

Washington Transportation Electrification Plan Open Meeting



October 27, 2022

Current & Future State

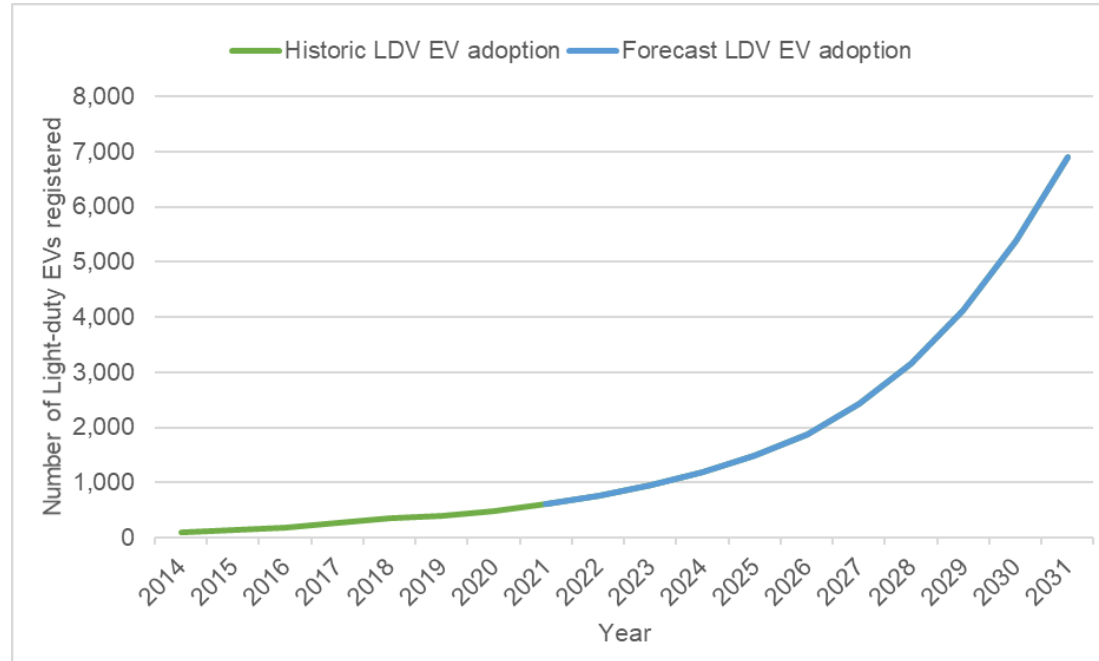


Figure 1: Historical (2013–2021) and Future (2022–2031) EV Penetration in PacifiCorp's Service Area

