

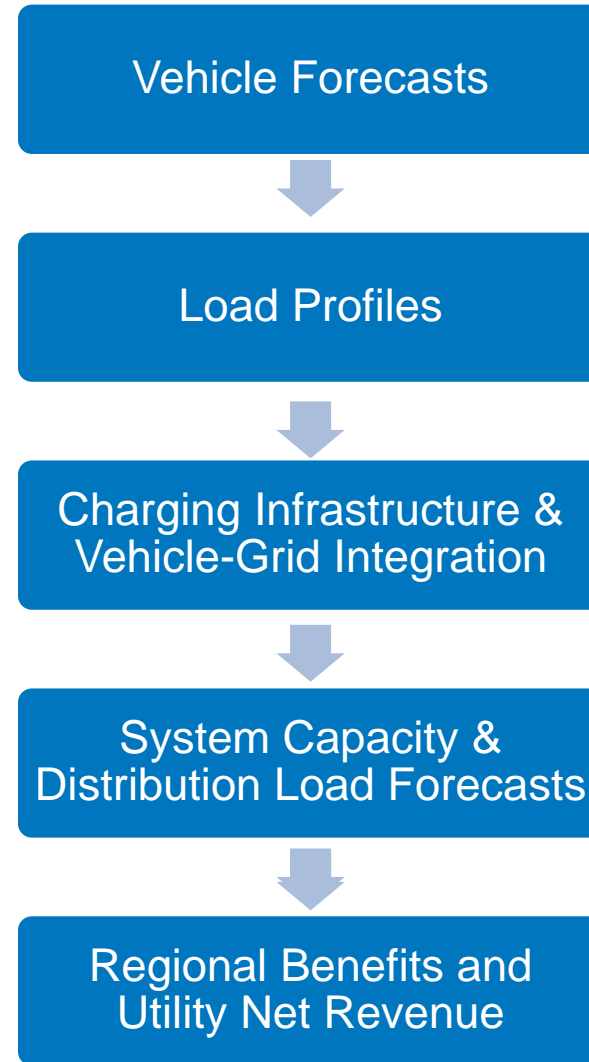


## UTC EV Policy Workshop #2

- Forecasting and Modeling
- CFS Credits and Monetization
- Rate Recovery Considerations

Rendall Farley, P.E. – Manager of Clean Energy Solutions  
January 15<sup>th</sup>, 2024

# Forecasting and Modeling

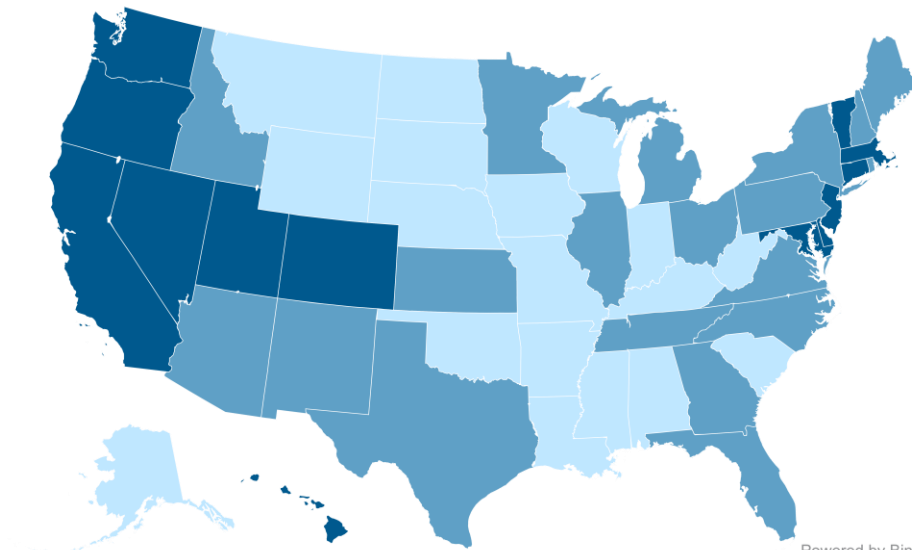


Check it out at: [myavista.com/transportation](https://myavista.com/transportation)

# 14 States Exceed 10% EV Market Share

State EV Market Share (Q3 2024)

