



PGE Clean Fuels Program 2021 Annual Report



April 2022



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¹ Cover image courtesy of Imagine Black, a 2020 DCF award recipient.
² PGE 2021 Clean Fuels Program Report



Introduction

Portland General Electric Company (PGE or company) is pleased to submit its 2021 Clean Fuels Program (CFP) report to the Oregon Department of Environmental Quality as required by OAR 340-253-0640(9). This report covers PGE's programs and expenditures for the 2021 calendar year for its programs funded through the sale of Clean Fuels Program credits generated through residential EV charging in PGE's service area.

PGE plans CFP-funded programs through an iterative approach with stakeholders in consultation with DEQ and the Oregon Public Utility Commission (OPUC) staff. This iterative approach is facilitated by OPUC staff as part of Order No. 18-376 in Docket No. UM 1826. This order establishes six program design principles that investor-owned utilities must follow when planning CFP-funded programs as shown in figure 1.

Starting in 2020, PGE proposed a portfolio approach to 2021 clean fuels funded programs. PGE consulted with stakeholders to consider what types of programs to support through that approach. Based on that input, market research, and CFP participation, PGE then developed a portfolio method to plan for the CFP going forward. These programs are organized in the following categories:

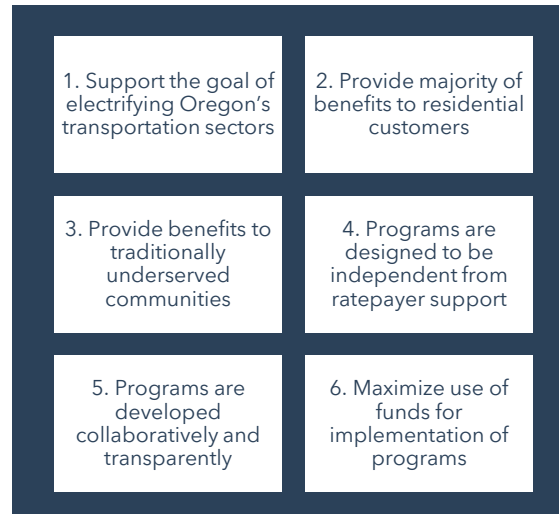
Infrastructure & grants to accelerate deployment of vehicles and charging across Oregon;

Education & outreach to increase awareness of TE, dispel existing misconceptions, and help create an ecosystem of support roles (EV/Charger maintenance job training, re-training, etc.) that promote a dependable customer experience; and

Emerging technology to test new concepts that have an EV nexus and the ability to scale to larger utility programs.

Additionally, administrative costs are tracked and expected to remain below ten percent of total annual expenditures. While funding amounts vary from year to year based on residential CFP Revenue, PGE expects the approximate budget breakdown and percentages below for the 2021-2023 Clean Fuels portfolio submissions:

Figure 1. OPUC Clean Fuels Program Design Principles



Category	% Portfolio per Year
Grants & Infrastructure	70% - 80%
Education & Outreach	5% - 15%
Emerging Technology	5% - 15%
Est. Administrative Costs	5% - 10%

PGE's 2021 Clean Fuels Program Plan was presented to the OPUC on December 29, 2020 as follows:

Program Category	Total Cost
Grants and Infrastructure	\$5,250,000
Education and Outreach	\$725,000
Emerging Technology	\$336,000
Administrative Costs	\$200,000
PORTFOLIO TOTAL	\$ 6,511,000

Total Revenue from the Sale of Base and Incremental Credits

PGE's 2021 programs were funded through the sale of credits in 2020 generated from residential EV charging in 2019. At that time only base residential credits were available. Therefore, PGE did not claim or sell incremental credits in 2020 or budget for use of funds from these credits in 2021 programs.

PGE began 2020 with 9,639 credits in PGE's account. On March 20, 2020, DEQ deposited 43,516 credits into PGE's account in the CFP system. PGE ended the year with 163 credits in the account. Between January 1, 2020 and December 31, 2020 PGE executed 12 separate sales of CFP credits at an average price of \$117.32 per credit, with proceeds of residential credits totaling \$6,216,849.

