Next Steps on Transportation Electrification

Presentation at the Electrification Coalition WI EV Bootcamp

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About RAP

The Regulatory Assistance Project (RAP)® is an independent, non-partisan, non-governmental organization dedicated to accelerating the transition to a clean, reliable, and efficient energy future.

Learn more about our work at raponline.org

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Taking First Steps
Initial WI pilot focus

• EV charging rates
• Load management
• Decrease costs of EVs and residential EV charging
• Pilot focus: Residential customers
  • Also
    • Equity and access
    • Low-income
    • Medium-heavy duty fleets and transit
    • Public charging
Recognize the Value of Flexible Load for Grid Operations
Design Rates to Encourage Beneficial Electrification
Residential Charging

Key issues: cross-subsidization, increasing EV adoption, energy efficiency, encouraging off-peak usage

Maryland (Jan 2019): rebates for incremental cost of smart L2 chargers; customers must enroll in TOU

Consumers Energy (Jan 2019): $500 rebate for EV drivers with nighttime EV rate

SDG&E (May 2018): rebate for EVSE approved, utility ownership of customer-side infrastructure denied
PSC identified pilot information
Docket 5-EI-156

• Goals
• Benefits to participants, ratepayers, utility load management
• Performance metrics for assessment
• Schedule for reporting
• Outreach
• Rate design
Pilots don’t have to be a bridge to nowhere
Why pilots before programs?

- Transitional arrangements
- Lessons learned before more permanent programs
- Key to scaling up to permanent programs
What are the goals of the pilot?

- What is the goal of supporting an EV build-out or EV pilot?
- Is the goal consistent with other state goals?
- Do utility programs align with existing state agency/city programs? Do they fill an existing need?
- How identified need be served most cost-effectively?
- Are there a range of successful and low-cost deployment strategies?
Performance metrics for assessment

- Assessment measures progress
- Initial data requirements can help form a baseline for future incentives

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<tr>
<th>Goal</th>
<th>Performance criteria</th>
<th>Metric</th>
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<tbody>
<tr>
<td>Increase efficient EV charger deployment</td>
<td>The utility will track EV charger deployment and usage</td>
<td>Track number of charging station hosts taking advantage of incentives: Require reporting of average number of chargers per site; types of chargers; average cost per site and port; rates offered; rates selected; charging behaviors by rate class; host application processing times; average time spent at charging point, average time parked, average kilowatt charges</td>
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Schedule of reporting

- How often?
- Does the reporting schedule allow for changes in direction if needed?
- How is it reported? Who can see it?
  - Ex: HECO integrated interconnection queue
  - MN EV page
Outreach: Is the pilot clear and accessible to customers?

- What education and outreach activities are most helpful to provide customers?
- How will the pilot benefit and serve low-income and rural customers?
  - Does the public (or specific community) understand
    - The benefits for them of transportation electrification?
  - How to access the program?
Stakeholder engagement

• Are stakeholders engaged?
• Are all communities that will be affected involved?
• Is the type of outreach used targeted to get results from the communities?
• Ex: MD PC 44 use of stakeholder groups
Electrification: Some RAP Resources

- Roadmap for Electric Transportation
- Taking First Steps: Insights for States Preparing for Electric Transportation
- Beneficial Electrification: Ensuring Electrification in the Public Interest
- Beneficial Electrification of Transportation
- Getting From Here to There: Regulatory Considerations for Transportation Electrification
- Blog post: We All Wish We Were More Flexible: Electrification Load as a Grid Flexibility Resource