

# RIVERSIDE PUBLIC UTILITIES

## Customer Relations/Finance Committee

**CUSTOMER RELATIONS/FINANCE COMMITTEE**

**DATE:** MARCH 22, 2019

**ITEM NO:** 3

**SUBJECT:**    **WORKSHOP TO DISCUSS STATUS OF RESIDENTIAL ELECTRIC VEHICLES IN CITY OF RIVERSIDE, RESIDENTIAL ELECTRIC RATES OFFERED TO CUSTOMERS TO SUPPORT ELECTRIC VEHICLE CHARGING, AND OPTIONS FOR PROGRAMS TO SUPPORT RESIDENTIAL ELECTRIC VEHICLES**

**ISSUES:**

Conduct a Workshop discussion on the status of residential electric vehicles in the City of Riverside, residential electric rates offered to customers to support electric vehicle charging, and options for programs to support residential electric vehicles.

**RECOMMENDATIONS:**

That the Customer Relations/Finance Committee:

1. Receive and file the report on the status of residential electric vehicles in the City of Riverside, residential electric rates offered to customers to support electric vehicle charging, and options for programs to support residential electric vehicles;
2. Conduct a workshop and, at its conclusion, provide a set of comments and recommendations representing consensus of the Committee on preferred programs and rebates to support residential electric vehicles; and
3. Refer the set of comments and recommendations to be presented at a workshop to the Board of Public Utilities.

**LEGISLATIVE HISTORY:**

California has prioritized transportation electrification to help the State meet its near- and long-term climate change goals for reducing greenhouse gas emissions to 40% below 1990 levels by 2030. Over the last several years, Executive Orders B-16-2012, B-32-15 and B-48-18 were issued by then-Governor Jerry Brown establishing the following goals for the deployment of light-duty electric vehicles (EVs) and the deployment of charging infrastructure in the State:

- 1.5 million electric vehicles on the road by 2025
- 5 million electric vehicles on the road by 2030
- 250,000 public EV chargers, including 10,000 direct current fast chargers (DCFC), in California by 2030.

Additionally, the Clean Energy and Pollution Reduction Act of 2015 (Senate Bill 350, enacted in 2015) requires Riverside Public Utilities (RPU) to consider transportation electrification in its Integrated Resource Plan. Specifically, RPU is required to evaluate the expected electricity demand, ensure that the utility is preparing for the increasing number of EVs and evaluate the GHG emissions impacts resulting from the increased energy demanded for EV charging.

## **BACKGROUND:**

On May 22, 2018, the City Council approved Electric Schedule EV – Domestic Electric Vehicle Separately Metered (Schedule EV) and Electric Schedule D-TOU – Domestic Time-Of-Use Service (Schedule D-TOU) as part of the electric rate changes for fiscal years 2018/19 through 2022/23, with the first year of electric rates effective January 1, 2019.

Schedule EV is an optional time-of-use (TOU) rate specifically for residential customers to meter qualified EV charging separately from their household energy consumption. This rate option allows residents to have their household energy consumption remain on the domestic electric rate of their choice while the EV charging is separately metered and billed based on TOU pricing under Schedule EV. The off-peak pricing under Schedule EV encourages residential customers to charge their EVs late at night and in the early morning when the system load is lower and there is a lower demand on the electric distribution system.

Schedule D-TOU is an optional TOU rate also specifically for residential customers. This rate option allows residents to optimize the times of their household energy consumption such that they are billed based on TOU pricing under the Schedule. Like Schedule EV, the TOU pricing encourages residential customers to optimize their household energy use, including their EV charging, to the lower mid- and off-peak time-periods. By doing so, the resident benefits from the lower electricity pricing that occurs when the system load is lower and there is lower demand on the electric distribution system.

Subsequent to the initial approval of these electric rates, the Board of the Public Utilities (Board) conducted a public hearing on November 26, 2018 to consider changes to the applicability of Schedule EV to include additional domestic rate options. The Board adopted a resolution establishing the changes, and on December 18, 2018 the City Council approved the changes.

During discussion of the changes to Schedule EV, the Board directed staff to refer this issue to the Board's Customer Relations/Finance Committee followed with a Board workshop on RPU's residential EV program. Concern was expressed that staff had not met with Riverside's auto dealers regarding RPU's electric rates supporting EVs. Further, the Board was concerned with the current process for a customer to utilize the Schedule EV Domestic Electric Vehicle Separately Metered rate. The Board requested simple, convenient and low-cost options for RPU customers and suggested the following as guidance:

- Provide a rate discount for charging
- Provide a budget of energy use for charging EVs in a rate
- Establish a time period for charging
- Provide an online or mobile application for signing up
- Design and propose a non-intrusive verification process

## **DISCUSSION:**

Staff will conduct a workshop including the attached presentation on the status of residential EVs in the City of Riverside, the rate options that support EVs available to RPU's residential customers, and the options for funding and programs to support residential EVs. A Board workshop, incorporating the Committee's comments and recommendations, is provisionally scheduled for April 22, 2019.

**FISCAL IMPACT:**

There is no fiscal impact associated with this report.

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Attachment: Presentation