

Executive Vice President of External Affairs and General Counsel John C. McClure, acting as the hearing officer, provided background on the purpose of the hearing, which was for the Board to receive information and recommendations from management on the two retail service standards being considered, and to allow the public to comment. Mr. McClure explained that no action would be taken during the public hearing; management would be making recommendations for each standard and at the November 2023 Board meeting, the Board would be asked to consider adopting or rejecting each standard, or adopting a modified standard.

PURPOSE OF HEARING

Pricing and Rates Supervisor R. Scott Jackson provided an overview of the process for consideration of the two new federal standards added to the Public Utility Regulatory Policies Act of 1978 (PURPA) as part of the Infrastructure Investment and Jobs Act of 2021 (IIJA): 1) Demand Response Practices, and 2) Electric Vehicle Charging Programs. As a utility with total annual retail sales of 500,000 MWh or greater, NPPD is required under PURPA to consider these standards within two years of the law's enactment, or by November 15, 2023. Mr. Jackson outlined NPPD's timeline and process for consideration of the standards, including gathering public input. Copies of the management reports for both standards, which included NPPD's recommendations, were provided to the Board prior to the hearing.

The Demand Response Practices Standard outlined that each utility shall 'promote the use of demand-response and demand flexibility practices by commercial, residential and industrial customers to reduce electricity consumption during periods of unusually high demand'. Mr. Jackson explained that NPPD has a long history of offering rates to promote demand response for residential, commercial, industrial, and irrigation customers, including Time-of-Use Rates, Demand Waiver Program, Off-Peak Service, Interruptible Service, Interruptible Market-Based Rate, and a Demand Response Resource Program. As a result, management would recommend that the Board consider adopting a modified standard, specifying that NPPD continue to evaluate opportunities to develop new, and expand current, demand response programs while also promoting rate designs that encourage demand response practices.

DEMAND RESPONSE PRACTICES

The Board had no questions or comments.

The Electric Vehicle Charging Programs Standard stated that each state shall 'consider measures to promote greater electrification of the transportation sector, including the establishment of rates that: a) promote affordable and equitable electric vehicle charging options for residential, commercial, and public electric vehicle charging infrastructure; b) improve the customer experience associated with electric vehicle charging, including reduced charging times for light-, medium-, and heavy-duty vehicles; c) accelerate third party investment in vehicle charging for light-, medium-, and heavy-duty vehicles; and d) appropriately recover the marginal costs of delivering electricity to electric vehicles and electric vehicle charging infrastructure'. Program Manager – Electrification Chad J. Pinkelman reviewed activities aimed at promoting greater electrification of the transportation sector already in place by NPPD, including: a) Providing incentives to residential and

ELECTRIC VEHICLE CHARGING PROGRAMS

commercial customers for installation of Level 2 and Level 3 electric vehicle chargers, including wiring in existing and new dwellings; b) Providing incentives for additional Level 3 chargers throughout the state and NPPD’s service territory, for chargers already installed as well as planned installations; and c) Offering residential rates to incentivize electric vehicle charging during low-cost hours, and commercial rates to encourage installation and use of Level 3 chargers. Based on the initiatives already in place, management would recommend that the Board consider adopting a modified standard, specifying that NPPD continue to evaluate opportunities to develop new, and expand current, electric vehicle charging programs while also promoting rate designs that encourage electrification of the transportation sector.

The Board had no questions or comments.

No members of the general public were in attendance to address the Board, and no written comments were received notwithstanding multiple communications with retail customers including retail bill inserts/messages, communications with retail community leaders, a press release and information provided on social media, all of which were provided beginning in late June 2023

Copies of the management reports, presentations, and a video recording are included in the record for this hearing.

The hearing was officially closed at 2:52 p.m. and there being no further business to come before the Board, the meeting was duly adjourned at 2:52 p.m.

PUBLIC COMMENTS

ADJOURNMENT
2:52 P.M.

_____/s/_____
Jerry L. Chlopek, Chair

Minutes approved at
the meeting of
November 8-9, 2023

_____/s/_____
Aaron D. Troester, Secretary