

PacifiCorp Equity Advisory Group (EAG)

March 2022 EAG Meeting Notes

Wednesday March 16, 2022, 1-4pm Pacific Time

*These notes were synthesized and summarized by RMI, PacifiCorp's meeting facilitation partner, without EAG member attribution. Additional information or responses to questions and comments not shared during the meeting are included in *purple text*.*

Executive Summary

There were 23 attendees at the March 2022 EAG Meeting, including six EAG members and three public attendees and stakeholders. PacifiCorp shared updates on staffing, EAG members, the Clean Energy Implementation Plan (CEIP), and the All-Source Request for Proposals (RFP). Two EAG members shared presentations about the organizations that they represent: Asian Pacific Islander Coalition and La Casa Hogar.

This meeting focused on EAG feedback and recommendations for promoting and implementing expanded and new programs. PacifiCorp shared a presentation about their Low-Income Bill Assistance (LIBA) program and reviewed elements of their transportation electrification plan. EAG members shared their thoughts on outreach opportunities for LIBA, and they also gave input on the objectives, eligibility, and scoring criteria for a to-be developed transportation electrification grant in Washington.

EAG March Meeting Objectives

- Hear from EAG members about their organizations
- Learn about PacifiCorp's low-income bill assistance programs and get input from the EAG
- Help scope the transportation electrification grant objectives, eligibility, and scoring criteria

Slides available [here](#)

2022 Equity Advisory Group Member	Organization
Adam Rieker	The Perry Technical Institute
Angélica Reyes	La Casa Hogar
Giovanni Severino	Latino Community Fund – <i>new member</i>
Norman Thiel	SonBridge
Paul Tabayoyon	Asian Pacific Islander Coalition (APIC)
Raymond Wiseman	Yakama Power
Not in attendance	
Erendira Cruz	Sustainable Living Center (SLC)
Isidra Sanchez	Opportunities Industrialization Center (OIC)
Jonathan Smith	Yakima County Development Association (YCDA)
Nathan Johnson	Yakima Health District
Noemi Ortiz	Northwest Community Action Center (NCAC)

Opening (1:05pm)

PacifiCorp shared meeting objectives, the agenda, and updates. They welcomed Giovanni Severino of the Latino Community Fund to the EAG and introduced Joelle Steward, who is the Senior Vice President of Regulation and Customer/Community Solutions at PacifiCorp.

PacifiCorp reminded the EAG about the Clean Energy Implementation Plan (CEIP) comment period, which is currently open. PacifiCorp then asked EAG member for recommendations of potential bidders and resource suppliers for an additional 1,300 MW of renewables by 2027. Members are encouraged to visit the All-Source (AS) Request for Proposal (RFP) [website](#) or contact the team directly at 2022AS_RFP@PacifiCorp.com.

EAG Member Presentations (1:20pm)

Responding to an EAG member request to learn more about each other's organizations, the March EAG Meeting started with two EAG member presentations:

- **Asian Pacific Islander Coalition (APIC).** Paul Tabayoyon presented on his work as the Community Outreach Coordinator at APIC Yakima. APIC brings the Asian Pacific Islander community of Washington together and provides opportunities for the community to grow and thrive through efforts like voter registration, computer and digital literacy classes, higher education grants, education on environmental justice and electricity prices, and more.
- **La Casa Hogar.** Angélica Reyes shared her work connecting and educating Latina families in Yakima with La Casa Hogar. They run educational programs for adults on technology, leadership, and the English language; help permanent residents gain U.S. citizenship; and provide early learning programs that allow students to learn in different languages.

EAG members are invited to share similar presentations about their organizations in the April EAG Meeting. If interested, please contact Erifili at edraklellis@rmi.org.

EAG Member Check In (1:40 pm)

EAG members "checked in" by sharing their insights on or questions about Pacific Power's Low-Income Bill Assistance Program. Two EAG members are familiar with LIBA through their work with their communities. One EAG member asked if LIBA has a cap on the net bill of participants, which was answered during the LIBA presentation that followed the check in.

