



RESOLUTION NO. U-11484

1 A RESOLUTION related to Tacoma Power, amending Chapter 12.06 of the
2 Municipal Code, Electric Energy – Regulation and Rates, by modifying
3 Section 12.06.374 Tacoma Power’s Electric Vehicle Public Charging
4 (Schedule EVPC) and creating a separate rate for Direct Current Fast
5 Charging, effective January 1, 2025.

6 WHEREAS the City of Tacoma, Department of Public Utilities, Light
7 Division (“Tacoma Power”) is requesting an update to Section 12.06.374
8 Electric Vehicle Public Charging (“Schedule EVPC”) of the Tacoma Municipal
9 Code, to reflect increased costs of vehicle charging and create a separate rate
10 for Direct Current (“DC”) Fast Charging, effective January 1, 2025, and

11 WHEREAS, Tacoma Power has provided electric service to utility-owned
12 electric vehicle (“EV”) charging stations since 2012, and

13 WHEREAS Tacoma Power anticipates having 67 public charging ports in
14 service by the end of 2026 (85 if counting all of Tacoma Power charging ports),
15 including 4 new DC Fast Charging stations in downtown Tacoma, and

16 WHEREAS Schedule EVPC was effective January 1, 2023, with a rate of
17 \$0.21 per kWh per kWh of charging, and is applicable to all public charging
18 stations served by Tacoma Power, and

19 WHEREAS the schedule was adopted because state law, RCW
20 19.94.560, mandates the use of dollar per kWh or megajoule pricing, and

21 WHEREAS this update will set the Level 2 charging rate at \$0.25 per
22 kWh and introduce a DC fast charging rate at \$0.40 per kWh, and
23
24
25
26



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

WHEREAS these rates are based on the Small General rate (“Schedule B”) and include network fees, maintenance costs, including costs related to vandalism and cut cords at electric charging stations, and

WHEREAS these rates are cost-based and competitive with other electric charging providers in Tacoma and Pierce County, and

WHEREAS the DC fast charging rate reflects higher operating and maintenance costs associated with offering DC fast service, Now, therefore,

BE IT RESOLVED BY THE PUBLIC UTILITY BOARD OF THE CITY OF TACOMA:

That the proposed amendment of Tacoma Municipal Code Chapter 12.06 relating to Tacoma Power’s charging tariff schedule – Electric Vehicle Public Charging (Schedule EVPC) including the creation of a separate Direct Current Fast Charging rate is hereby approved, and the Council of the City of Tacoma is requested to pass an ordinance approving such updates by amending Tacoma Municipal Code Chapter 12.06, in a final form approved by the City Attorney’s Office.

Approved as to form:

Chair

/s/
Chief Deputy City Attorney

Secretary

Clerk

Adopted _____



Board Action Memorandum

TO: Jackie Flowers, Director of Utilities
COPY: Charleen Jacobs, Director and Board Offices
FROM: Ying Hall, Section Manager, Power Utility
Chris Robinson, Utilities Deputy Director, Power Superintendent
MEETING DATE: October 23, 2024
DATE: October 11, 2024

GUIDING PRINCIPLE ALIGNMENT (select as many that apply):

Please indicate which of the Public Utility Board's Guiding Principle(s) is supported by this action.

- | | |
|--|--|
| <input type="checkbox"/> GP1 – Diversity, Equity, Inclusion, Belonging | <input type="checkbox"/> GP8 – Telecom |
| <input type="checkbox"/> GP2 – Financial Sustainability | <input type="checkbox"/> GP9 – Economic Development |
| <input checked="" type="checkbox"/> GP3 – Rates | <input type="checkbox"/> GP10 – Government Relations |
| <input type="checkbox"/> GP4 – Stakeholder Engagement | <input type="checkbox"/> GP12 – Employee Relations |
| <input checked="" type="checkbox"/> GP5 – Environmental Sustainability | <input type="checkbox"/> GP13 – Customer Service |
| <input type="checkbox"/> GP6 – Innovation | <input type="checkbox"/> GP14 – Resource Planning |
| <input type="checkbox"/> GP7 – Reliability & Resiliency | |

SUMMARY:

Tacoma Power requests approval by the Public Utility Board for updating the tariff schedule Electric Vehicle Public Charging (Schedule EVPC) to reflect increased costs of vehicle charging and create a separate rate for Direct Current (DC) Fast Charging, effective on January 1, 2025.

