



OUC Beneficial Electrification

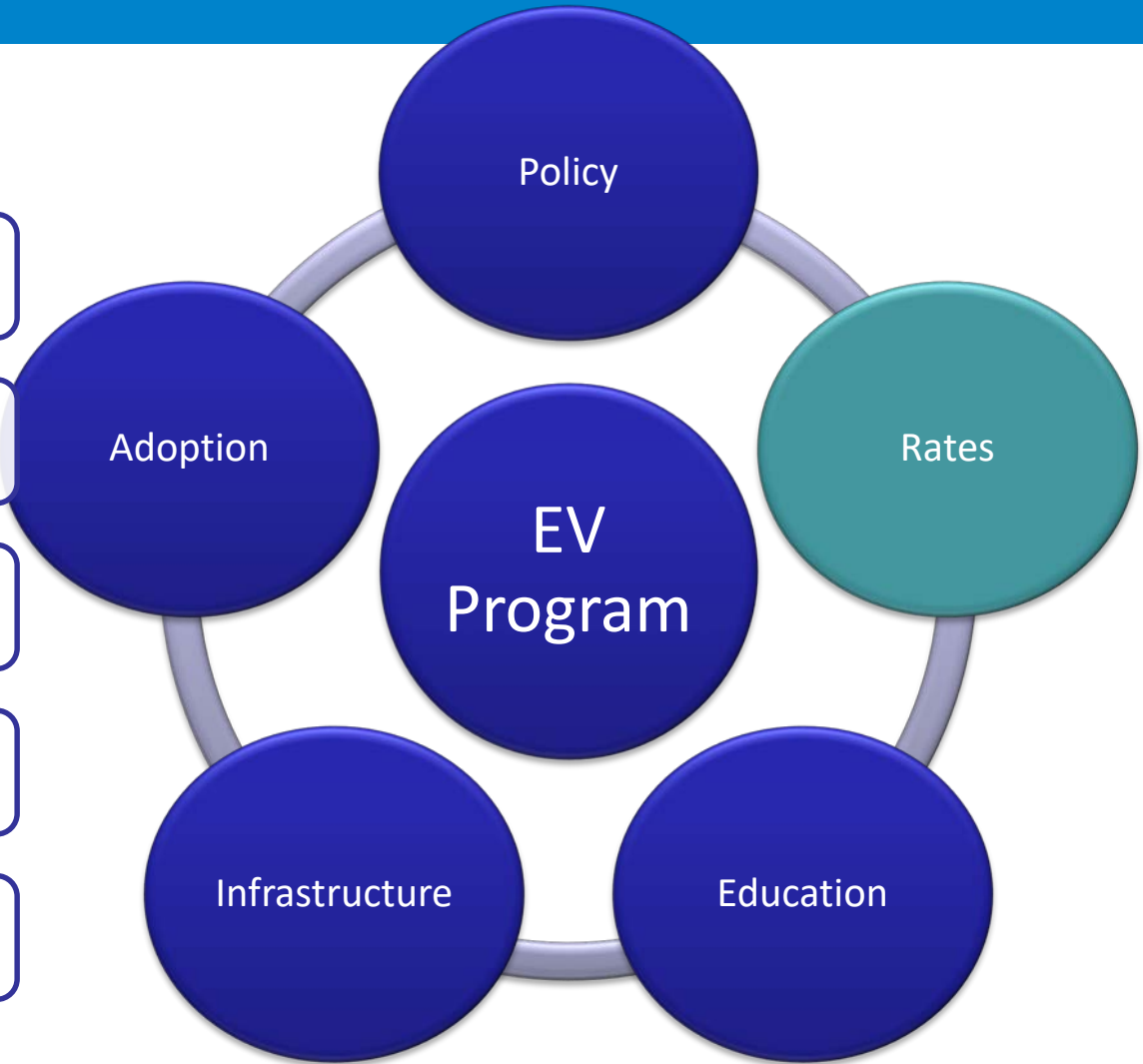
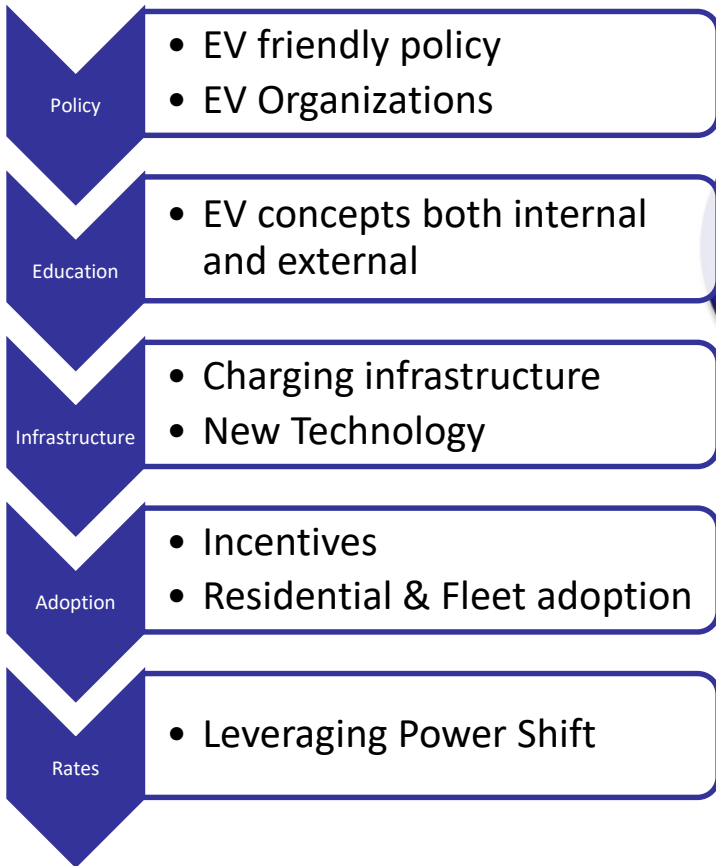
Peter Westlake