Low Income Bill Assistance (LIBA) Presentation (1:45 pm)

PacifiCorp shared information about their current efforts to assess energy burden in Pacific Power's Washington service territory, LIBA program enrollment, and current and future LIBA outreach efforts. PacifiCorp requested additional input on opportunities for further outreach. EAG members expressed some concern about community members having difficulty completing the LIBA application process. Questions on the presentation included:

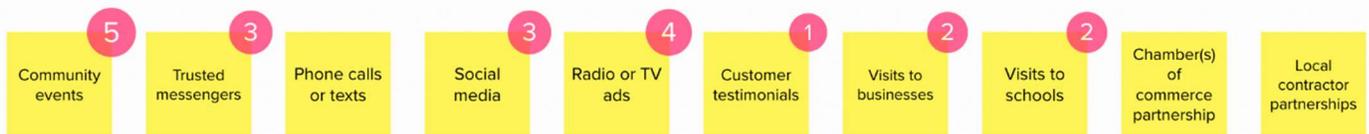
- Q: Is there a cap on the net bill that qualifies for LIBA?
 - A: No, there used to be a requirement that LIBA only covered the excess of 600 kilowatt-hours (kWh) that customers used. But now LIBA participants receive the discount on their entire electricity usage costs

- Q: Is there a cap on participation?
 - A: No, there is no longer a cap on participation in the program.
- Q: Are the participation percentages for Pacific Power’s Washington service territory specifically?
 - A: Yes, the numbers we presented are for Washington LIBA participation.
- Q: Is there a limitation for the number of local agencies that can administer LIBA for a specific geography?
 - A: Historically, PacifiCorp has partnered with organizations that also support the Low-Income Home Energy Assistance Program (LIHEAP) allowing customers to apply for both programs at one agency. PacifiCorp is open to adding additional partners and will begin conversations with existing partners and the Low-Income Advisory Group. Updates will be provided to the EAG.
- Q: What happens to a customer’s electricity bill after they are enrolled in LIBA? Have you researched the impacts of reducing their electricity rates? Is there an impact on how much electricity is used?
 - A: PacifiCorp has not yet studied this topic specifically for LIBA, but they have done a similar study for our weatherization programs.
- Q: Is LIBA different than energy assistance programs?
 - A: While LIBA is an energy assistance program, it is a bill discount as opposed to an energy assistance payment. The intent is to reduce the net impact of energy costs. LIHEAP offers payment support to income eligible customers. The combination of both programs provides incremental assistance based on need.

Low-Income Bill Assistance (LIBA) Activity (2:15pm)

Informed by the ideas for communication methods the EAG shared in the February EAG Meeting, the EAG voted on their top 4 methods that they think could be successful for LIBA. The results of the poll are captured in the online virtual whiteboard, Mural, below.

Which methods of communication could be appropriate/successful for this program? (Vote on up to 4)



Following the voting, the EAG was asked to journal on the following prompt:

- Where specifically could we target this outreach? Any events the team should know about where we could share LIBA materials?

Their responses are captured in the mural below. The EAG discussed the difficulty in measuring *meaningful* contact made virtually while doing outreach, especially when compared to in person outreach.



The EAG was then asked to respond to this prompt:

- How will we know if outreach for LIBA is successful?

Their responses are captured in the mural below. Themes from the discussion include:

- An increase in enrollment may indicate success and increased awareness
- An indicator of successful communication is the confidence that customers have in completing applications and that the applications will be approved
- Obtaining accurate referrals is valuable and means that people understand the program and eligibility
- It's important that the program doesn't result in higher-than-average energy usage so that customers know how to appropriately benefit from the program



Break (2:40 pm)

Transportation Electrification Review (2:45 pm)

After the break, PacifiCorp refreshed the EAG on their Transportation Electrification Plan goals and the development of a grant program.