2021 Residential Clean Fuels Program Expenditures

Following the portfolio approach PGE's 2021 CFP expenditures break down along the following lines:

Program Category	Amount Spent by close of 2021	Percentage of Overall Expenditure
Grants and Infrastructure	\$ 2,106,412	79%
Education and Outreach	\$ 451,293	17%
Emerging Technology	\$ 37,055	1%
Administrative costs	\$ 71,107	3%
Total	\$ 2,665,867	-

The total expenditures for 2021 are less than the 2021 program budget for two main reasons:

- The Drive Change Fund and Electric School bus grants are generally not issued in the same calendar year as they are awarded. While 2021 awards were made in 2021, actual award checks are not sent until awardee organizations have a signed grant agreement with PGE. Not all payments were issued in 2021, some were delayed until 2022 and will be reflected in 2022's report. An additional \$2,237,373 in 2021 grant payments were issued in the first three months of 2022. PGE has plans to shorten the review cycle in 2022 so payments may be made in the same calendar year they are awarded.
- Anticipated expenditures on upgrading outdated public charging infrastructure have taken longer than expected due to challenges negotiating site-host agreements. Further discussion of these issues is included in the Public Charging Infrastructure section later in this report.

Program Descriptions

Since 2020 PGE has administered its CFP-funded programs using a portfolio approach. CFP funds programs are organized in the following three categories:

- I. **Infrastructure & grants**
- II. **Education & outreach**
- III. **Emerging technology**

INFRASTRUCTURE AND GRANTS

Drive Change Fund

The Drive Change Fund is a competitive grant fund available to non-residential customers for transportation electrification projects that prioritize underserved communities, advance transportation electrification, and benefit residential customers. Since 2019, DCF has awarded \$6.8 million in grant funding to 39 organizations. PGE ran the third cycle of DCF in 2021, awarding \$2.25 million to community transportation electrification projects. Table 4 provides a breakdown of the projects awarded and [Appendix A](#) details project summaries.

Image 1- 2020 DCF awardee, NICH, with their Electric Vehicles; project completed 2021



Table 4- 2021 Drive Change Awardees

Organization Name	Org Type	Project County	Project Type	# of EVs ²	# of Ports ³	Total Awarded
NAACP - PDX	Nonprofit	Multnomah	EVs, Education, Other	4	0	\$289,560
Camp Fire Columbia	Nonprofit	Clackamas	EVs, Education, Chargers	2	2	\$232,781
Clackamas County	Government	Clackamas	EVs	2	0	\$212,500
Sustainable Northwest	Nonprofit	Multnomah	EVs, Education	4	0	\$277,966
Oregon Environmental Council	Nonprofit	Multnomah	EVs, Education, Chargers	5	10	\$240,881
Metropolitan Family Service	Nonprofit	Multnomah	Education, Other	0	0	\$136,278
Mt. Hood Community College	Government	Multnomah	EVs, Education, Chargers	4	6	\$300,000
Portland Community Reinvestment Initiatives	Nonprofit	Multnomah	EVs, Education, Chargers, Other	2	2	\$64,963
Transition Projects	Nonprofit	Multnomah	EVs, Chargers	4	7	\$309,721
PDX Diaper Bank	Nonprofit	Multnomah	EVs	1	0	\$59,970
Willamette Valley Law Project	Nonprofit	Marion	EVs, Education, Chargers	3	6	\$133,941
TOTAL				31	33	\$2,258,561

² Number of EVs and charging Ports as estimated in grant applications, actual number of vehicles and charger may vary.

³ See footnote 1



While 2021 applications and award decisions⁴ were made in 2021, actual award checks are not sent until awardee organizations have a signed grant agreement with PGE. PGE updates and refines the DCF annually with an eye towards improving the process for applicants, particularly for smaller community organizations. With this in mind, PGE has made process adjustments and plans to shorten the 2022 review cycle so awards may be sent within the administrative year they are awarded.