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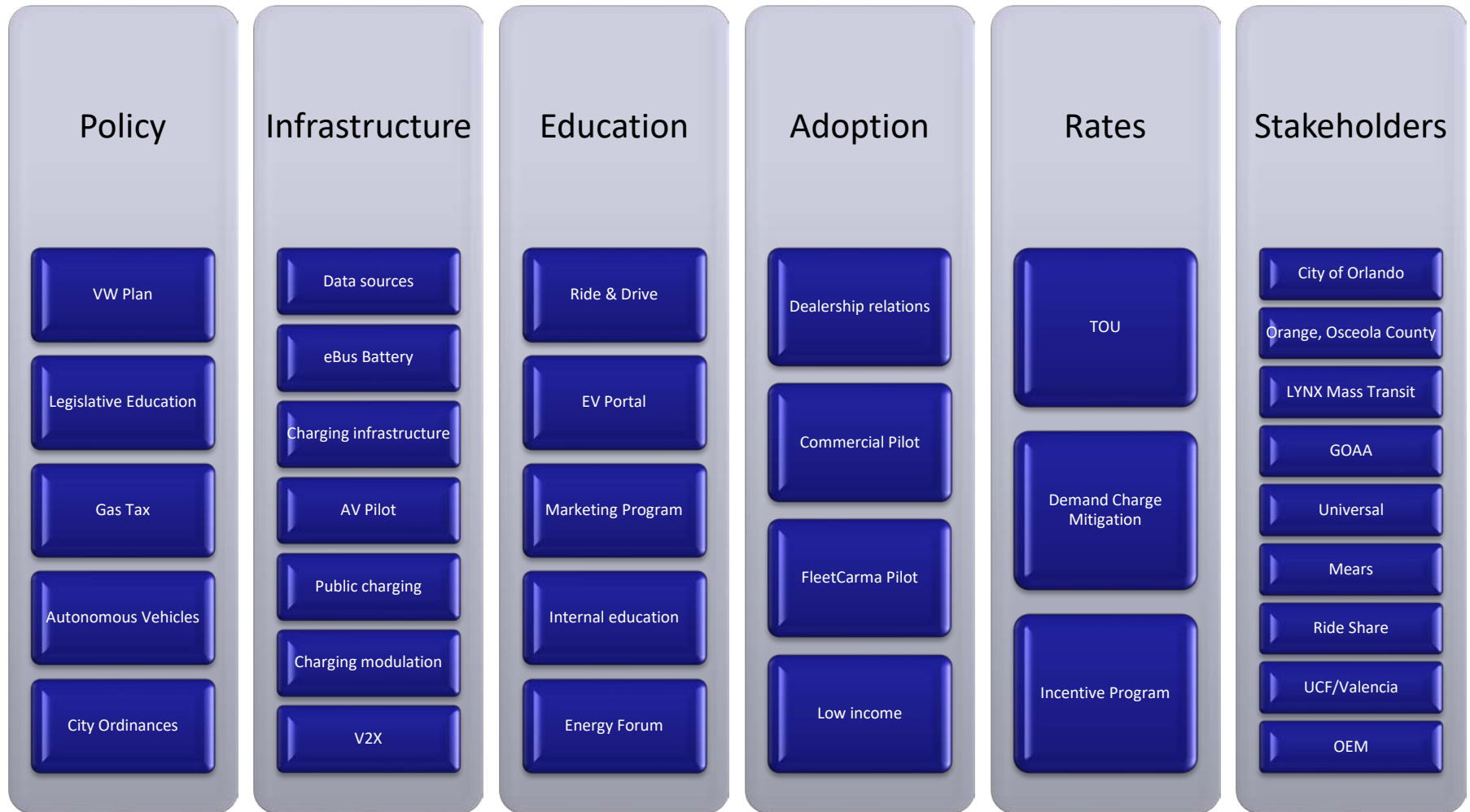


