

Transportation Electrification Investment Framework UM 2165

Public Workshop - 1
May 26, 2021





Operating Agreements

1. Try to be concise: Allow room for multiple perspectives. Leave time for everyone.
2. Stay engaged
3. Stay on mute when not speaking
4. Suggestions from Participants. (popcorn)



Who's Who

Hosts (OPUC)

Megan Decker, Chair

Sarah Hall, Resource & Programs Development Manager

Ezell Watson, Director of Diversity, Equity, and Inclusion

Facilitator

David Farnsworth, Regulatory Assistance Project

Presenters

Eric Shierman, Sr. Utility Analyst, OPUC

Jill Goatcher, Assistant Attorney General, Department of Justice



Who's Who

Please introduce yourselves in chat.

Name, Organization



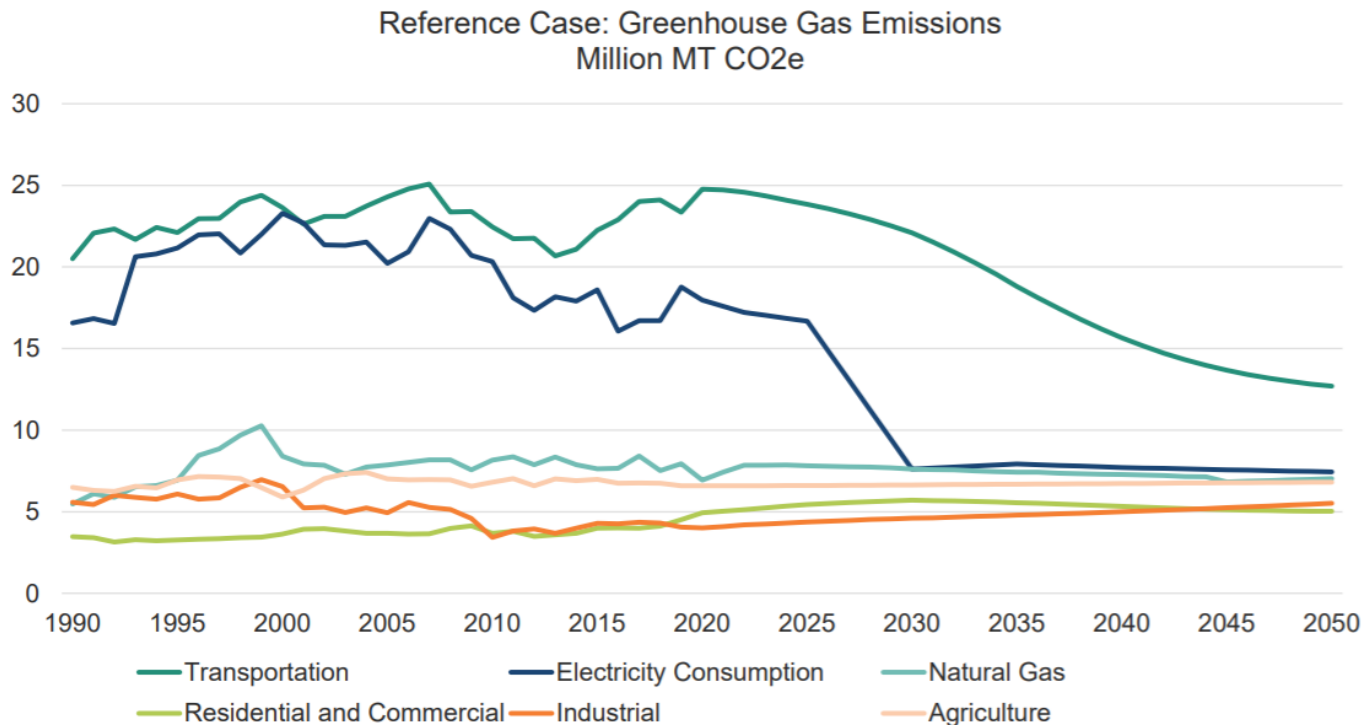
Today's Agenda

Section	Time
Opening Remarks – Megan Decker, Chair, OPUC	2:00 - 2:05 pm
Operating Agreements and Introduction <ul style="list-style-type: none"> – Ezell Watson, Director of Diversity, Equity and Inclusion, OPUC – Sarah Hall, Resource & Programs Development Manager, OPUC 	2:05 - 2:15
Current TE Investment Tools - Statutes, Rules and Commission Decisions <ul style="list-style-type: none"> – Eric Shierman, Sr. Utility Analyst, OPUC – Jill Goatcher, Assistant Attorney General, DOJ 	2:15 - 2:30
Breakout Discussions	2:30 – 3:10
Sharing with Full Group Discussion	3:10 – 3:25
Closing Comments, Sarah Hall	3:25 – 3:30 pm



