

**Pacific Northwest  
Zero Emission Vehicle  
Investment Proposal:  
Cycle 2**

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The State of Oregon  
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The Pacific Northwest continues to be a leader in zero-emission vehicle (ZEV) deployment, with more than 46,000 ZEV sales to date between Oregon and Washington. Both states exceeded a 2% sales share for ZEVs in 2017, and the West Coast Electric Highway network of chargers has now provided over 2.5 million miles of all-electric driving. Washington's Electric Vehicle Infrastructure Pilot Program provided \$1 million in state funds and leveraged over \$1.5 million in private match funds to install 15 new corridor charging sites in the state, and Governor Brown of Oregon issued an Executive Order in November 2017 to provide broad support for state initiatives around transportation electrification. Cycle 2 investments in the Pacific Northwest would complement the significant investments in California by expanding the charging network to its northern neighboring states and complement significant fast charging investment in British Columbia. Our focus on corridor charging leverages and reinforces the commitment and investment in urban charging from our Northwest city partners, including Seattle and Portland.

There is still more work to be done in growing the regional market for electric vehicles. Our major interstates and some metropolitan areas are increasingly well-served by ZEV charging, in part thanks to Electrify America's proposed Cycle 1 investments. But there is still an opportunity to expand the market for ZEVs, and the ability of drivers to travel around our region, by building out a destination charging network that allows drivers to reach some of the most exciting destinations in our states. The Pacific Northwest is a region of incredible natural beauty. Residents and visitors alike enjoy making their way to destinations like Bend, the Oregon Coast, the Olympic Peninsula, and the Cascade Mountains.

Our states share a vision of a future where electric vehicle travel, as well as its economic and environmental benefits, is accessible to all our citizens. Our states strongly support the Cycle 2 proposals from the cities of Seattle and Portland and the surrounding communities. Like them, we place a high importance on equity and want to continue to seek deployment models that bring ZEVs and charging infrastructure to underserved communities. We see low used vehicle prices, fueling, and maintenance costs as opportunities to provide reliable, clean, and economical transportation to a broad range of our citizens. We believe that bringing down the barriers to ZEV deployment across income and geographic groups is critical to the long-term success of transportation electrification.

As part of realizing our vision of the future, our Cycle 2 proposal outlines key investments in destination charging and describes how these investments complement our regional commitment to market development, enabling policies, and broad-based investment. While this proposal focuses on destination charging, we would like to continue working with Electrify America to explore additional opportunities as well, including installing DC fast chargers in underserved communities, placing Level 2 chargers at multi-unit dwellings, establishing innovative programs like ZEV carsharing, and completing the West Coast Electric Highway corridor. We aim to continue strengthening our network of partnerships between state agencies, local governments, utilities, non-profits, charging providers, and other stakeholders. We offer our continued partnership to help Electrify America identify sites, contact local officials, partner with utilities, and otherwise help to streamline the investment process.

## **Popular Destinations Provide High Utilization Charging Opportunities**

Investments in destination corridor charging will satisfy Electrify America's targets for early high utilization of the network while also supporting the economic benefits that tourism brings to these locations. Destination corridor charging will help make ZEV travel possible for more citizens, including those along the coast and in more rural parts of the region. Key opportunities are outlined below.

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**US101 Pacific Coast Scenic Byway**, located on Washington’s Olympic Peninsula, leads to the entrance to Olympic National Park and reaches 35 towns and points of interest along the 350-mile route. By electrifying US101, Electrify America would draw ZEV drivers from Seattle and British Columbia and connect to the US 101 National ZEV charging corridor already designated in Oregon and California.

**The Cascade Loop**, a 440-mile loop through Washington’s Cascade Mountains, is one of the most scenic routes in the nation, the first scenic ZEV-friendly byway, and a key expansion of the West Coast Electric Highway. It starts along US 2, the Stevens Pass Greenway, north of Seattle and continues through the mountains to popular destinations like Steven’s Pass Ski Resort, wineries, and Leavenworth, Wenatchee, and Lake Chelan. From there, it loops north through the scenic Methow Valley and North Cascades National Park via US-97, SR-153 and SR-20. The route already includes four CHAdeMO DCFC stations and dozens of Level 2 locations with strong support from hotels and resorts along the route.

**US 12 White Pass Scenic Byway** starts along I-5 and traverses 119 miles east to Washington’s Mt. Rainier National Park with additional views of Mt. St. Helens and Mt. Adams. Campers, hikers, and boaters flock to the area to enjoy the mountains, lakes and rivers. White Pass Ski Resort attracts thousands of visitors from Portland and southern Washington for skiing and snow sports.

**Bend, Oregon** in Central Oregon is a year-round destination for outdoors culture, offering skiing, rafting, hiking, mountain biking, and all other kinds of outdoor sports. [Survey data](#) show that between 2.5 and 3 million people visited Bend in 2015--40 percent from within Oregon and 75 percent from Pacific Coast states combined. Robust charging corridors to Bend (and investments in hospitality locations for visitors that arrive by ZEV) are needed to meet travel demand. Heavily-traveled US 20 and US 26 provide the highest near-term priorities for electrification. In the longer term, electrification of US 97, both north and south of Bend, will provide connections into California and Washington.