Transportation Electrification Grant Activity (2:50 pm)

To begin the activity, RMI reviewed the ideas shared by the EAG in the February EAG meeting related to what successful transportation electrification could look like in their communities. An EAG member asked the following question:

- Q: How much funding is available?
 - A: From our data sources, there are only 605 electric vehicles (EVs) registered in Pacific Power's Washington service territory. The grant calculation is based on revenue expected from these. For the first year there will be \$200,000-\$300,000 available, which will grow over time. For context, the average grant size in Oregon has been \$70,000 per grantee.

Objectives

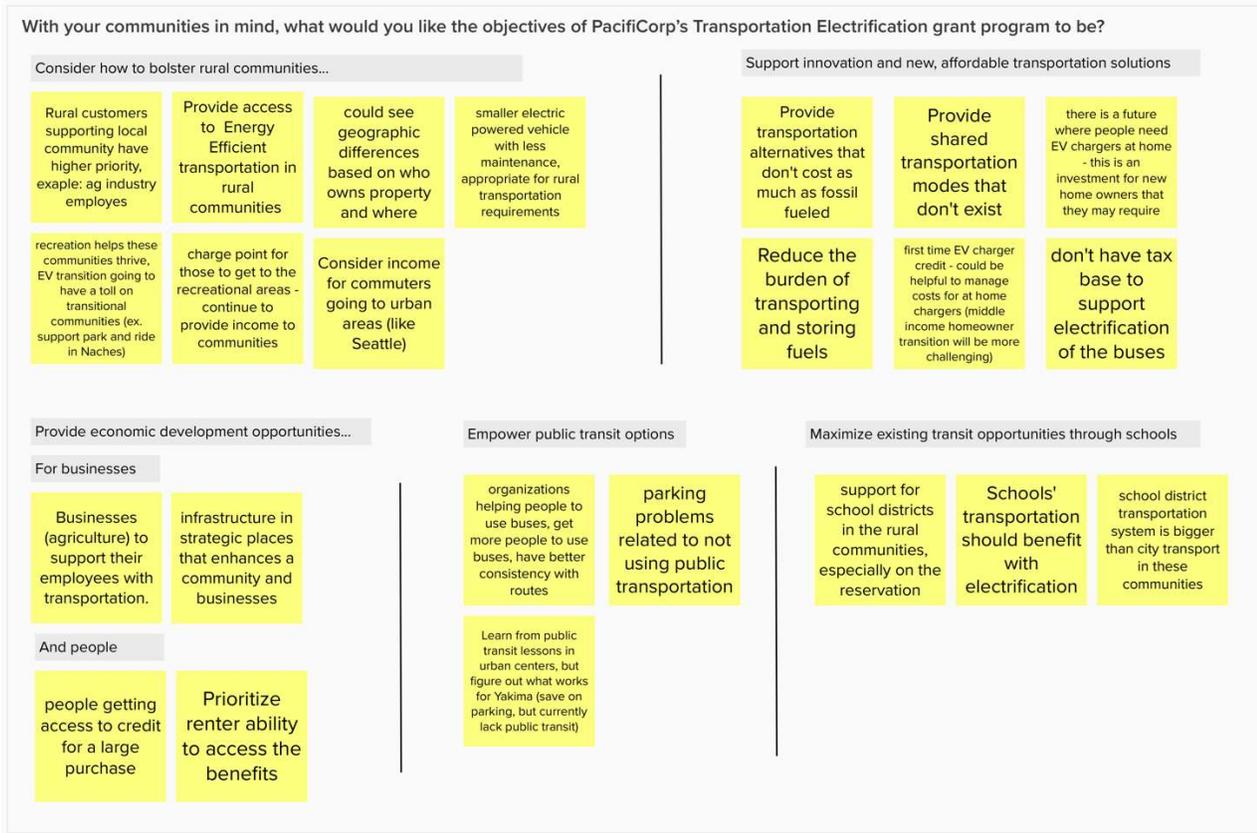
RMI spoke to the value of brainstorming program objectives. The EAG then worked in Mural to respond to the following prompt:

- With your communities in mind, what would you like the objectives of PacifiCorp's Transportation Electrification grant program to be?

