there aren't enough reasonably priced EVs, the length of time to charge is too long, and the range of the EV needs to be increased.

Last year the sales of EVs in Wisconsin increased by 24%; however, this is less than 1% of the state's market share. Also, when assessing public charging points in the state, we find that there are a little over 500, certainly not enough to support a growing EV fleet, and only 143 of these are level 3 chargers.

A level 3 can charge 100 miles on an EV in 30 minutes, whereas a level 2 can only charge a quarter of this in twice the charging time (25 miles in one hour). That's a big difference if you're on the road and in a hurry.

This year 14 new EVs will enter the market to include Tesla's long-awaited Cybertruck. Even the Super Bowl revealed EV commercials for GM, Porsche, and Audi. That's a first!

We're not there yet, but the state and local governments and car manufacturers are trending

in this direction, so the conclusion is predictable; the only question is when? Did you know that Maryland has the first all-electric gas station? Do you still call it a gas station when it's all electric?

Just think about it, if all the cars and light-duty trucks (3 trillion) in the United States were replaced with EVs, the 170 billion gallons of gas and diesel would be replaced with 1,100 TWh of electric sales. The increase to our power grid would be 30% while also removing all the transportation emissions. I believe the decision to purchase an EV is based on cost and what is right for your usage patterns.

If you have children, you've heard the familiar question, "Are we there yet?" Well, the answer with EVs is, "We still have a long way to go, but I for one look forward to the journey."

