

RES EV Smart Charger Rebate Program FAQs

1. Why is RES offering an EV smart charger rebate?
 The rebate program enables us to communicate the benefits of installing an energy-efficient EV smart charger and encourage customers to charge during utility-beneficial off-peak, or light load hours (LLH), when Bonneville Power Administration's wholesale power rates are less expensive.

2. How much is the EV rebate, and who can qualify?
 Each residential customer who owns the home where the charger is installed and installed the charger after January 1, 2021, can qualify for a \$300 rebate. There is a limit of 1 rebate per customer.

3. What is the difference between Level 1 and Level 2 EV chargers?
 Energy Star EV Level 2 smart chargers charge twice as fast as Level 1 chargers, and compared to non-Energy Star chargers, they also save 40% energy when in standby mode, provide verified safety, and provide open communications allowing for grid communications, open access, and customer override. The open communication option allows customers to participate in utility-managed control demand programs if Richland Energy Services offers these in the future.

Here is a comparison of charger characteristics. Level 1 and Level 2 chargers are for residential uses. Level 2, DC fast, and DC Ultrafast chargers are for commercial uses.

Charger Type	Voltage/ (Typical Power draw)	Charging Time (miles/charge time)	Plug type	Equipment & Installation Costs
Level 1	120 V AC/ (1.4 – 2.0 kW)	2 – 5 miles/hour	J1772	\$0 – All equipment provided with vehicle. Plugs into a standard outlet. May need to upgrade electric panel and wiring.
Level 2	240 V AC/ (7 – 20 kW)	10 – 25 miles/hour	J1772	Residential: \$500 - \$2,000 Commercial: \$6,000 - \$10,000. Plugs into an outlet like a clothes dryer.
DC Fast	480 V DC/ (Up to 150 kW)	60 – 80 miles/20 minutes	J1772 Combo, CHAdEMO, Tesla	Cost is dependent on site: \$50,000 - \$300,000
DC Ultrafast	480 V DC/ (150 – 500 kW)	100 – 200 miles/15 minutes	J1772 Combo, CHAdEMO, Tesla	Cost is dependent on site: \$50,000 - \$300,000

4. How was the EV rebate amount determined?

RES staff modeled various times customers could charge their vehicles and the wholesale power costs at those times. We estimated that RES can offer a \$300 rebate per customer and recover the costs in less than three years due to increased energy sales due to EV charging.

5. How is the EV program beneficial to all customers?

All RES customers benefit through rates from the additional power sales and the lower cost of wholesale power RES purchases during light load hours when customers charge their EVs.

6. Are customers required to charge their EVs only at night in order to receive the rebate?

Customers can charge their EVs at any time, but we hope by communicating why we want them to charge during LLH, they will adhere to the off-peak charging schedule.

Customers will send us a photo of their charger set to charge during LLH 10 PM – 6 AM Monday – Saturday and all day on Sunday when they submit the installation and charger invoices.

7. Does RES have time-of-use (TOU) or demand-limiting rates during which customers pay less for energy used at night or during light load hours?

RES doesn't have TOU rates right now. More customer use data will be available after the advanced metering infrastructure (AMI) program is in place in late 2022, and we'll be able to determine if optional TOU rates will benefit the utility and customers.

8. Where can customers access more information about EVs and EV chargers?

There are links to more information at RES' EV Program web page at www.ci.richland.wa.us/EnergyServices.