**The Oregon Coast** offers beaches and state parks, hiking, restaurants, breweries, wineries, museums, and fishing for vacationers from Portland, the Willamette Valley, and beyond. Routes to the Oregon Coast have the most-utilized chargers on the West Coast Electric Highway beyond major interstates. Chargers in Banks, Newberg, and Scappoose serve Portland suburbs and travelers to the coast. Chargers in coastal towns like Florence, Newport, Coos Bay, Lincoln City, Tillamook, Astoria, and Cannon Beach are among the top half of chargers by utilization—especially during summer months.

## **The Northwest Provides a Robust Policy and Market Climate for ZEVs**

**Washington and Oregon are Actively Developing the ZEV Market—including in Our Own Fleets.** Our states are seeing strong increasing demand for battery electric ZEVs that rely on public charging for longer commutes and road trips. In Oregon, a ZEV rebate program will take effect in mid-2018 that offers up to \$2,500 towards the purchase or lease of a new ZEV as well as an additional “Charge Ahead” rebate of up to \$2,500 for low and moderate-income drivers. Washington provides customers of ZEVs with a sales tax exemption for vehicles with a sticker price up to \$42,000—a key strategy to achieve the Governor’s goal of 50,000 ZEVs on the road by 2020 (the state is more than halfway there). EVSE infrastructure is also exempt from key Washington taxes until 2020. Washington requires [signage](#) at public charging sites.

We are accelerating market development through work with fleets. With partners stretching the length of the Pacific Coast, our states founded [West Coast Electric Fleets](#), an initiative to transition public and private fleets to ZEVs. Washington’s Master Contract gives state and local governments and universities in Washington and Oregon the ability to purchase ZEVs, including electric buses and EVSE equipment. A recent Washington

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[Executive Order](#) requires state agencies to acquire and use battery electric vehicles for passenger fleets. A recent Oregon [Executive Order](#) increases the ability of Oregon fleets to acquire ZEVs by accounting for their lower total cost of ownership compared to gasoline-powered vehicles.

**Oregon and Washington Policies and Programs Create a Robust ZEV Investment Climate.** In Oregon, the ZEV Program and Clean Fuels Program provide the regulatory drivers to decarbonize the transportation sector. The ZEV Program, which requires that automobile manufacturers meet an increasing share of their vehicle sales with credits from zero-emission vehicles, increases in stringency through 2025, continuing to grow the market for electric vehicles in the state. For the Clean Fuels Program, electricity is an eligible low-carbon fuel that generates credits for participating entities and revenue from their sales can provide additional investment to the ZEV ecosystem.

Oregon and Washington have made substantial progress on ZEV-ready building codes. In July 2017, Oregon adopted building codes requiring that 5% of parking spaces for new construction be ZEV-ready in cities larger than 100,000 population, with Portland leading the way. More recently, Oregon Governor Brown directed the state to require that parking in new residential and commercial buildings must support at least Level 2 charging. Washington has established a new code requiring new multi-family construction to equip at least 5 percent of parking spaces with EVSE infrastructure.

**Our States and Utilities are Investing in Infrastructure.** Washington is authorized to invest up to 15 percent of the \$112.7 million in mitigation trust funds for which the state is eligible, and agencies are currently engaged in a [planning process](#) with stakeholders and the public. Through its EV Charging Infrastructure Program, Washington is investing \$1 million for six new charging locations along I-5 to fill in equipment gaps in the West Coast Electric Highway and nine mid-sized communities in Eastern Washington along I-90, I-82 and US 395 to open up ZEV access to key destinations. The Washington state legislature provided \$700,000 in its Capital budget to support the installation of charging equipment at state-owned and leased facilities.

In Oregon, both major investor-owned utilities are developing transportation electrification plans, funded by ratepayers and revenue from the sale of Clean Fuels Program credits, to incentivize ZEVs. For example, they offer commercial rates to help ZEV charging providers avoid expensive demand charges and offer time-of-use rates to residential ZEV drivers that help to strengthen the ZEV ecosystem. Washington regulations allow investor-owned utilities to use ratepayer funds and realize a small return on investment on ZEV infrastructure (legislation is pending clarifying similar authority for municipal and public utility districts). In Spokane, Washington, Avista is installing seven fast charging sites. Seattle City Light is installing 20 DC fast chargers in its service territory.

## **Conclusion**

Electrify America's Cycle 1 investments in the Pacific Northwest, including both corridor charging and urban charging deployments in Portland and Seattle, lay the foundation for the transformative electrification of the vehicle fleet in the Pacific Northwest. In Cycle 2, Electrify America can successfully build on that foundation by extending its charging network to cover more of our region, and in particular our popular tourism destinations.

We appreciate the opportunity to provide input to Electrify America in this second investment cycle and will separately be submitting additional data and site nominations that we think will help to inform EA's deployments. The States of Oregon and Washington look forward to our ongoing partnership.