



EVITA POWERED

The **Electric Vehicle Infrastructure Transportation Alliance (EVITA)** is leading the way to advocate for sustainable electric transportation infrastructure in Southeast Washington. This effort is sponsored by the Mid-Columbia Energy Initiative (MCEI), an industry collaboration effort coordinated through the Tri-City Development Council (TRIDEC). Alliance members include Benton PUD, Franklin PUD, Benton REA and Richland Energy Services, in concert with Energy Northwest.

EVITA is preparing for accelerated consumer adoption of electric vehicles (EVs) and wants to help our member utility customers better understand the technology.

CHARGING STATIONS IN ACTION

Statewide, transportation is a leading source of carbon dioxide, a greenhouse gas. This growing concern coupled with fluctuating gas prices, advancements in battery technology and federal incentives have led to an increased interest in electric vehicles.

EVITA's strategy to reduce carbon emissions focuses on the widespread adoption of EVs and the growing need for support infrastructure – specifically in eastern Washington and routes to the greater Seattle area.

Through education, partnerships and smart infrastructure, EVITA will help facilitate electric vehicle and clean energy adoption.

Washington state has an enviable mix of carbon-free electricity generating resources, including all the assets operated by Energy Northwest. The state struggles to



EVITA FILLS THE GAP

“The Charging Gap” is the distance between charging stations on the highway. On the west side of Washington state, mainly along the Interstate 5 corridor, the gap is relatively small, with DC fast charging stations located every 40 to 60 miles. If travelling east towards the Tri-Cities area, the gap gets wider. EVITA is working to increase routes and likely opportunities for west-siders to make carbon-free trips to favorite Mid-Columbia tourist destinations such as wineries, golf courses, sporting events and performing arts venues.

EVITA - LEADING THE WAY TO SUSTAINABLE ELECTRIC TRANSPORTATION INFRASTRUCTURE

reduce its carbon footprint in the transportation sector, which makes up 50 percent of the state's emissions.

While the Energy Information Administration shows Washington state as an electric vehicle leader in the U.S., the state currently has less than 17,000 Plug-In EVs.

Washington has seven million registered cars and trucks on the road. The state's goal is to have 50,000 Plug-in EVs on the road by 2020.

For more information on electric vehicles:

American Recovery and Reinvestment Act through the Transportation Electrification Initiatives
www.chargepointamerica.com and www.theevproject.com

Department of Commerce: WA Electric Drive
www.commerce.wa.gov/programs/energy/electric-vehicles/pages/default.aspx

Plug-In America: Car technology, policy updates and industry stakeholder resources
www.pluginamerica.org/

Electric Vehicle Types & Research
www.all-electric-vehicles.com/

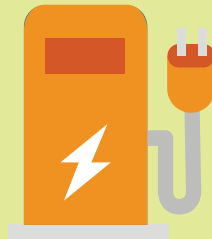
U.S. Department of Energy - Energy Efficiency and Renewable Energy Resources and Incentive Info:
www.afdc.energy.gov/afdc/vehicles/electric.html



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IN THE AIR

Increased usage of the EVs, which has zero tailpipe emissions, will reduce carbon emissions in the transportation sector.

AT THE PUMP

On the west side of Washington state, mainly along the Interstate 5 corridor, the gap is relatively small, with DC fast charging stations located every 40 to 60 miles. If travelling east towards the Tri-Cities area, the gap gets wider.

ON THE ROAD



Washington has seven million registered cars and trucks on the road. The state's goal is to have 50,000 electric vehicles or hybrids on the road by 2020.

ALLIANCE MEMBERS

This effort is sponsored by the Mid-Columbia Energy Initiative (MCEI), an industry collaboration effort coordinated through the Tri-City Development Council (TRIDEC).

Alliance members include Benton PUD, Franklin PUD, Benton REA and Richland Energy Services, in concert with Energy Northwest.



ON THE RISE

Fluctuating gas prices, advancements in battery technology, environmental concerns and federal incentives have all led to an increased interest in EVs.

The emergence of the electric vehicle has created an essential need for the development of a charging infrastructure at home, at work and in public places.