Table 5- Drive Change Fund Program Details

Applicant Eligibility	<ul style="list-style-type: none">• Applicants may be nonprofit, for-profit or government entities, with a preference for nonprofit and government;• Applicants need not be PGE customers; however, projects must provide a community benefit in areas PGE serves.
Grant Scope	<ul style="list-style-type: none">• Projects must advance TE and provide a benefit to residential customers, with priority given to projects that address the needs of underserved communities;• Applicants should demonstrate efforts to obtain all other available funding sources, incentives, federal grants, and tax credits;• Any charging stations that are funded must be part of the qualified product list;• Where appropriate, PGE claims Clean Fuels credits to continue to fund the DCF.
Other Assistance	<ul style="list-style-type: none">• Financial assistance is offered to compensate qualifying applicants for staff time required to prepare an application;• Where possible, PGE may direct applicants to other complementary funding streams and synchronize application processes.
Process	<ul style="list-style-type: none">• A third-party evaluator evaluates the applications, with an internal PGE selection committee making final funding decisions.

⁴ Drive Change Fund 2021 Press Release, <https://portlandgeneral.com/news/2022-01-20-thanks-to-pge-customer-clean-energy-choices>

Electric School Bus Fund

PGE allocated \$1,500,000 to help school districts and/or school bus fleet operators acquire electric buses and charging infrastructure. PGE awarded grants to six districts to fund a total of seven buses. These buses are in addition to the six buses now operating or on-order from the 2020 grant awards.

Table 6- 2021 Electric School Bus Fund Awardees

School District	Project County	# of Buses	Amount awarded for electric school bus⁵
Beaverton School District	Washington	2	\$333,333
Centennial School District	Multnomah	1	\$250,000
Gresham-Barlow School District	Multnomah	1	\$250,000
Hillsboro School District	Washington	1	\$250,000
Portland Public Schools	Multnomah	1	\$150,000
Salem-Keizer Public School District	Marion/ Polk	1	\$250,000
Total	-	7	\$1,483,333

While 2021 awards were made in November, actual award checks are not sent until awardee organizations have a signed grant agreement with PGE. Not all payments were issued in calendar year 2021, some were delayed until March 2022 and will be reflected in 2022's report. As of April 2022, most school districts awarded in 2021 have selected their bus manufacturer, while some have already placed the order for their electric school bus(es). The delivery lead time for the buses ranges from 9-14 months, so most will not be in service until 2023.

Beaverton School District and Portland Public Schools were awarded funding in the 2020 round, and their charging infrastructure was designed to accommodate additional chargers, so no additional charging infrastructure funding was needed in 2021. Salem Keizer School District was also a 2020 recipient, but they are putting their 2021-funded electric school bus at a new transportation facility being built. Charging infrastructure is being included in the design of the new facility.

First Student, the transportation contractor for Gresham-Barlow School District, is using the ESB funding to pay for the bus and charging infrastructure. Additionally, they plan to contribute additional funds to the project to build it out for future charging

⁵ Final total award amount varies based on actual infrastructure costs.



needs. Two recipients of ESB funds are participating in PGE's Fleet Partner program⁶ to support infrastructure planning needs.

Image 2 - Beaverton School District staff charging an electric school bus⁷



Public Charging Infrastructure

Upgrading outdated public charging infrastructure was part of the Infrastructure and Grant portfolio in 2021. PGE assigned resources to focus on updating legacy charging equipment that had been previously installed and operated by other entities dating back to 2012 and began working with site hosts to sign new licensing agreements, easements, upgrade existing infrastructure and add additional charging ports. However, engaging charger site hosts, has proven to be a greater challenge than originally anticipated. Some of the locations have new ownership, some are no longer in business, and some are no longer interested in hosting fast chargers. Currently there are two sites in the permitting process with at least one additional site likely to start construction in 2022. Table 7 outlines the current pipeline.

