EV Acceleration: New Opportunities for Your Members

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Agenda

• Energy Northwest Overview
• Washington State Electric Vehicle Landscape
• Washington Utilities: EVITA
• Opportunities for Collaboration
• Discussion
Members and Projects

A not-for-profit Municipal Corporation

Asotin County PUD  Bentin 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  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
Members and Projects

- Columbia Generating Station
- Nine Canyon Wind Project
- Packwood Lake Hydroelectric Project
- White Bluffs Solar Station
Members and Projects

- Tieton Hydroelectric Project
- Portland Hydroelectric Project
- Horn Rapids Solar, Storage & Training Project (new development)
Washington State EV Landscape

- 53,978 plug-in electric and plug-in hybrid electric vehicles in the state (12/1/2019)
  - 26% increase since December 2018
  - Washington State’s 2015-2020 Electric Vehicle Action Plan committed to a goal of 50,000 electric vehicles by 2020
    - Goal was reached September 2019
Washington State EV Landscape

• Sales/use tax exemption
  • State sales and use taxes do not apply to labor and services or property used for Plug-in Electric Vehicles and hydrogen fueling infrastructure

• Leasehold tax exemption
  • Public lands used to install PEV infrastructure exempt from leasehold excise taxes

• Retail sales tax exemption on sale or lease of new or used EVs or alternative fuel vehicles

• Alternative Fueling Infrastructure Funding Program
Washington State EV Landscape

- Washington State Substitute House Bill 1512 - Utility Electric Transportation Plan Authorization
  - Adopted 2019
  - Allows electric utilities to offer incentives and rebates, advertise, and promote electric vehicle adoption
  - Legislature found that programs for EV have potential to allow utilities to optimize the grid infrastructure, improve management of loads, and better manage the integration of variable renewable energy resources
- WA state utilities experiencing little or declining load-growth due to conservation and customer self-generation
  - EVs have the potential to provide benefits to rate-payers by helping preserve and grow revenues which reduce individual rate-payer contributions to fixed cost recovery
Washington State EV Landscape (cont.)

- Washington State Transportation Sector contributes 42.5% of the state’s greenhouse gas emissions
  - Electricity Sector contributes just 19.5% of the state’s GHG emissions
  - Due to abundance of hydro and nuclear energy in the state
Energy Northwest projects

• Public / private partnership
• Electric Vehicle Infrastructure Transportation Alliance (EVITA)
• Benton PUD, Franklin PUD, City of Richland Energy Services, Grant PUD, Ellensburg Energy Services, Benton REA, Energy Northwest
• Collaborated to participate in Washington State Department of Transportation pilot project to install nine DC Fast Charging stations along underserved corridors in Washington State
Energy Northwest projects

- 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
- Each station includes one Level 3 DC Fast Charger and one Level 2 charger
- Station ownership varies between Greenlots (network provider), site hosts, Energy Northwest
Existing and planned DC Fast Charging in WA

Electric Vehicle Highway Corridor Charging Gap Map

- No or insufficient charging - High priority
- No or insufficient charging - Medium priority
- Weak charging/needs retrofitting
- Adequate existing and funded fast charging
- Ferry routes
- High NOx Emissions Areas

Public Charging Sites Including Dealerships
- Existing CHAdeMO only (needs upgraded)
- EVRRP planned CCS/CHAdeMO
- Existing CCS/CHAdeMO
- Public fast charging near border
- Electrify America CCS/CHAdeMO
- Tesla Superchargers
Future projects

• Planning several stations throughout Washington state that align with greatest need for EV drivers and interest from utilities

• Communication with utilities and community partners to secure support and potential site hosts

• Actively seeking funding opportunities to secure at least 50% of individual station costs
  • State agencies
  • Private foundations
  • Demonstration projects
Future Projects
Electrification offerings

- Utility grant participation as part of larger network
- Bulk quantity procurement of electric vehicle supply equipment
- Consulting services
- Fleet electrification
- Workplace charging
- Community outreach and education
- Utility electrification planning
- Managed charging programs
Best practices

• Create partnerships with neighboring utilities to strengthen networks, including consumer owned utilities, municipalities, and investor owned utilities where applicable

• Participate in EV working groups – local, state, national, industry

• Actively seek project opportunities (demonstration projects, grants, etc.)

• Leverage public and private funding to create sustainable business model which also benefits utilities and their communities
Questions?

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