The Opportunity

Reference Case: Summary of Results

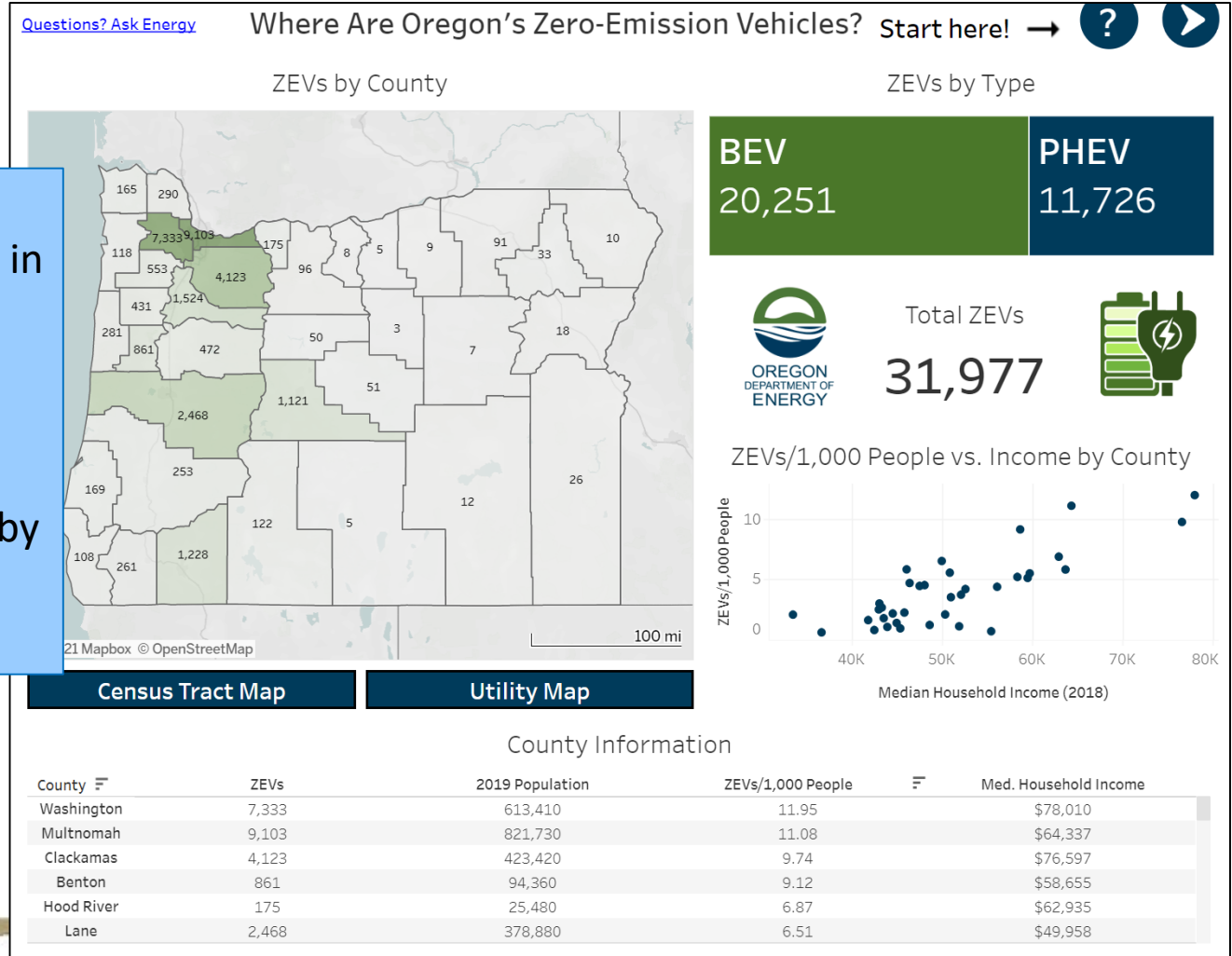


Note: See separate assumptions slide deck for descriptions of emissions included in each sector.