● 1% to 4% ● 5% to 9% ● 10% to 27%



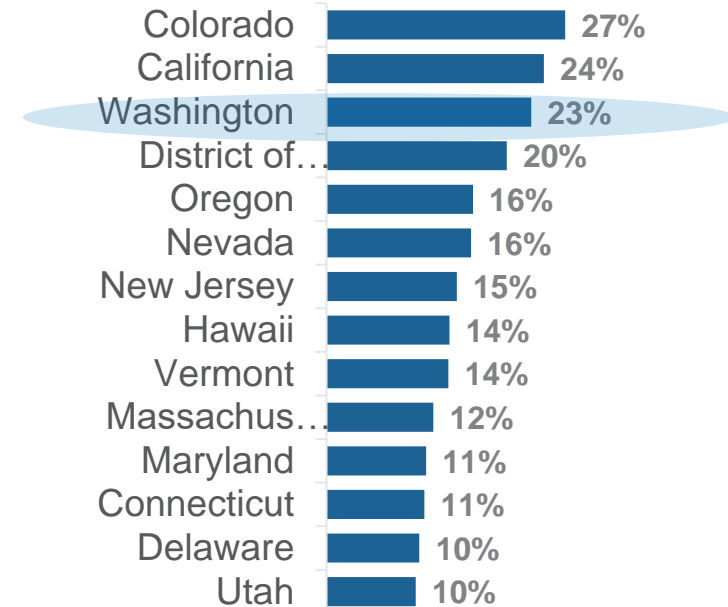
Powered by Bing  
© GeoNames, Microsoft, TomTom

\*Light-duty sales, includes Plug-in Hybrid Electric Vehicles

Note: Historical data has changed slightly from previous quarterly reviews due to a change in the underlying data source.

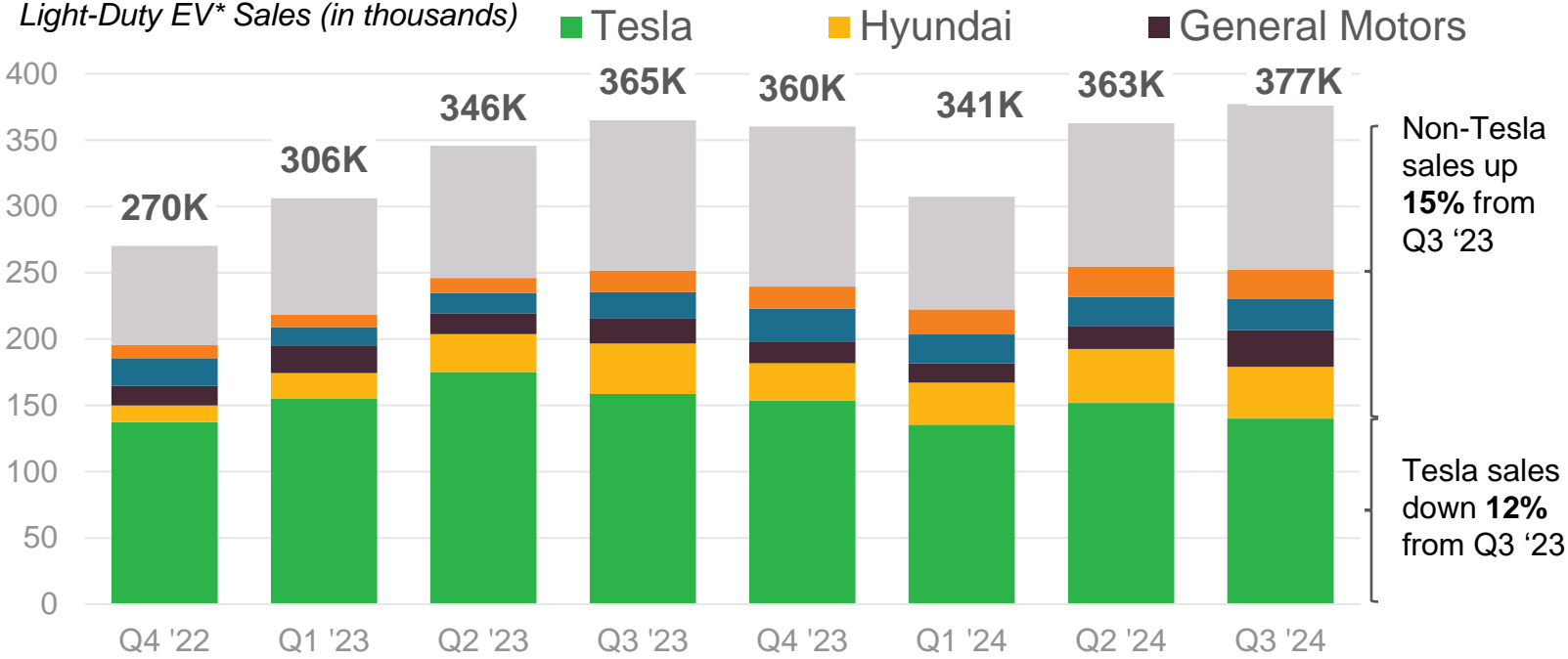
States Over 10% (Q3 2024)

