



Oregon Citizens' Utility Board

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Testimony of Samuel Pastrick

Regarding HB 4066

Before the House Committee on Energy and Environment

Chair Power, Vice-Chair Sollman, Vice-Chair Bonham, and members of the Committee

My name is Samuel Pastrick. I'm the Advocacy and Development Manager at Oregon Citizens' Utility Board (CUB). On CUB's behalf, I submit the following testimony regarding HB 4066 and encourage the committee's support of this bill.

CUB supports HB 4066 due to the importance of recognizing the increasingly outsized role that electric vehicles (EVs) play in terms of current and potential electric load growth in Oregon. For instance, CUB understands that roughly six percent of new car sales in Portland General Electric's service territory are, today, EVs. The key to maintaining relatively low costs to consumers as Oregon utilities further integrate EVs onto the electric system is to facilitate the utilities' ability to manage their load through managed EV charging and time-of-use programs.

Currently, however, Oregon policy views EV investments primarily through the lens of whether or not they accelerate transportation electrification. This means that a utility program offering rebates to current or potential EV drivers to install grid-connected "level-2" (240 volt) chargers ultimately needs to justify that, but for the rebate program, the driver would not drive an EV.

HB 4066 represents an appropriate policy adjustment because the bill widens the lens through which regulated electric utilities can determine their EV-related infrastructure investments, particularly those behind a customer's meter, to facilitate their additional consideration of servicing both EV load growth and customer benefits from those EV-related infrastructure investments. Critically, this "lens-widening" will allow electric utilities to move beyond just pilot programs to support greater numbers of EVs onto the electric system.

With regard to costs: It is important to recognize that EVs already contribute millions of dollars of income to the electric system and, therein, the electric utilities themselves. With this in mind, utility

EV infrastructure investments can and should be scaled such that all customers benefit from these investments and greater numbers of EVs can be accommodated onto the electric system.

CUB's analysis suggests that PGE could invest nearly \$600 per EV added to its system, today, by looking at the extent to which revenues from EV load can facilitate cost recovery for the shared distribution system.

Who pays for these investments should ultimately relate to who benefits from the investments. Grid-integrated EV charging (managed charging to help integrate wind and solar and to reduce peak demand on the grid) has significant system benefits. For instance, scaled workplace charging, such as in multi-story parking garages, can potentially absorb peak daytime solar to avoid curtailment and may ultimately reduce power costs for all customers by avoiding curtailed power with zero marginal cost. Grid-integrated charging of residential EVs can potentially benefit the broader electric system by integrating night time wind for the electric utility at the least cost.

Point being: Moving EV charging from any customer class "off-peak" likely benefits all customers by avoiding the purchase of expensive peak energy.

Ultimately, Oregon must analyze EV investments, and all smart grid investments more generally, in terms of their benefits, and allocate costs accordingly. It is appropriate for residential customers to support EV investments at commercial locations to the extent such investments provide energy and capacity benefits to the system for the benefit of all customers classes. Similarly, it is appropriate for commercial and industrial customers to support grid-integrated charging at residential locations to the extent such investments provide energy and capacity benefits.

CUB encourages this committee's support for HB 4066, and I'm happy to answer any questions.

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