

NW Energy Coalition Resolution on the Electrification of Transportation

WHEREAS greenhouse gas emissions from the burning of petroleum fuels for transportation make up a large share of Northwest states' climate pollution; and

WHEREAS electric vehicles are more efficient at converting stored energy into drive power than vehicles powered by internal combustion engines; and

WHEREAS particularly on the Northwest's electric grid, the well-to-wheels emissions of carbon dioxide and other pollutants from electrified transportation are lower than those from diesel- or gasoline-powered equivalents; and

WHEREAS the emissions advantage and public health benefits of electrified transportation will increase as fossil plants are retired and as the Northwest's electric grid continues to integrate increasing amounts of renewable energy; and

WHEREAS electrification can apply to many transportation end-uses, including battery-powered light-duty (passenger) vehicles, industrial vehicles such as forklifts, shore power and propulsion systems for marine vessels, passenger buses, delivery vans, heavy rail, truck-stops, and cargo handling equipment, among others; and

WHEREAS reducing the number of vehicle-miles traveled and reducing the pollution attributable to each vehicle-mile traveled are complementary measures necessary to meet societal goals; and

WHEREAS especially in the Northwest, the price of electricity as a transportation fuel is significantly lower and more stable than gasoline or diesel, and therefore transportation electrification can reduce fuel costs and keep energy dollars in our local economies instead of sending them far away to pay for oil; and

WHEREAS widespread transportation electrification, by reducing air pollution in populated areas, offers a way to improve human health, particularly in low-income and disadvantaged communities that are disproportionately exposed to unhealthy air; and

WHEREAS low-income households most exposed to unhealthy air and most in need of fuel cost savings have not yet shared equally in the benefits associated with the use of electricity as a transportation fuel; and

WHEREAS the electrification of the transportation sector provides an opportunity to use the electric grid more efficiently and cost-effectively, to the benefit of all utility customers; and

WHEREAS over time, the inherent flexibility of electric transportation loads can facilitate the integration of increasing amounts of variable renewable energy sources onto the electric grid; and

WHEREAS since the days of the New Deal, the natural endowments of the Northwest have brought the benefits of electrification to its inhabitants, and now the customers of privately and publicly

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owned utilities likewise stand to benefit from the efficient electrification of the transportation sector;

NOW THEREFORE BE IT RESOLVED that the NW Energy Coalition:

Supports local, state and federal programs and policies that make electrified transportation a more attractive option for drivers of all income levels and that increase access to electricity as a transportation fuel across a diversity of neighborhood and workplace settings, including multi-family housing and areas where homes lack private off-street parking;

Encourages local governments to streamline permitting procedures for the installation of electric transportation infrastructure, both publicly accessible and private;

Encourages state and local governments to promote electric vehicle readiness in new and existing buildings, as practicable, through building codes and retrofits;

Supports providing clear legal authority for utilities and governments to participate in the electrification of transportation and its infrastructure in ways consistent with other provisions of this resolution;

Endorses investment by utilities and governments in programs and services that promote the electrification of the transportation sector and increase access to the use of electricity as a transportation fuel in ways that facilitate a healthy market for charging services and infrastructure, particularly in low-income and disadvantaged communities;

Believes that utility investments and programs related to electrified transportation should be structured to spread the benefits of electrification to all utility customers regardless of whether they are electric-vehicle drivers;

Supports utility policies and programs that help minimize environmental impacts and generation, transmission, and distribution costs, while providing customers with the opportunity to maximize savings relative to gasoline and diesel;

Believes customers who charge electric vehicles in a manner that is consistent with the optimization of grid efficiency should realize fuel cost savings relative to gasoline or diesel and opposes the imposition of unfair rates, fees, or customer charges that could undermine those savings; and

Believes programs and investments in transportation electrification should be complementary and additional to programs and investments in energy efficiency, conservation, and renewable energy.