BACKGROUND:

Tacoma Power has provided electric service to utility-owned electric vehicle (EV) charging stations since 2012. Tacoma Power anticipates having 67 public charging ports in service by the end of 2026 (85 if counting all Tacoma Power charging ports), including 4 new DC Fast Charging stations in downtown Tacoma. Schedule EVPC was effective January 1, 2023 with a rate of \$0.21 per kWh of charging, and is applicable to all public charging stations owned by Tacoma Power. The schedule was adopted because state law, RCW 19.94.560, mandates the use of dollar per kWh or megajoule pricing.

This update will set the Level 2 charging rate at \$0.25/kWh and introduce a DC fast charging rate at \$0.40/kWh. These rates are based on the Small General rate (Schedule B) and include network fees, maintenance cost, and relevant taxes. The Level 2 rate increase from \$0.21 per kWh to \$0.25 per kWh reflects increased costs, including costs related to vandalism and cut cords at electric charging stations. These rates are cost based and competitive with other electric charging providers in Tacoma and Pierce County. The DC fast charging rate reflects higher operating and maintenance costs associated with offering DC fast service.



Board Action Memorandum

ARE THE EXPENDITURES AND REVENUES PLANNED AND BUDGETED? Yes

IF THE EXPENSE IS NOT BUDGETED, PLEASE EXPLAIN HOW IT IS TO BE COVERED.

Both the expense of and the revenue from EV public charging service are included in this biennium's budget. This update to the EV-charging rate will result in a better match of revenue and expense. If the rate is not updated regularly to reflect the current cost of providing the EV public charging service, electric customers who do not use the public-charging service will eventually pay for under-recovered costs. This update of EV rates will minimize this cross-subsidization.

IF THE ACTION REQUESTED IS APPROVAL OF A CONTRACT, INCLUDE LANGUAGE IN RESOLUTION AUTHORIZING \$200,000 INCREASE IN ADMINISTRATIVE AUTHORITY TO DIRECTOR? No

ATTACHMENTS:

Proposed Amendments to Section 12.06.374 of the Tacoma Municipal Code

CONTACT:

Primary Contact: Jing Liu, Rates & Forecasting Manager, Tacoma Power

Supervisor's Name: Ying Hall, Section Manager, Power Utility

Presenter (if different from primary contact): Ying Hall, Section Manager, Power Utility



TO: Elizabeth Pauli, City Manager
FROM: Jackie Flowers, Director of Utilities, Tacoma Public Utilities
COPY: City Council and City Clerk
SUBJECT: Proposed Rate Ordinance – Amend and revise TMC Chapter 12.06 regarding Electric Vehicle Public Charging
DATE: November 19, 2024

SUMMARY AND PURPOSE:

Tacoma Power requests approval by the City Council to revise TMC 12.06.374 with an updated tariff on EV public charging (Schedule EVPC), effective on January 1, 2025.

BACKGROUND:

This Department’s Recommendation is Based On: Tacoma Power has provided electric service to utility-owned electric vehicle (EV) charging stations since 2012. Tacoma Power anticipates having 67 public charging ports in service by the end of 2026 (85 if counting all Tacoma Power charging ports), including 4 new DC Fast Charging stations in downtown Tacoma. Schedule EVPC was effective on January 1, 2023 with a rate of \$0.21 per kWh of charging, and is applicable to all public charging stations owned by Tacoma Power. The schedule was adopted because state law, RCW 19.94.560, mandates the use of dollar per kWh or megajoule pricing.

This rate update will set the Level 2 charging rate at \$0.25/kWh and introduce a DC fast charging rate at \$0.40/kWh. These rates are based on the Small General rate (Schedule B) and include network fees, maintenance cost, and relevant taxes. The Level 2 increase from \$0.21 per kWh to \$0.25 per kWh reflects increased costs, including costs related to vandalism and cut cords at electric charging stations. These rates are cost based and competitive with other electric charging providers in Tacoma and Pierce County. The DC fast charging rate reflects higher operating and maintenance costs associated with offering DC fast charging.