⁶ More information on PGE's Fleet partner program is available here:

<https://portlandgeneral.com/energy-choices/electric-vehicles-charging/business-charging-fleets/fleet-charging>

⁷ Image from a local news story featuring ESB grant recipient, Beaverton School District. KGW. (2021, September). Oregon's first all-electric school buses are now on the road. Kgw.com.

<https://www.kgw.com/article/news/education/oregon-electric-school-buses/283-3f886ae5-58d2-4c67-bb90-11556dbc9053>

Table 7- Upgrading outdated public charging infrastructure pipeline

Site	Location	Status
Shopping Center 1	Salem	Permitting
Shopping Center 2	Silverton	Permitting
Shopping Center 3	Tigard	Agreement Negotiations
Restaurant 1	Keizer	2023
Restaurant 2	Sherwood	2023

At stations where PGE is not upgrading chargers, existing chargers will be removed if no longer functioning and beyond repair; this will ensure drivers do not have a negative charging experience. Below ground electrical make-ready will remain in place to allow a future charger installation if desired. Funds that remain unused for these upgrades at the end of 2022 will be re-allocated within the infrastructure and grants category.

OUTREACH AND EDUCATION

Oregon' Electric

Based on research conducted in 2019, PGE determined additional awareness was needed around transportation electrification to equitably transform Oregon's transportation sector for all Oregonians⁸. Once people are aware of the savings, incentives, and benefits of electric transportation, they are significantly more likely to consider purchasing an EV⁹. Through research and focus groups with customers, PGE learned there are significant barriers to EV adoption for underserved communities including misconceptions around product availability and EV infrastructure and an association of EVs with privilege.

PGE coordinated work on the 2021 Oregon' Electric campaign with the help of Pacific Power, ODOT, ODOE, and DEQ. The campaign was specifically targeted at underserved populations in Oregon. The 2021 campaign focused on why people chose electric fuel and the theme for the campaign in 2021 was "electric by choice." The campaign featured real individuals, real vehicles and real quotes illustrating why some Oregonians chose EVs. PGE's team coordinated with an external marketing partner, For Good & Co (formerly Henry V), to produce new imagery and campaign content.

This content provided fresh styling to reach target demographics. Our marketing partner conducted robust market research and focus groups to determine what messaging resonated best. The 2021 campaign focused on reaching underserved, Black, and Latinx communities in the Bend, Eugene, Medford, and Portland metro

⁸ Opinion Dynamics, Evaluation of PGE's Transportation Electrification Pilots, 2020

⁹ Opinion Dynamics, Evaluation of PGE's Transportation Electrification Pilots, 2020

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areas. For this campaign, underserved was defined as having a household income below 60% of the Oregon median income, or approximately \$40k.

The 2021 campaign ran from August to early December on social media. Marketing analysis showed campaign posts had an average of 14.8% engagement and click through rate, nearly double the expected engagement for a typical social media campaign (7-8%). The campaign also proved highly successful among the Latinx community, a targeted demographic, with nearly 1 million views or roughly 11% of total views and 10% of all click throughs.



Image 3: 2021 Campaign Images

EMERGING TECHNOLOGY

Vehicle to Grid

PGE installed and operated two separate vehicle-to-grid (V2G) projects in 2021, one passenger vehicle charger and one electric school bus charger.

The passenger vehicle V2G charger was installed at a PGE-owned facility. To gain access to early V2G technology, PGE purchased a European model residential charger, the Quasar Wallbox, in 2021. At the time this was one of the only options available in the United States. Installing the charger came with a few key challenges:

1. The charger uses the ChadeMO connection, and thus a Nissan LEAF is the only compatible US vehicle that can be used to test it. PGE has several LEAFs in its fleet and was able to assign one for testing. It also required a trip to the dealership to have the vehicle configured to allow for V2G operation (this functionality is typically disabled for customers on older LEAF models).
2. As a European model, the charger expected a 240 V connection via one hot and one neutral wire. Since the US distribution system configuration requires two hots to provide 240 V service, a specialized ground fault current interrupting circuit breaker was required for the installation. Testing by the

electrical contractor ensured that the breaker safely operated during faulted system conditions.