Program Components

Program Objectives



Electrification 3-5 Year Plan



EV Policy – Kevin Noonan

Members: Pete Westlake, Zoila Easterling, Elizabeth Paul, Debbie Hayes

- **Focus**

- Response to VW Mitigation Plan
- Build an approach for EV friendly policy
- Insure legislatures understand the value of EV adoption
- Create and maintain EV organization relationships

- **Considerations**

- VW mitigation funding can be a significant catalyst
- There currently is no real legislation in this space (except 366.94)

Year 1

- VW Mitigation plan
- EV Legislation education plan (make it real)
- EV Organization Review (EDTA, AEE, DEF, DEO, SEEA, ATE)
- Review Autonomous policy
- Prepare position on sales tax

Year 2

- Submit position for sales tax
- Assist with City ordinance for EV ready
- Establish county partnerships for corridor planning

Year 3-5

- Submit position on city ordinance
- Work with Infrastructure to push standards for charging and other related tech

EV Infrastructure - Sam Choi

Members: Pete Westlake, Christopher Fatkin, Eva Reyes, Samir Sahasrabudhe

- Focus
 - Strategically place charging infrastructure
 - Smart charging technology that optimize charging based on load demand
- Considerations
 - Establish our long range goals for our charging platform – is it electrification, is it V2X
 - Need to expand relationships beyond ChargePoint (clipper creek, EV go, Green lots, Siemens)
 - Develop a grid intelligence strategy that includes how PV will impact
 - Work with Transmission and Distribution to Ensure adequate support for the grid

Year 1

- Establish data sources for ownership and EV charging
- Assess public charging infrastructure
- Establish EV bus pilot
- Research AV pilot and associated charging

Year 2

- Replace/refresh and extend public charging
- Corridor and destination charging
- Establish pilots for next generation charging
- Charging modulation pilot

Year 3-5

- Vehicle to grid & building pilot
- Grid intelligence technology

EV Rates - Tom Gross (Liaison)

- Focus
 - Managed Charging - An approach to encourage EV adoption and push EV charging to current off peak times in OUC territory
- Considerations
 - Work will be completed in the Pricing Project Team
 - FleetCarma incentive program – NYC
 - Relationship with consortium of OEM's looking at open standards to use car controls for restricting times (Honda Pilot)
 - Study residential demand rates for future potential development
 - Determine approach for commercial charging that will not adversely impact demand peak for the corporation
 - Explore a flat rate for home/OUC territory
 - Policy needs to be flexible for on peak charging to encourage adoption.

Year 1

- Research TOU rates that are EV friendly

Year 2

- Work with Power Shift to establish EV TOU rates

Year 3-5

- TBD

EV Education - Harmonie Wilson

Members: Pete Westlake, Anthony Iannone, Tim Strimel

- Focus
 - Provide an approach to elevate awareness of the benefits to EV ownership both for our employees and our customers
- Considerations
 - Develop a partnership with the City of Orlando, EV Dealers, Charging Infrastructure Vendors and UCF to establish an educational approach to allow for hands on EV testing, Science Center
 - EV owners are great as an evangelist network
 - Look to harvest marketing content from national organizations for campaigns such as Florida Utilities, Electrify America etc
 - Auto shows and mall owner conventions are good drive electric events

Year 1

- Employee education program
- Customer profiles
- Establish EV portal
- Ride and drive
- Launch marketing campaign

Year 2

- Advanced employee education program
- Execute marketing campaign

Year 3-5

- Expand focus to other BE
- Establish an energy forum

EV Adoption – Pete Westlake

Members: Tom Damon, Tom Gross, Vince Preston, Don Ricotta, Samir Sahasrabudhe, Harmonie Wilson

- Focus
 - Key relationship building and fast adoption through all sectors
- Considerations
 - Establish a partnership with public transportation in order to assist their adoption curve
 - Multi-family, low income adoption program will have issues to resolve with charging locations
 - OUC adoption program is critical to show leadership