The EAG identified the objectives that they wanted to see from a transportation electrification grant program, considering the needs of their communities. The results of this activity are below.

Themes from the discussion included:

- Concerns about the price of electric cars
- Desires for alternative transportation options
- Interest in seeing EV demonstration projects and proof points that this technology is appropriate for the region
- Benefits of shared transportation in efficiency and reducing parking concerns
- Ensuring rural areas, especially those that rely on tourism, do not lose out as more transportation electrifies
- Insights on what brings people to areas that rely on visitors and tourists, and ideas for strategically placing charging stations or park and rides
- Recognition for the economic development associated with gas stations and convenience stores and ensuring that the revenue streams continue with vehicle electrification
- Low public transit usage in rural areas
- Perspectives on reservation limitations for installing equipment, having infrastructure, and financing transportation electrification
- Possible benefits of grants for renters or homeowners to have financial support for at-home chargers



Eligibility

After discussing transportation electrification grant objectives, the EAG discussed grantee eligibility. As an example, PacifiCorp reviewed the eligibility for EV projects funded by grants in Oregon. PacifiCorp emphasized that the public must benefit from the grant, though the type of projects eligible to fund remains broad. The EAG responded to the following prompts:

- What types of projects could be eligible?
- Are there benefits that could be a requirement for eligibility?

The results of this activity are below. Themes from the discussion on eligibility included:

- Challenges benefiting from a transition to electric vehicles in the communities they represent due to obstacles in infrastructure, federal funding, and tax revenue
 - In response to this point, PacifiCorp noted that an Oregon grant program funded 64 level 2 public charging stations which increased public engagement. PacifiCorp is looking at how multifamily and low-income chargers could be owned by utility but accessible to all.
- Disconnect in discussing EVs and installing equipment to charge EVs, and general lack of charging infrastructure
- Studies funded should have broad applicability
- The need for coordinated planning between governments and PacifiCorp to prevent wasted energy on competition
- Benefit of commercial chargers and value of installation

Eligibility

What types of projects could be eligible?

Those that maximize the number of people who can access the transportation

Commercial (business)

Due to the size of the first year funding, should go to commercial customers.

Shared charging stations by apartments or larger employers

Those exploring infrastructure solutions

need the infrastructure, restrictions on federal funds on reservation

Study grant to municipalities of impact of removal of gas stations

studies for local governments to understand the need cost of larger infrastructure enhancements to meet GHG reduction goals

Projects that instill confidence and provide proof of concept

obstacles are going to prevent people from accessing this - panel upgrades to put in charging stations

show people where the charging stations are to build confidence in buying an EV

Pilot/ demonstration programs i.e. electric tractors, shared electric vans, electric school bus

enhance current new development that is not including charging stations

upgrade lines

Implementation and installation of equipment.

There is a disconnect between how much talk there is about EVs and how much we actually see them. We need to bridge the gap

Studies and peer community assessments

Education & outreach

Are there benefits that could be a requirement for eligibility?

Replicability and recruitment

Because of limited funding and limited users - go to commercial and installations - and prove that how the work will recruit new EV users/purchases

new recruitment and bringing people in

Awardees of the grant should prove how they can recruit new EV users.