The Wallbox model was successfully installed in October 2021, and initial testing demonstrated the ability of the electric vehicle supply equipment to discharge power back to the grid as well as charge the vehicle. Additional testing of the Wallbox V2G charger continues at the site. The research plan for the charger includes assessment of its round-trip efficiency during a discharge/charge cycle and its ability to perform several charge/discharge events back-to-back. Efforts are also underway to tie the resource to existing PGE control systems and allow for remote dispatch. This would allow the parked vehicle to discharge power back to the grid during peak loading conditions.

The electric school bus V2G charger was installed at a customer-owned site. This project was funded in part by the 2020 Electric School Bus Grant. The Newberg School District, in conjunction with their transportation provider First Student, applied for and received funding for a V2G-capable vehicle and charger to be installed in 2021. This project featured a 155 kWh Blue Bird bus and a 60 kW bi-directional Nuvve charger. The bus was delivered to First Student in October 2021 and the charger was delivered in March 2022.

Pole charging


In 2021, PGE developed standard designs and safety standards around mounting EVSE to utility poles in the public right-of-way. PGE learned from right-of-way programs operated by National Grid and Los Angeles Department of Water and Power. PGE staff worked closely with municipalities in PGE's service territory to better understand charging needs of underserved populations.

This experience and the low relative cost of pole-mounted EVSE informed PGE's planning for a larger scale program. PGE plans to install up-to 10 additional pole chargers funded by CFP in 2022 this year. Beyond that scope PGE plans to use learning from the pole-charging pilot to offer a new utility program not funded through CFP. This larger and broader municipal charging program offering would work in collaboration with municipalities and offer pole charging with other right of way offerings on a much larger and equitable scale.

Smart Charging

Launched in 2020, the three-year smart charging pilot program uses vehicle telematics tools to track EV driver habits in the PGE Smart Grid Test Bed areas to understand the impacts of EV charging behavior on overall grid load.¹⁰ All participants received a \$150

¹⁰ PGE's Smart Grid Test Bed is a first-of-its-kind-project that integrates smart grid technology at scale. The Test Bed spans three distinct neighborhoods within PGE's service area, in Hillsboro, Milwaukie and North Portland. Through the Test Bed, the company works with 20,000 customers to take advantage of special demand-response signals as well as incentives for using smart-home technologies, giving them greater control over their energy use and carbon footprint.



enrollment incentive, and a \$25 seasonal participation bonus twice a year. The pilot was scoped for up to 500 EVs, and participation threshold was reached in February 2022. Driving and charging data (e.g., charging time, location, consumption and travel distances and times) is collected through an integration between the vehicle and PGE's grid management software. Findings will be shared through regulatory reports.

Conclusion

PGE appreciates the opportunity to share the first annual clean fuels program report with the Department of Environmental Quality and stakeholders. The portfolio program approach organized into Grants and Infrastructure, Education and Outreach, Emerging Technology provided more structured program implementation in 2021 to ensure continuity from year to year. While 2021 saw challenges like long lead times for vehicles and infrastructure there were also successes of Oregon's Electric, new rounds of the Drive Change Fund and Electric School Bus grants, pole charging, and V2G research. The company looks forward to continuing its work on the CFP in collaboration with DEQ, stakeholders, and other utilities to support electric transportation in Oregon.

Appendix A

2021 Drive Change Fund

Grant recipients as of December 2021

Camp Fire Columbia - \$232,781

Founded in 1910, [Camp Fire Columbia](#) provides campers, students, and community members opportunities to participate in outdoor education and personal discovery. Their [Camp Namanu](#) location hosts summer camps, outdoor school camps, and field trips. The camp has historically offered a place where young people can feel comfortable being themselves, providing an inclusive environment to diverse groups of campers and students. CFC recently evaluated their facility for ADA access and is currently reducing barriers throughout their grounds and programs. CFC is proposing acquiring an ADA accessible cart for use on the grounds, charging infrastructure, and an ADA passenger van for transporting groups of campers and alumni to and from the camp.