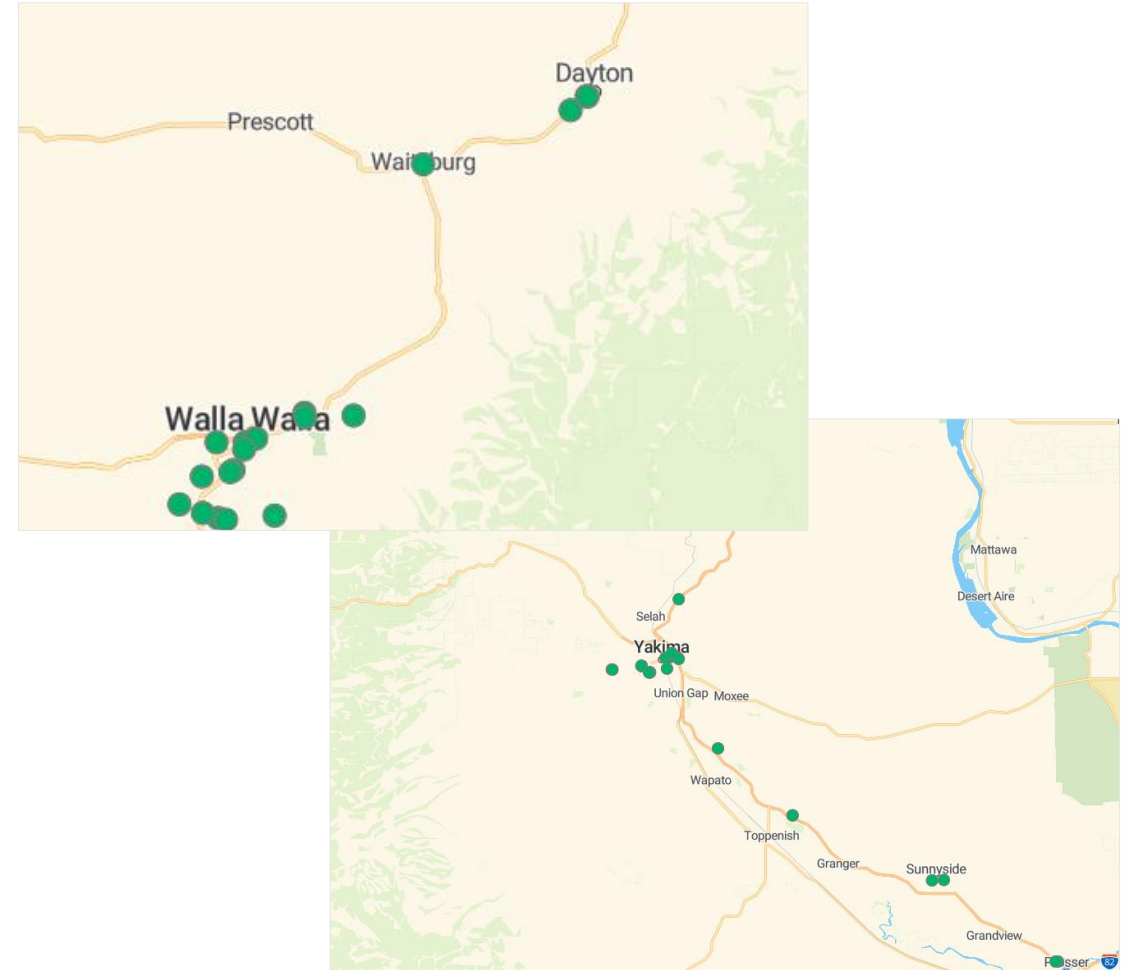


Figure 2: Available Public Charging Sites in PacifiCorp's Service Area

TE Plan Objectives

Objective 1:
Improve access
to charging



Objective 2:
Reduce costs of
electric
transportation



Objective 3:
Electrify equitably
throughout our
territory



Objective 4:
Reduce CO2
emissions and grid
impacts



Strategies & Tactics

Strategies	Tactics	Timing
1.0 Expand and improve past programs	1.1 Reestablish a grant program specific to named communities	Short term
	1.2 Expand and strengthen outreach and education programs	Short term
	1.3 Improve outreach for current time-of-use programs for EV-related charging and coordinate EV program design to potential program participation	Short term
2.0 Launch new program types that are relevant to customers	2.1 Develop workplace charging support for commercial customers	Short term
	2.2 Investigate opportunities to develop a multifamily charging program	Short term
	2.3 Investigate additional grid integration programs to manage load growth	Medium term
3.0 Establish a public charging and highways corridors initiative to support public EV infrastructure	3.1 Coordinate with statewide agencies and stakeholder groups to develop a robust public charging and highways corridors plan that includes key utility investments	Short term
	3.2 Build a blueprint to leverage additional federal and state funding to support public infrastructure	Short term
	3.3 Develop a public charging plan and program that will ensure investment in underserved communities	Medium term