## State EV Market Share



Source: [EV Market Dashboard - Atlas EV Hub](#)

# 377k EVs Sold in Q3 2024



\*Includes Plug-in Hybrid Electric

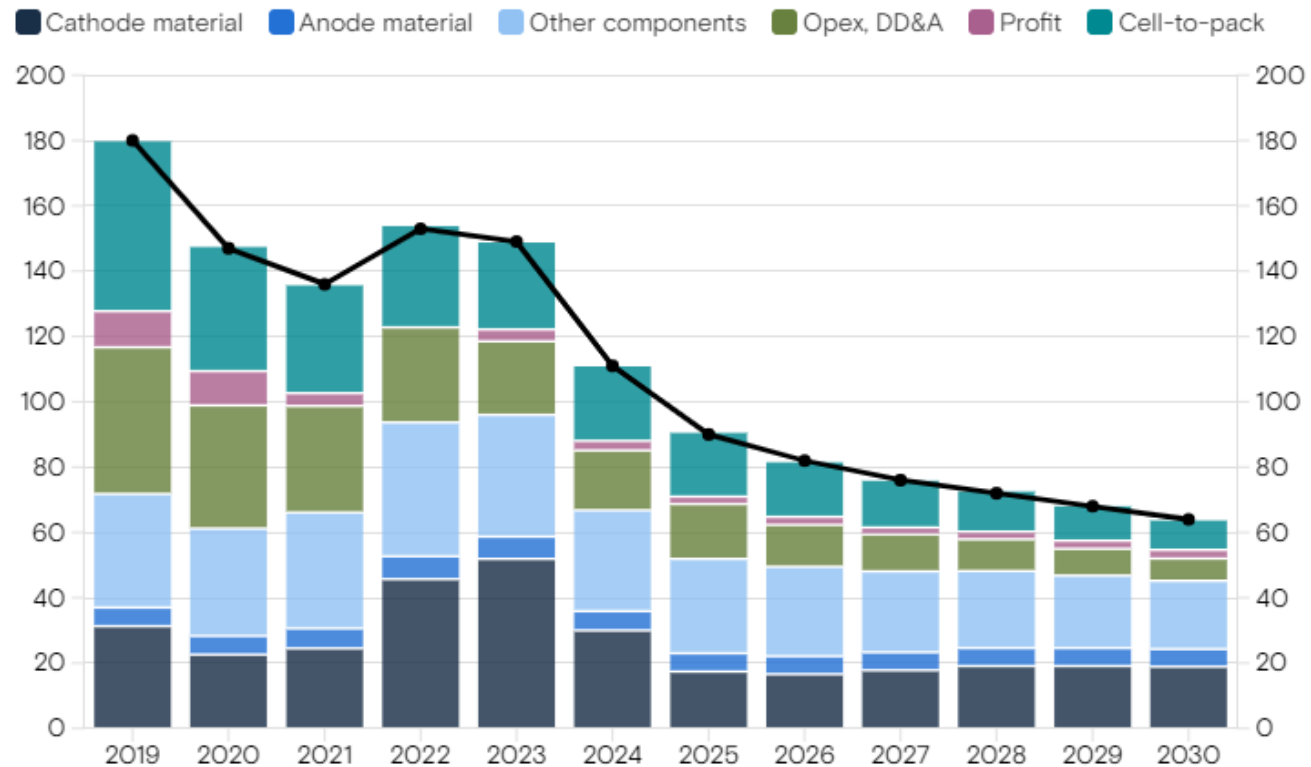
Note: Historical data has changed slightly from previous quarterly reviews due to a change in the underlying data source.

