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NCPA JOINS WEST COAST POWER PROVIDERS TO EXPLORE EV CHARGING FOR ZERO-EMISSION MEDIUM- AND HEAVY-DUTY VEHICLES ALONG I-5 CORRIDOR

ROSEVILLE, Calif. (April 18, 2019) — Today, the Northern California Power Agency (NCPA) joined electricity providers in three West Coast states to announce that they are working on a solution to significantly curb emissions from the transportation sector.

In California, the transportation sector accounts for nearly 80% of the state's air pollution and more than 40% of all greenhouse gas emissions. Washington and Oregon face similar environmental challenges, transportation being the largest contributor to air pollution and greenhouse gas emissions in those states as well.

In a press conference this morning, NCPA joined nine electric utilities and the Southern California Public Power Authority (SCPPA) to announce sponsorship of the West Coast Clean Transit Corridor Initiative, a study to determine how best to ensure that Interstate 5 — a lifeline of goods transportation that extends more than 1,300 miles from the Canadian to the Mexican border — is equipped with sufficient charging to support electric long-haul trucks.

"We're very pleased about this opportunity to partner with electric utilities in our region and assess how we can support reducing emissions from the transportation sector," said Randy Howard, General Manager of NCPA. "Our members are focused on de-carbonizing their generating resources and providing clean, reliable electricity to their customers. The power from these zero- and low-carbon resources can be used to electrify the transportation sector, reducing harmful toxics and criteria air pollutants and helping achieve California's climate goals."

"Many of the utilities represented in this partnership have programs to support charging electric vehicles that travel within our own territories, but for extended shipping and long-haul trucks, we need solutions that we can apply across utility territories," said Caroline Choi, senior vice president of Corporate Affairs for Edison International and Southern California Edison, one of the sponsors of the study.

The study will explore how best to provide EV charging on I-5 and its connecting routes for medium- and heavy-duty electric trucks that are being introduced by several major vehicle manufacturers, as

well as to help determine what role electricity providers can play in electrifying the corridor. Key locations for electric truck charging infrastructure will also be identified and prioritized.

“Big challenges require bold and collaborative solutions, and climate change is such a challenge,” said Emeka Anyanwu, Energy Innovation & Resources officer for Seattle City Light, another study sponsor located in Washington state. “So it is exciting to see such a wide range of experience and diversity of thinking from our various utilities being brought to bear to tackle such a critical issue.”

Other initiative sponsors are Los Angeles Department of Water & Power, Southern California Edison, Pacific Gas and Electric Company, Pacific Power, Portland General Electric, Puget Sound Energy, Sacramento Municipal Utility District, San Diego Gas & Electric and SCPPA.

“Well-planned electric charging infrastructure along I-5 is important to our region,” said Scott Bolton, senior vice president of External Affairs for Oregon-based Pacific Power. “The I-5 corridor is the economic backbone for transporting essential goods and services to our Oregon, Washington and California customers. We see investments in transportation electrification and electric charging infrastructure as a great way to support the economic vitality and environmental quality of communities along the corridor.”

“It’s these types of opportunities that continue to push us toward a more sustainable future,” said Bill Boyce manager of Electric Transportation for the Sacramento Municipal Utility District. “We are proud to partner on a local, regional and national level to reduce emissions from vehicles, and this effort to electrify our trade corridors will have significant benefits to the communities we serve.”

Those benefits include improved health. Data shows that people who live near truck-traffic corridors experience higher rates of asthma, lung and heart disease and chronic bronchitis due largely to breathing toxic vehicle emissions, specifically diesel particulate matter.

“We are coming together on a regional level and taking the lead, working across state, county and city lines to take a significant step to address air pollution and climate change,” said Dave Robertson, vice president of Public Policy at Portland General Electric. “By ensuring customers involved in electric truck technology can expect a consistent and reliable experience up and down I-5 and its connected major arteries, we can accelerate a future where all-electric big rigs haul freight without polluting our communities.”

The study is expected to be concluded by year’s end, with implementation of recommendations expected to begin as soon as next year.