Clackamas County - \$212,500

[Clackamas County Social Services](#) is part of the Health, Housing, and Human Services Department of Clackamas County. CCSS provides a range of services both directly and through community partners including nine senior and community centers throughout the County, each of whom have their own systems to provide transportation to their communities. The County manages their own, separate Transportation Reaching People program, which provides rides to seniors and those with disabilities to medical appointments and other life services, “filling in the gaps” of the community centers and increasing accessibility for more remote or rural community members. CCSS is proposing purchasing one ADA-equipped van for use by their TRP drivers, and for some use by social service case managers to provide home and community-based services.

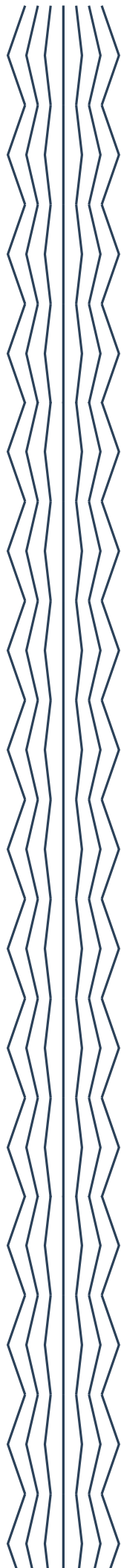
Metropolitan Family Service - \$136,278

[Metropolitan Family Services](#) is a nonprofit agency based in Portland with a mission to support those facing poverty, inequity, and social isolation, through a wide variety of programming. Leveraging many different community partnerships, MFS supports early childhood development, community health, and individual and family economic vitality. MFS is proposing an expansion of their low interest auto loan program Ways to Work, which allows low-income and credit-challenged working families to obtain fair loans, together with ongoing financial training to ensure long term success. The DCF funding will be used to provide specific focus toward electric vehicles, in the form of education, outreach, and marketing, under the existing Ways to Work program structure.

Mt. Hood Community College - \$300,000

[Mount Hood Community College](#) is a two-year public community college in Multnomah County, with its main campus in Gresham. MHCC is focused on providing educational opportunities aligned with the local and regional workforce. MHCC is proposing acquisition of four vehicles and chargers to provide hands-on learning and expanded curriculum for their auto tech programs, and an additional three dual-port level 2 chargers to establish charging access at two different locations on campus. The proposal also includes outreach components to spread awareness of the infrastructure and curriculum.

NAACP PDX - \$289,560



The NAACP is a long-standing national organization serving the Black community, with a mission toward securing equality and eliminating race-based discrimination. The [Portland Chapter](#) has over 600 members and is recently under new leadership, with several recent accomplishments including successful PCEF and Oregon Metro grant awards led by the Chapter's Environmental Justice and Climate Committee. The Chapter is proposing acquisition of an ADA-accessible shuttle bus and three passenger electric vehicles, to serve a number of their community programs and mutual aid efforts, and to establish a community ride share system to support those with transportation barriers.

Oregon Environmental Council - \$240,881

The [Oregon Environmental Council](#) is a nonprofit focusing on environmental issues and solutions in the State of Oregon. For this project they have partnered with a number of regional auto service industry members including six local repair shops and the Northwest Auto Trades Association. The goal of this project is to increase capacity for electric vehicle maintenance in the local repair industry through training, education, outreach, and infrastructure, and to expand the public's access to EVs through that increased capacity as well as through exposure to EVs via repair shop loaner cars and charging. In parallel with these workforce development elements are infrastructure development and consumer education: four local shops will install charging infrastructure available to their shop and the public and will be provided EV loaner cars to provide to their customers while servicing their vehicles.