Individually labeled OEMs are top 5 by EV sales

Source: [EV Market Dashboard - Atlas EV Hub](#)

# Battery Prices Forecast to Continue to Fall

Global: average battery pack prices (US\$/kWh)



Source: Company data, Wood Mackenzie, SNE Research, Goldman Sachs Research  
2024- 2030 are forecasts



*[Electric vehicle battery prices are expected to fall almost 50% by 2026 | Goldman Sachs](#)*



# Light-duty EV Adoption

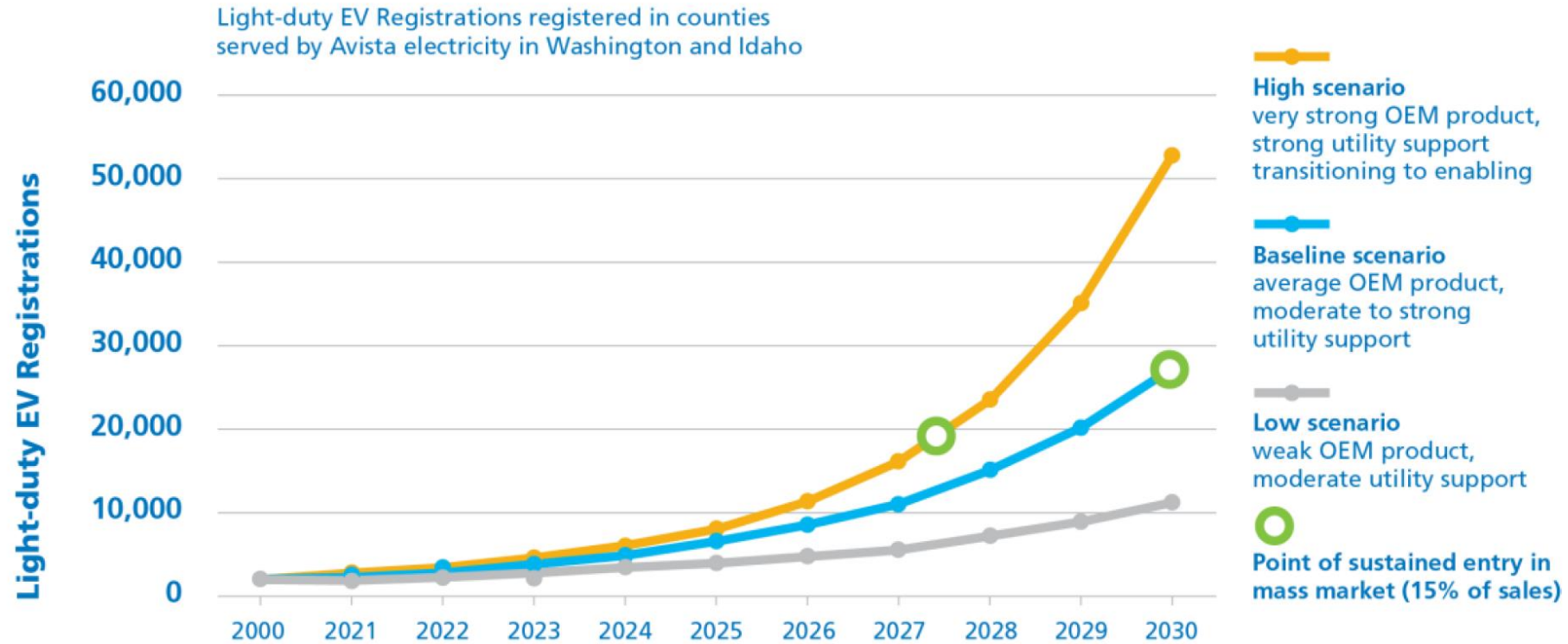


Figure 4: Light duty EV adoption forecasts for registered light-duty vehicles in Avista's service territory; sources include Washington and Idaho registration data; Bloomberg New Energy Finance Electric Vehicle Outlook, 2019; "Economic & Grid Impacts of Electric Vehicle Adoption in Washington & Oregon." Energy and Environmental Economics (2017).