This update to the EV-charging rate will result in a better match between revenue and expense. If the rate is not updated regularly to reflect the current cost of providing the EV public charging service, electric customers who do not use the public-charging service will eventually pay the under-recovered costs. This update of EV rates will minimize this cross-subsidization.

COMMUNITY ENGAGEMENT/ CUSTOMER RESEARCH:

Tacoma Power researched the prices charged by other utilities and private companies for public EV charging service. The new rate is cost based and competitive with rates offered by other service providers in the region.

Tacoma Power has presented overviews and proposal related to Schedule EVPC to the Public Utility Board on July 10 and September 11, Government Performance Finance Committee on September 17, and Joint Public Utility Board and City Council on October 8 in the development of this specific recommendation.



ALTERNATIVES:

Alternative(s)	Positive Impact(s)	Negative Impact(s)
1. Continue to apply the existing EV rate to public charging sites.	Lower rates for EV users	Tacoma Power will not recover all the costs associated with EV charging and other retail ratepayers who do not use public charging stations will subsidize these costs.
2.		
3.		

EVALUATION AND FOLLOW UP:

Tacoma Power will continue to collect data on usage patterns at EV public charging sites and use this along with associated cost data to make sure that the rates are cost based and competitive.

STAFF/SPONSOR RECOMMENDATION:

Tacoma Power requests approval by the City Council to revise TMC 12.06.374 with an updated tariff on EV public charging, which will increase the rate per kWh for Level 2 charging from \$0.21 per kWh to \$0.25 per kWh and create a new rate for DC fast charging at \$0.40 per kWh, effective on January 1, 2025.

FISCAL IMPACT:

The incremental revenues of increasing the EV rate tariff and adding a new DCFC rate are about \$15,000 annually, \$30,000 for 2025/2026.

Fund Number & Name	COST OBJECT (CC/WBS/ORDER)	Cost Element	Total Amount
1. 4700-Power			\$30,000
2.			
TOTAL			\$30,000



What Funding is being used to support the expense?

N/A

Are the expenditures and revenues planned and budgeted in this biennium's current budget?

YES

Both the expense and the projected revenue for EV public charging service are included in this biennium's budget.

Are there financial costs or other impacts of not implementing the legislation?

YES

If this rate is not updated, electric customers of Tacoma Power will be allocated the difference between the revenue collected at the public charging stations and the cost of providing the charging service. This update of rates assigns the costs associated with EV public charging to those who use this infrastructure.

Will the legislation have an ongoing/recurring fiscal impact?

YES

These retail rates for EV public charging are ongoing revenue.

Will the legislation change the City's FTE/personnel counts?

NO

No new personnel.

ATTACHMENTS:

- Proposed Amendments to TMC Chapter 12.06.374

EXHIBIT "A"

**CHAPTER 12.06
ELECTRIC ENERGY – REGULATIONS AND RATES**

* * *

12.06.374 Electric Vehicle Public Charging Provided by Tacoma Power – Schedule EVPC.

A. Definitions.

The following definitions will apply:

1. Electric Vehicle – A vehicle that uses at least one method of propulsion that is capable of being reenergized by an external source of electricity.
2. Electric Vehicle Charging Site – A site that hosts the equipment used to deliver electricity to an Electric Vehicle. Hosted equipment must meet all applicable electrical requirements for interconnection and nationally recognized testing laboratory standards.
3. Level 2 (L2) – Electric vehicle charging equipment designed to supply AC power to electric vehicles, typically with a peak charging nameplate capacity less than 20 kW.
4. Direct Current Fast Charger (DCFC) – Electric vehicle charging equipment designed to supply DC power to electric vehicles, typically with a peak charging nameplate capacity greater than 20 kW.

B. Availability.

For Electric Vehicle Charging Sites owned by Tacoma Power.

C. Applicability.

Service under this schedule is provided to members of the general public charging Electric Vehicles at Electric Vehicle Charging Sites owned by Tacoma Power.

D. Charging Rate:

L2: All energy measured in kilowatt-hours at \$~~0.21~~0.25 per kWh

DCFC: All energy measured in kilowatt-hours at \$0.40 per kWh

E. Reporting and Limitation on Use of Customer Usage Information.

Tacoma Power may publish reports related to this schedule, except when the report would result in publication of information attributable to a single individual member of the public.

* * *