

**Attachment B to Replacement Report Addressing PSE's Electric Conjunctive Demand Service Option and the Design and Evaluation Elements in Staff's Pricing Pilot Proposal per Orders 8 and 13 of Docket UE-190529**

**Electric Charging Conjunctive Demand Service Option Pilot Monitoring and Reporting Plan**

## **Electric Charging Conjunctive Demand Service Option Pilot Monitoring and Reporting Plan**

### ***Introduction***

This CDSO<sup>1</sup> pilot will be applicable to Points of Delivery for Schedules 26 and 31 non-residential Customers that are dedicated to EV<sup>2</sup> charging. The pilot evaluation period will be from December 1, 2020, through December 31, 2025.<sup>3</sup>

### ***Pilot Purpose & Goals***

Electric Charging Conjunctive Demand Service Option Pilot

#### *Purpose:*

Evaluate if commercial EV charging stations with multiple Points of Delivery could successfully benefit from lower demand charges attributable to reducing their Conjunctive Maximum Demand across their multiple Points of Delivery, thereby reducing some potential financial barriers for operating electric vehicle charging Points of Delivery.

#### *Goals:*

- i. Provide Customers a pricing structure that incentivizes Customers to manage timing of charging across their Points of Delivery
- ii. Examine impact of reducing financial barriers from conjunctive demand billing across a non-residential EV charging Customer's Points of Delivery (*i.e.*, attributable demand charge increases or reductions)
- iii. Examine impacts of changes to the customer experience, such as synchronized billing cycles
- iv. By June 30, 2026, make a recommendation to continue, modify, or terminate the CDSO

### ***Pilot Outcomes to Measure Value***

No specific formula exists for what will constitute a successful pilot, but rather its success or failure will be evaluated on several measures listed below.

#### *Economic Efficiency:*

1. Measure changes in billed demand charges to the participating Customers (*i.e.* longitudinal study)

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<sup>1</sup> Conjunctive Demand Service Option available through PSE's Schedules 26 and 31

<sup>2</sup> Electric vehicle

<sup>3</sup> CDSO tariff schedule will be in effect for customers until December 31, 2026.

Attachment B to CDSO Pilot Program Compliance Filing per Orders 8 and 13 of Docket UE-190529 -- Electric Charging CDSO Pilot Monitoring and Reporting Plan

2. Identify magnitude of shifts in peak load due to Customer CDSO participation to assess savings on a system level
3. Assess if participants increased EV charging capacity at their Points of Delivery
4. Assess how participating Customers' electrification trends compare to non-participant peers<sup>4</sup> in PSE's Service Area (i.e. cross-sectional study)
5. Quantify changes to PSE Schedules 26 and 31 demand charge revenues
6. Assess administrative capabilities and costs to scale this or like-kind products
7. Quantify attributable avoided greenhouse gases for System and participating Customers

*Customer Appeal:*

8. Assess changes in the participating Customer experience
9. Assess changes in participating Customer satisfaction

**Reporting and Analysis**

1. Magnitude of customer bill savings due to participation in CDSO
2. Magnitude of changes in conjunctive peak demand across Customer's various Points of Delivery and to the system as a result
3. Magnitude of Company revenue change due to CDSO
4. Evaluation of the CDSO administrative process
5. Evaluation of the CDSO outreach process
6. Summary of locations of EV charging stations by census tract
7. Documenting estimated change in greenhouse gases attributable to CDSO
8. Potential for other similar (or additional) demand rate design approaches
9. PSE will file a progress report and a final report with the Commission based upon the following schedule:

Report	Reporting Period	Due Date	Elements
Progress Report	December 1, 2020, (i.e., the first date that Customers may request potential participation in CDSO) through December 31, 2022	June 30, 2023	Available information from the different measures as of December 31, 2022, such as: <ol style="list-style-type: none"> <li>1. Business Type of Customer (grocery store, warehouse, etc.)</li> <li>2. No. of Points of delivery by Customer</li> <li>3. Average usage, monthly and annually, since January 1, 2018 and while on CDSO</li> <li>4. Location of EV charging stations</li> <li>5. No. of new EV chargers due to CDSO</li> </ol>

<sup>4</sup> : Non-participant peers include all commercial and industrial customers that are exclusively EV-charging but may or may not be receiving electric service under Schedule 26 or 31.

Attachment B to CDSO Pilot Program Compliance Filing per Orders 8 and 13 of Docket UE-190529 --  
Electric Charging CDSO Pilot Monitoring and Reporting Plan

Final Report	December 1, 2020, through December 31, 2025	June 30, 2026	A full review of the pilot metrics, including conclusions on the outcome of the pilots as well as recommendations for the continuation, cancellation, or revision of CDSO.
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***For reference only:***

*Available SAP Data*

1. CDSO aggregated peak demand quantity (Conjunctive Maximum Demand)
2. CDSO aggregated peak demand date and time
3. Hourly demand results for each of Points of Delivery when measured CDSO aggregated peak demand
4. Point of Delivery peak billing demand quantity (i.e., Delivery Demand)
5. Demand revenues (i.e., Conjunctive Maximum Demand Charge and Delivery Demand Charge)
6. Rate schedule
7. Point of Delivery (i.e., SAP Contract Account)
8. Customer name (i.e., SAP Business Partner)
9. Service address
10. kWh usage
11. Length on the CDSO

*Information from Customers via customized questionnaires in preparation of the two reports*

1. Line of business at each Point of Delivery
2. Business hours
3. Available tools for demand control
4. Frequency and duration of tool deployment
5. Type of operation at Point of Delivery
6. Type of customer charge points, (i.e., on same Point of Delivery as participating Sch. 26 and 31 Customers, or discrete Points of Deliver serving EV meters).
7. Location of EV charging stations by census tract (Equity measure for EV charging. Would like to see geographical data where customers installed EV charging because of the CDSO. Would like to see that data overlaid with the Department of Health Cumulative Impact Analysis map.)
8. Number of new EV chargers added with the assistance of the CDSO
9. Impact to customer operations due to the CDSO
10. CDSO or similar program experiences with other utilities
11. Reason for participating in this pilot
12. Overall customer satisfaction with the pilot
13. Interest in continuing participation in the CDSO
14. Perception of the tradeoffs between the operational/behavioral changes made to benefit versus overall savings experienced
15. Suggestions for changes to the CDSO should it continue into the future