The Need

State decarbonization and EV adoption goals in SB 1547, SB 1044, EO 20-04 (2020)

SB 1044 goal (2019): 50,000 registered EVs by 2020



Policy Drivers and Goals

- Executive Order EO 20-04 (2020) directing OPUC to support TE infrastructure that supports GHG reductions, SB 1044 goals, and reasonably expected to result in long-term benefit to customers
- UM 2165 (2021) Commission direction for more holistic analysis of TE investments, portfolio level evaluation
- Goal: Help increase utility TE investments in a way that more broadly balances public values and ratepayer interests
- OPUC joins a partner agency team, and supports transportation agencies to meet State goals



Docket Schedule

- June 18, Workshop 2: Discussion with state agency, utility and other program leaders to learn of TE programs and priorities
- June 30, Workshop 3: Approaches to cost-benefit analysis methodologies, regulatory approaches from other states, portfolio investment analysis
- July – September – Monthly workshops with topics TBD
- October – Draft deliverable for public review
- December – Staff presentation to Commission



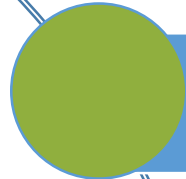
Discussion Questions

We are interested in your opinions about...

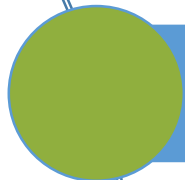
- ❖ focus and inclusivity in this process
- ❖ key regulatory challenges
- ❖ gaps or opportunities
- ❖ how to ensure all Oregonians share in these opportunities



Current TE Investment Regulatory Tools



Time of use rates (TOU):
Residential, commercial



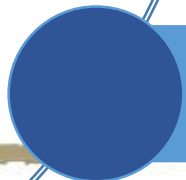
Line extension allowances (LEA)



DEQ Clean Fuels Program - Plans



TE Plans



Division 87, Section 20:
Ratepayer-funded programs



Time of Use Rates (TOU)

- Deliver greater fuel savings to EVs
- Residential, Commercial, and Industrial
- Idle EVs charging off peak
- Alternative to demand charges at public EVSE



Current TE Investment Tools

Line Extension Allowances

Customer	Utility	Funding
Schedule 32 < 30 kW	PGE	14.73 cents per kilowatt of forecasted annual load
Schedules 38 and 83 < 200 kW	PGE	7.8 cents per kilowatt of forecasted annual load
Schedules 85 < 400 kW	PGE	2.64 cents per kilowatt of forecasted annual load
Schedule 85 > 400 kW	PGE	2.64 cents per kilowatt of forecasted annual load
All Commercial TE Customers	PAC	Two times annual forecasted revenue



Clean Fuels Program Plans

In 2021:

- PGE: \$ 6,511,000
- PAC: \$ 1,578,000
- Mostly grant funding
- Will grow due to DEQ's rulemaking



Division 87 Ratepayer-funded Programs

Program	Utility	Starting Year	Ending Year	Budget
EV Awareness and Education	IPC	2018	2020	\$ 8,000
Electric Avenue 2.0	PGE	2018	2028	\$ 5,187,000
TriMet	PGE	2018	2028	\$ 625,000
Outreach & Technical Education	PGE	2018	2021	\$ 480,000
Public Charging Pilot	PAC	2019	2022	\$ 1,850,000
Outreach and Education	PAC	2019	2022	\$ 1,105,000
Demonstration and Development	PAC	2019	2022	\$ 1,685,000
Residential EV Charging	PGE	2020	2024	NA
Nonresidential EV Charging	PGE	2020	NA	\$ 1,000,000



Statutory Authority

ORS 757.357

- Within the service territory of the electric company;
- Prudent as determined by the commission;
- Reasonably expected to be used and useful as determined by the commission;
- Are reasonably expected to enable the electric company to support the electric company's electrical system;
- Reasonably expected to improve the electric company's electrical system efficiency and operational flexibility, including the ability of the electric company to integrate variable generating resources; and
- Reasonably expected to stimulate innovation, competition and customer choice in electric vehicle charging and related infrastructure and services.



New Statutory Authority

- OPUC Implementation
- Preview of Upcoming Rulemakings



Transportation Electrification Program Applications

ORS 757.357 → OAR Division 87

- (a) A description of the program;
- (b) Data used to support the description;
- (c) A description of program coordination;
- (d) A description of the electric company's long-term strategy to accelerate transportation electrification in its service territory in an effective and efficient manner and how the proposed program fits within the long-term strategy;
- (e) A description of program costs;
- (f) A description of the expected program benefits;
- (g) A description of how the electric company will evaluate the program; and
- (h) A description of how the program addresses the considerations of Oregon Laws 2016, 028, section 20(4)(a)-(f).



