From: JJ McCoy

To: <u>UTC DL Records Center</u>

Subject: NW Energy Coalition Comments on Docket UE-160799, EV Charging policy statement

Date: Wednesday, November 23, 2016 1:48:51 PM

Attachments: NWEC Comments on TE Policy Statement UE-160799 -- FINAL 11-23-2016.pdf

Attached.

Thank you for the opportunity to comment. I look forward to reading Lauren McCloy's draft policy statement in December.

This is a topic area without a clear road map, and I hope to work with you in the months ahead to explore the terrain and establish some guideposts. I also hope we can quickly move the needle on Washington's carbon emissions. 2017-2018 is shaping up to be a very exciting time in the electric vehicle industry, with new product offerings for school buses, garbage trucks, transit buses, and 200+mile range cars at more affordable mid-market price points. My next car will definitely be the Chevy Bolt (http://www.chevrolet.com/bolt-ev-electric-vehicle.html) just as soon as I can get my hands on one, and I'm optimistic that we'll see cars of this type — with their low fueling costs on the order of \$0.85 / gallon — get adopted widely by taxi, Uber, Lyft and car share services.

I particularly appreciate the flexibility that Washington's Commission has shown to date in approving Avista's pilot and encouraging the extension of PSE's rebate program while we sort these very complex questions out. Reports I'm hearing from California are that, despite now years of proceedings on this topic, all 3 IOUs there are still waiting to launch their EV charging programs. Two are still seeking final advice letters for key parameters (like participation cost splits), and the third is still awaiting approval of the pilot program in the first place. I'm hopeful that Washington will have both a better process and a better product than we're seeing with our neighbor to the south.

Thanks, and feel free to contact me if you'd like to discuss any of these issues further.

II

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