



MEMORANDUM

EUGENE WATER & ELECTRIC BOARD

Rely on us.

TO: Commissioners Schlossberg, Brown, Carlson, Barofsky and McRae
FROM: Julie McGaughey, Chief Customer Officer; Juan J Serpa Muñoz, Business Line Manager
DATE: March 26, 2021
SUBJECT: Free Charging at Public EWEB Electric Vehicle Supply Equipment Stations
OBJECTIVE: Information Only

Issue

Existing Blink-owned level 2 public electric vehicle supply equipment (EVSE or charging stations) are being replaced with EWEB-owned EVSE to provide affordable public charging for electric vehicles (EV). These stations will provide free public charging as part of a twelve-month EWEB pilot. Utilization and consumption patterns, and any needed changes including adding a fee structure will be evaluated after that time. Management is providing background information for this course of action.

Background

Current Blink-owned charging stations were installed in 2015. This equipment is antiquated and presents functionality, user utilization, and maintenance difficulties. Additionally, these Blink-owned stations located at the Roosevelt Operations Center (ROC) and Headquarters (HQ) building provide public charging at a cost of 39 cents per kWh for Blink members and at 49 cents per kWh for non-members. For consideration EWEB's residential rate is 9.148 cents per kWh and the medium general secondary electric service rate is 6.270 cents per kWh. Blink also retains 100% of the Oregon Clean Fuels credits it generates and 60% of the net profits from customer charging. The new EWEB-owned stations will provide free charging for EV owners and EVSE utilization will be evaluated after 1 year to see if any changes are needed, including the creation of a fee structure. Should EWEB choose to establish a fee, the utility would retain 95% of profits with 5% going to the station manufacturer, SemaConnect to cover credit card transaction fees.

Discussion

Providing free charging at EWEB-owned EVSE takes in to account various considerations, including the intent to increase EV adoption, the generation of Clean Fuels credits by the stations, the cost of supplying energy to these EVSE, and the revision of fees from other public level 2 operators.

The new EVSE were purchased through the Electrification Budget, which is in part funded by the monetization of Clean Fuels credits, whose intent is to support efforts that overall increase EV and electric mobility adoption. By providing access to free charging, EWEB is helping support and increase EV adoption. Groups with limited access to charging infrastructure, because of cost and investment barriers by building owners, such as individuals who reside in multifamily housing will also benefit from these stations and the access to free charging. Because these stations were purchased with moneys from the Clean Fuels credits, and the cost of the electricity will be offset by the generation

of additional Clean Fuels credits, other customers are not providing a subsidy for these charging stations.

One way the Clean Fuels Program allows for the generation of credits is through the reporting of kWh provided through public EVSE. Although the new EWEB EVSE do not have a fee, they will still generate Clean Fuels credits which will cover operational energy costs. The aim of these stations is not to recover asset investment costs, since those funds—as previously mentioned—were supported by the Clean Fuels Program.

The total operational cost of provided energy to these charging stations is approximately \$0.076 per kWh and a similar rate at the HQ building. Clean Fuels credits generated by these stations would yield about \$0.13 per kWh when considering recent EWEB sales of Clean Fuels credits. This means that at current market prices, the monetization of credits generated at these stations will cover their operational costs and bring additional revenue to further support EV efforts.

For additional reference, utility owned EVSE in the area, including the City of Ashland and Emerald People's Utility District have a charging fee of \$0.00 and about \$0.04 per kWh, respectively. Local government entities, including the City of Eugene and Lane County have a charging fee of \$0.00 and \$0.39 per kWh, respectively, plus a parking fee as applicable; Lane County is still evaluating their fee structure.

The stations will be available and visible to the public via applications such as PlugShare. Users will be able to see station availability in real time and plug their vehicles to begin charging without utilizing any method of payment. A fee structure is not necessary in this case, and one is not being added to the Appendix A of the Customer Service Policy.

Recommendation and Requested Board Action

Information only.