Transportation Electrification Plans

OAR Division 87, Section 20

Two Objectives:

- (1) Integrate all TE actions into one comprehensive document;
- (2) Identify a portfolio of investments and infrastructure for EVs that are reasonable expected to achieve the objectives of ORS 757.357.



Breakout Rooms Discussion

We are interested in your opinions about

- ❖ focus and inclusivity in this process
- ❖ key regulatory challenges
- ❖ gaps or opportunities
- ❖ how to ensure all Oregonians share in these opportunities



Breakout Rooms Discussion

Glad you joined!

- ❖ Send a chat message or speak to host, Anna Kim
- ❖ She'll assign you a discussion room!
- ❖ Groups return to 'main hall' at 3:05 pm to share out



Sharing Comments with Full Group



Submit Further Comments

Please submit all comments on workshop topics by June 9.

- By email – puc.publiccomments@state.or.us

Include “COMMENTS – DOCKET NO. UM 2165” in subject line

- By Mail – Oregon Public Utility Commission, Attn: UM 2005 Draft Guidelines Public Comment, PO Box 1088, Salem, OR 97308-1088
- By Phone – 503-378-6600 or 800-522-2404 or TTY 800-648-3458, weekdays from 8 a.m. - 5 p.m. Pacific



Docket Schedule and Next Steps

- **June 18, Workshop 2:** Discussion with state agency program, utility and stakeholder representatives to share program activities and priorities for TE in Oregon
- **June 30, Workshop 3:** Approaches to cost-benefit analysis including discussion of methodologies, regulatory approaches from other states, options for portfolio investment analysis
- **July – September** – Monthly workshops, topics TBD
- **October** – Draft deliverable for public review
- **December** – Staff presentation to Commission



Next Steps

Request to join service list for UM 2165

puc.hearings@puc.oregon.gov

Hope to see you June 18 and 30!

June 18, 2-3:30 pm PT

June 30, 9-11 am PT



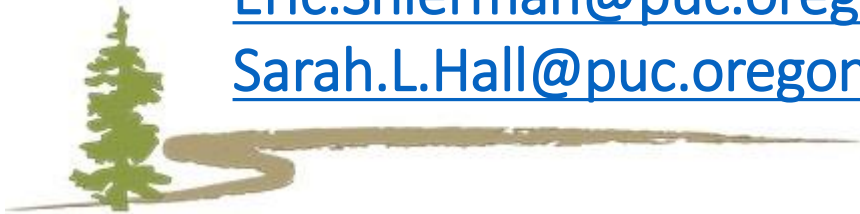
Thank You!



Staff Contacts

Eric.Shierman@puc.oregon.gov (971) 239-3916

Sarah.L.Hall@puc.oregon.gov (971) 273-9512



Reference Slides



Common Transportation Terms

- EV – electric vehicle
- EVSE – electric vehicle service equipment, the equipment that an EV plugs into to refuel
- ZEV – zero emission vehicle. Though some emissions come from the electricity used by EVs, they are considered ZEVs because they reduce emissions relative to gasoline and diesel engines
- Charging as a service – (CaaS) when a service provider installs EVSE for you and charges a fee



Common Rate Terms

- Tariff – a pricing structure that an energy provider charges a customer for service
- TOU – time of use. This is a tariff that charges a different rate depending on the time used. Peak hours tend to be priced higher than off-peak hours
- kW – kilowatt. Metric to measure capacity use, the maximum use by a customer at any one moment during a billing cycle
- kWh – kilowatt hour. Metric to measure energy use



Resources for Learning

- eDockets on OPUC website
- ODOE Oregon EV Dashboard
- ODOT TEINA Study
- Bloomberg NEF (New Energy Finance)
- Electricity Journal
- Columbia-Willamette Clean Cities Coalition
- NREL Transportation and Mobility Research



Some TE Dockets – OPUC

- UM 2033: PGE TE Plan
- UM 2035: Idaho Power TE Plan
- UM 2056: Pacific Power TE Plan
- UM 1826: Utility Clean Fuels Program Plans
- ADV 1148: Pacific Power TLEA
- ADV 1151: PGE Residential EV Charging Pilot

OPUC's EO 20-04 *TE Work Plan* (pages 19-22)

<https://www.oregon.gov/puc/utilities/Documents/EO-20-04-WorkPlans-Final.pdf>



Some TE Orders - Other States

- NY [Case 14-M-0101](#) (2016)
- NY [18-E-0138](#) (2020)
- CO [Decision No. C21-0017](#) (2020)
- MD [ORDER NO. 89678](#) BGE Rate Case (2020)