5 Yr Proposed Program Portfolio

Programmatic Type	Budget	Estimated Percentage of Budget	Estimated Port Targets		Estimated Target Participants Reached
			Level 2	DCFC	
Named Communities Grant Program	\$1,134,000	32%			~8-10
Outreach and Education	\$562,000	16%			
<i>Technical Assistance</i>					~60-70 (commercial and fleet feasibility studies)
<i>Customer Communications (radio, digital, social, .e-mail in Spanish)</i>					Radio: ~150-250 spots/year Paid Digital Ads: ~600,000-700,000 impressions/year Paid Social Media: ~500,000-600,000 impressions/year Bill Inserts: ~12,000-15,000 customers/year Emails: ~15,000-20,000 emails/year
<i>Dealership Engagement</i>					~2-3 Dealerships engaged with Chargeway Beacons
<i>Educational eREV campaign</i>					~4,000-5,000 students
Workplace/Multifamily Charging	\$588,000	17%	~25-33		
Public Infrastructure Program	\$858,000	24%	~4-7	~15-21	
Grid Integration Initiatives	\$378,000	11%			~100-150 participating residential customers (~5% of 2027 forecast)
Total	\$3,520,000	100%			

Stakeholder Comments

Stakeholder Feedback	Responses
<p>Updated Forecast in TE Plan Report</p> <ul style="list-style-type: none"> incorporate Advanced Clean Trucks & Clean Cars II Include medium- and heavy-duty truck adoption Integrate EV forecast in IRP 	<ul style="list-style-type: none"> We already include medium and heavy-duty adoption in load impacts, we will work on developing better estimates for carbon and vehicle impacts. We already integrate our EV forecast in the IRP and will continue to do so.
<p>EVSE Standards</p> <ul style="list-style-type: none"> comply with Washington State Department of Agriculture EVSE standards explore additional payment methods, multilingual options and ADA design standards investigate cost disparities and look to increase access by rate design and program design 	<ul style="list-style-type: none"> Will comply with future standards adopted by Washington and has been monitoring these efforts. Will explore ways to ensure accessibility through utility-owned stations as well as investigate other way to increase access.
<p>Reporting Standards</p> <ul style="list-style-type: none"> incorporate EV registration data and forecasts, load shapes by various use cases, load and distribution grid impacts, expenses to date, progress of program, metrics 	<ul style="list-style-type: none"> Will incorporate EV registration data and forecast, load shapes by use cases as they become available, load and distribution grid impacts, expenses to date, progress of program, metrics for final report, and if available mid-term report. PacifiCorp will follow guidance from WUTC on metric tracking.
<p>0.25% Annual Revenue Requirement</p> <ul style="list-style-type: none"> Address how proposed budget compares to limit defined by RCW 80.28.360 	<ul style="list-style-type: none"> Responded officially to this request with a letter filed.
<p>Multifamily Housing</p> <ul style="list-style-type: none"> Develop a small pilot that target multifamily customers 	<ul style="list-style-type: none"> Will investigate a multifamily pilot program to overcome the unique barriers faced.
<p>Integrate and leveraging additional funding</p> <ul style="list-style-type: none"> Leverage federal and state funding to support programs 	<ul style="list-style-type: none"> Building a grant blueprint to leverage future federal and state funding.

Past and Current Program Impacts

Demonstration and Development

- 19 Grants awarded to customers
- 24 EV charging ports installed
- 7 projects still in progress



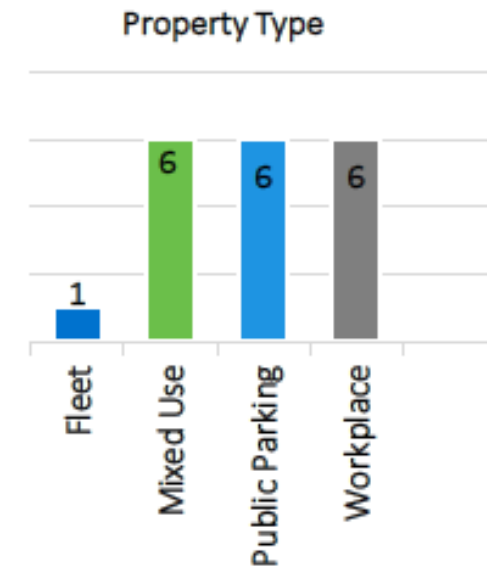
Utility-Owned Public Charging Station

- Four DCFC Charging Pods, 1 Dual Port Level 2 Charging
- Anticipated Q2 2023
- Schedule 60 Tariff



Outreach & Education

- 20 applications received
- 15 completed



QUESTIONS?



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