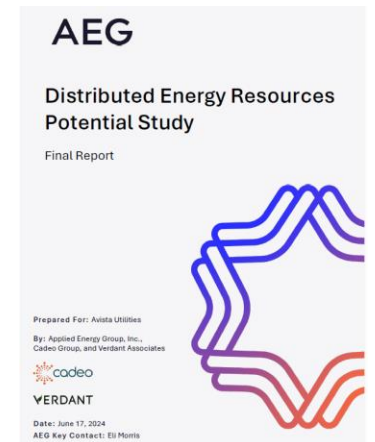
# DER Study – Final Report

Table E-1. Year 2030 Electric Vehicle Results Summary, High-Incentive Scenario

Vehicle Weight Class	Total Vehicles	% Electrified	EVs	Peak Load Impact (MW)	Annual Consumption (MWh)
LDV	519,499	20%	104,838	26.4	284,418
MDV	16,087	3%	436	3.0	25,913
HDV	10,348	3%	350	2.2	15,646
Total	545,934	19%	105,624	31.6	325,977

Table E-2. Year 2045 Electric Vehicle Results Summary, High-Incentive Scenario

Vehicle Weight Class	Total Vehicles	% Electrified	EVs	Peak Load Impact (MW)	Annual Consumption (MWh)
LDV	573,839	74%	426,534	97.8	1,389,054
MDV	17,855	30%	5,434	15.0	286,129
HDV	12,603	37%	4,662	19.3	381,437
Total	604,297	72%	436,630	132.1	2,056,621



# Clean Fuel Standard (CFS)

## - Funding for Community EV Programs

- Unpredictable CFS funding requires flexible programs that utilize it, more easily scaled up or down
- Supplements and amplifies programs under the TE Plan
- Community EV Program example – provide EVs and tailored charging through a competitive proposal and selection process
- 14 active partners to date
- EVSE maintenance a good future candidate if/when increased CFS funding is realized

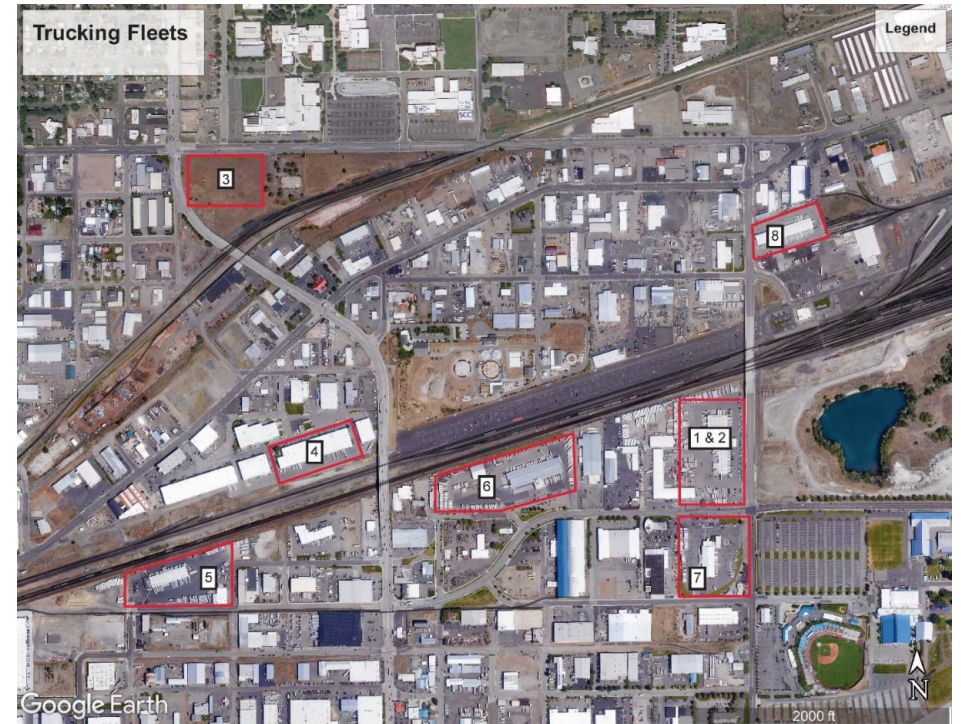


ZEV Co-op Public Carshare Vehicle at  
Gonzaga University's Office of Sustainability  
(2024)



# Rate Recovery

- TE programs under Tariff 77 are recovered through General Rate Cases
- Electricity for chargers is billed through traditional rate schedules or optional Commercial EV TOU rate schedules, and there are user fees for DCFC chargers
- A tracker mechanism for O&M similar to PSE could help expand programs
- Major MHD investments in feeders and substations will be needed – when is a prudent time to invest and construct for future / anticipated TE load?
- Proactive investment policy proceedings in NY, CA and elsewhere provides examples for WA



*E. Spokane Commercial-Industrial Area*

# Questions & Discussion

In this photo a man in Seattle charges his Gremlin at one of the few public electric outlets provided for that purpose.

