

To: David W. Danner, Executive Director and Secretary
cc: Danny Kermode dkermode@utc.wa.gov

Re: Regulatory Issues Relating to Electric Vehicles
Docket UE-101521

In response to the Commission's Notice in Docket UE-101521, attached is my statement of issues.

Very truly yours,

Steven C. Marshall

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Docket UE-101521

The following is a statement of issues From Steven C. Marshall for the recessed open meeting on Thursday October 28, 2010, from 1:30 to 3:30 p.m., at which “the Washington Utilities and Transportation Commission (Commission) will conduct a work session to consider its role in the development of electric vehicle infrastructure and other regulatory issues relating to electric vehicles in Washington” (Docket UE-101521):

”

1. In general, in what ways can the Commission assist in implementing the policy of Washington State as enacted into law in House Bill 1481 now codified at Chapter 459, §1, Laws of 2009 (RCW 43.325.080):

“The legislature finds the development of electric vehicle infra-structure to be a critical step in creating jobs, fostering economic growth, reducing greenhouse gas emissions, reducing our reliance on foreign fuels, and reducing the pollution of Puget Sound attributable to the operation of petroleum-based vehicles on streets and highways...

2. Can the Commission create experimental rates for electric vehicles (as several other jurisdictions have done) without additional legislation? If so, should those rates include an interruptible rate for owners of electric vehicles whose recharging time could be controlled by a regulated utility?
3. Can the Commission under its existing public policy authority provide for an offset or a credit to utility investments (e.g., for EV charging systems, related software and communications, or utility EV fleet purchases) against conservation requirements or renewable portfolio standard mandates?
4. In order to determine whether such a potential offset or credit is advisable, should the Commission authorize a study of the cost and the environmental and other benefits of utility assistance in the implementation of EV infrastructure referred to in RCW 43.325.080?
5. Without additional legislation, can the Commission establish an experimental secondary battery purchase program that would require and compensate utilities in the reuse of EV batteries for stationary utility applications (for integrating intermittent renewable generation and for other utility purposes)?

6. Without additional legislation, can the Commission pre-approve or otherwise authorize utility expenses (on either a trial or permanent basis) for establishing an electric vehicle

transportation department and for work connected with “the development of electric vehicle infra-structure” as provided in RCW 43.325.080?

7. Under HB 1481 (in sections now codified at RCW 47.80.090 and 43.325.080), by June 2015, all state agencies and local government subdivisions of the state, to the extent determined practicable by the rules adopted by the department of commerce, are required to satisfy one hundred percent of their fuel usage for operating publicly owned vessels, vehicles, and construction equipment from electricity...” (State agencies must achieve 40 percent by June 1, 2013). Can the Commission allow utility investments related to the installation of associated EV infrastructure to be included in the general rate base without additional legislation? Can the Commission assist the department of commerce to maximize the ability of state agencies to make such a transition practicable and to help identify and remove potential regulatory and other obstacles in a timely manner?
8. Can and should the Commission adopt regulations that define energy conservation more broadly to include all forms of energy, not just electrical energy, for the purposes of calculating whether a regulated utility has met its energy conservation goals?
9. Can and should the Commission adopt regulations to ensure that its current rate structure (or any proposed rate structure including those involving decoupling) does not in effect penalize owners of electric vehicles who displace oil based fuels with electricity?