PDX Diaper Bank - \$59,970

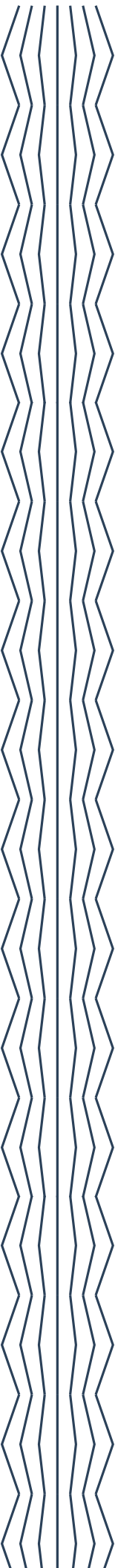
[PDX Diaper Bank](#) is a nonprofit aid organization in Portland focusing on providing diapers and diapering supplies to low-income families. The organization was stated in 2012 and is still the only dedicated diaper bank in the Portland metro area. Since its founding, the Diaper Bank has provided over two million free diapers, working with partner agencies to collect and distribute donations to support over 16,000 families. They propose the acquisition of an electric cargo van to pick up and transport large quantities of diaper donations and delivery diapers and supplies to partner agencies.

Portland Community Reinvestment Initiatives - \$64,963

[Portland Community Reinvestment Initiative](#) is an affordable housing nonprofit organization formed in 1992 and is now the largest Black-led provider of affordable housing services for low-income residents in North and Northeast Portland. PCRI is a culturally specific organization focused on providing the majority of their services to African Americans, working to counter discriminatory policy, disinvestment, and displacement. Their programs cover a range of initiatives including transportation, education, entertainment, food, utility, rent, and mortgage assistance, advocacy, health support and community development. PCRI is requesting DCF funding to purchase one electric vehicle for their maintenance staff, as well as a dual-port charger to support their vehicles, installed at one of their multi-family properties in PGE's service territory as part of their car share program. Funds will also support EV education and outreach to their resident community.

Sustainable Northwest - \$277,966

Founded in 1994, [Sustainable Northwest](#) focuses on forests, farms, and ranches; clean energy; water; and green markets throughout the Greater Northwest. Through this broad spectrum of work, they help to ensure both rural communities and urban centers have healthy landscapes, resilient economies, and engaged communities. Sustainable Northwest's current clean energy initiatives include energy audit assistance, implementing energy efficiency measures on farms, and working with tribally owned, low-income housing on weatherization programs.



Together with [Wy'East RC&D](#), [Forth](#), and [Bonneville Environmental Foundation](#), funding will be used to purchase two electric tractors and an electric pickup truck, as well as to provide education and outreach to new farmers on the benefits of agriculturally based electrification. The equipment will be shared among farmers to test, familiarize, and build confidence with the technology, while supporting operations at smaller local farms within the [Black Food Sovereignty Coalition](#), and as a resource at the [East Multnomah Soil and Water Conservation District](#)'s farm incubator program.

Transition Projects - \$309,721

[Transition Projects](#), founded in 1969, provides shelter, housing, and supportive services for low-income people and are recognized for their work with veterans, women, people with disabilities, and other vulnerable groups. Operating out of 14 metro-area locations, their 330 employees assist 10,000 people each year through programs designed to help people survive the streets, find housing, and retain their housing. They are the largest provider of publicly funded shelter services in Oregon for individuals, couples, and their pets and their resource center serves hundreds of people each day with services from hygiene and medical support to shelter and housing assistance.

Transition Projects is proposing the purchase of four electric vehicles and supporting charging infrastructure. The proposed project would enhance their Mobile Outreach and Veterans Services teams. The Outreach teams connect directly with people living unhoused across the city with essential resources and support services, and the Veterans Services teams assist vulnerable veterans in making the transition from homelessness to housing and retaining their housing.

Willamette Valley Law Project - \$131,941

Willamette Valley Law Project is a nonprofit supporting the development and ongoing operations of community-based organizations including [Pineros y Campesinos Unidos del Noroeste](#), Centro de Servicios Para Campesinos, and Capaces Leadership Institute. WVLP serves as a fiscal sponsor and contracts and partners with these organizations to carry out programming and facility management to reach farmworkers and immigrant families in the Willamette Valley. WVLP is requesting funding to acquire vehicles and charging infrastructure to support these organizations to better reach the communities they serve, in the farms and locations where they work and live.