A Collaborative Transportation Electrification Initiative

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Agenda

- Energy Northwest overview
- Washington utilities: EVITA
- Current and future projects
- Opportunities for collaboration
Energy Northwest

A not-for-profit Municipal Corporation

Asotin County PUD  Benton County PUD  Chelan County PUD  City of Port Angeles  City of Richland  City of Centralia  Clallam County PUD 1  Clark Public Utilities  Ferry County PUD  Franklin County PUD  Grant County PUD  Grays Harbor County PUD  Jefferson County PUD  Kittitas County PUD  Klickitat County PUD  Lewis County PUD  Mason County PUD  Mason County PUD 1  Mason County PUD 3  Okanogan County PUD  Pacific County PUD  Pend Oreille County PUD  Seattle City Light  Skamania County PUD  Snohomish County PUD  Tacoma Public Utilities  Wahkiakum County PUD  Whatcom County PUD

Energy Northwest 1957
Washington State EV landscape

- Utility perspective
  - Declining load-growth rates due to energy efficiency and customer generation
  - Electric sales from charging of EVs present an opportunity for utilities to preserve and/or grow loads
  - While most customers primarily charge at home, installation of charging infrastructure helps relieve range anxiety and provides publicly available charging for those who aren’t able to charge at home and/or are traveling
  - Utilities currently have the ability to shape the growth by preparing for more adoption ahead of time
Legislative position on public utility incentives was unclear until recent session

- State constitution prohibits agencies from gifting of public funds
- Public utilities had concerns that this prohibition prevented publicly owned electric utilities from supporting electrification outside of “pilot projects”
- Public utilities needed clear authority to engage in and promote electrification
  - Customer assistance for financing installation of materials and equipment
  - Offer programs, services, or investments in electrification for customers in a way to benefit ratepayers
Washington State EV landscape

- Green Transportation Adoption effective 7/28/19
  - Recognizes that electrification of transportation programs may provide cost-effective energy efficiency, and more efficient use of the electric delivery system, and may result in cost savings and benefits for all ratepayers
  - Authorizes the governing bodies of municipal utilities or public utility districts to adopt an electrification of transportation plan that establishes that utility outreach and investment in the electrification of transportation infrastructure does not increase net costs to ratepayers in excess of .25 percent
  - Upon approval of the plan, the governing body of the municipality or PUD may offer incentive programs in the electrification of transportation for its customers
**Electric Vehicle Infrastructure Transportation Alliance (EVITA)**

- **What is EVITA?**
  - The Electric Vehicle Infrastructure Transportation Alliance (EVITA) is a group of consumer-owned utilities and community organizations which aligned for the purposes of supporting and developing electric vehicle charging infrastructure in central and eastern Washington.
  - Energy Northwest’s continuing transportation electrification initiatives continue to be referred to as “EVITA”
Initial Collaboration
Utilities agreed to set rate schedules for duration of project to include waiving demand fees

- Participating utilities provided up to $15,000 per station towards line extension/infrastructure
- WSDOT grant provided $45,000 per station reimbursement
- Project includes various ownership models
  - Greenlots (network provider) owned
  - Site host owned
  - Energy Northwest owned
Participating utilities are able to view charging station data from Greenlots’ platform

- Data includes details on charging sessions, kWh consumed, revenue received, pounds of CO2 saved, and gallons of gasoline diverted
- EVITA utilities believe EV adoption can increase utility asset utilization, spread fixed costs over a larger base of energy sales, and ultimately reduce utility rate pressures
Available technologies

Each station in EVITA project includes one DC Level 3 fast charger and one AC Level 2 charger

All stations use industry standard, non-proprietary electric vehicle supply equipment

- Level 3 connectors: CCS Combo and CHAdeMO connectors
- Level 2 connector: J1772
- All stations employ open communication protocol standards
Benefits to site Host

- Increased traffic to nearby businesses
- Positive media attention
- Business will be shown on EV maps: Plugshare, Department of Energy map, Greenlots app, auto manufacturers’ on-board navigation maps
- Encourages tourism, economic growth
- Load preservation
- Charging for EV owners without dedicated outlets
Benefits to site Host
Beyond EVITA

- Strategic build-out of Tri-Cities Level 2 chargers, educational outreach, managed charging programs, dealership engagement, and study to aid with future system modeling
- Collaboration among EVITA utilities, cities, ports, Pacific Northwest National Laboratory, Washington State University, Tridec and others
- Energy Northwest working with several communities and utilities to electrify corridors along underserved corridors in Washington state
- Project(s) will be submitted for funding from potential Washington State grant opportunities
Best Practices

- Leverage public and private funding to create a sustainable business model
- Consider indirect benefits, such as increased business for site hosts and surrounding businesses due to EV charging
- Create partnerships with other utilities to strengthen network, including municipalities, and investor and consumer owned utilities
- Stations can be privately or publicly owned, with both private and public investors
- Site hosts can vary: city parks, gas stations, retail businesses, restaurants
Questions?

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