Other

needs to be a coordinated plan for what's being funded between agencies and other funders

Outputs of study must be applicable in similar communities

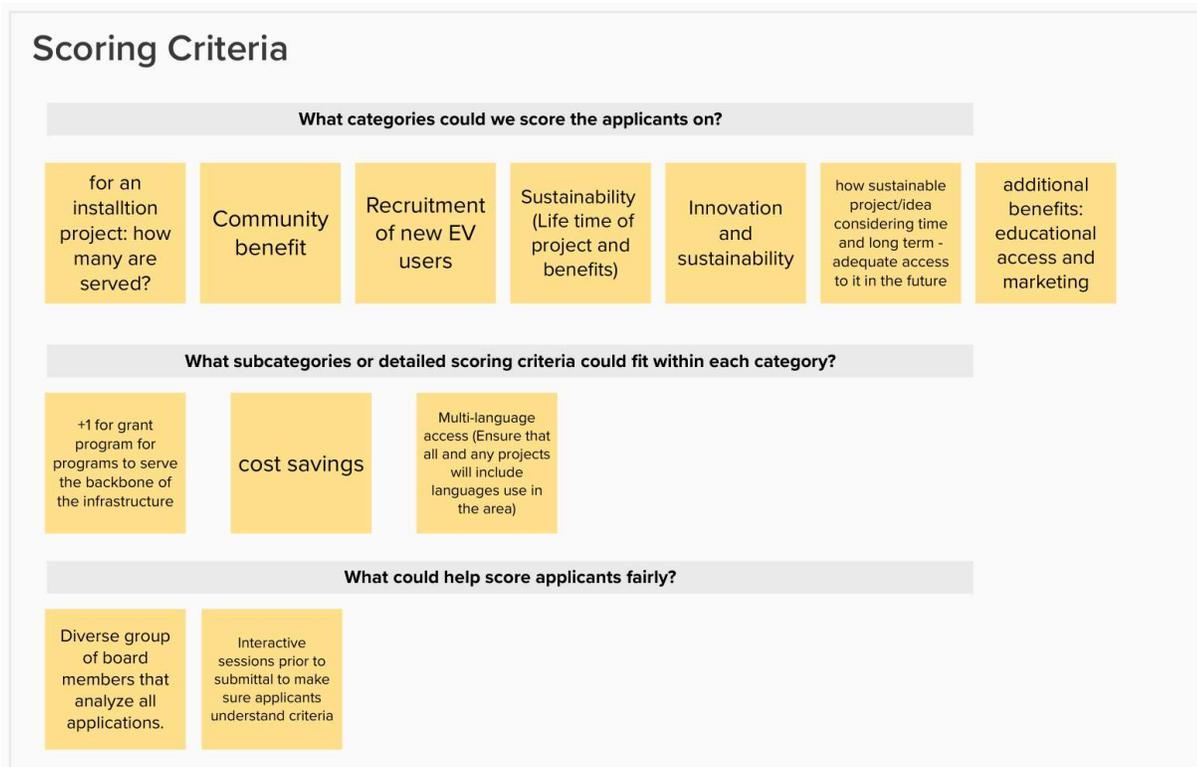
Cost to benefit ratio that may be repeatable

competing interests (hydrogen, stations for school buses and vehicles)

Scoring Criteria

PacifiCorp then provided an example of the criteria used to evaluate EV project applications in Oregon. The EAG responded to the following prompts related to transportation electrification grants in Washington:

- What categories could we score the applicants on?
- What subcategories or detailed scoring criteria could fit within each category?
- What could help score applicants fairly?



Public Comment (3:55pm)

The public attendees were invited to provide comments or ask questions, but no observers participated.

Closeout and Next Steps (3:55pm)

Attendees were reminded that meeting materials and notes are posted to the website, and that the April EAG Meeting is on April 13, 2022, from 1-4 pm PT. PacifiCorp will send new LIBA handouts to EAG members so that they can share them with their communities. They also encouraged attendees to share recommendations on potential bidders and resource suppliers for their All-Source RFP at [this link](#).

The meeting ended with PacifiCorp thanking the EAG for their input on LIBA and the complex issues involved in transportation electrification grant creation. They also thanked the EAG members that presented on their organizations.