

Jean Jewell

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Sent: Wednesday, July 08, 2015 12:03 PM
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Subject: Case Comment Form: John Weber

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Name of Utility Company: Idaho Power
Acknowledge public record: True

Comment: IPC-E-15-19

Dear Commissioners and Staff,

I have just a few comments regarding the IRP and supporting documents.

Idaho Power states no new generation is needed. Why is there still an upgrade for the Shoshone Falls in the plan? IRP pages 52/53 and pages 130/131. A Shoshone Falls upgrade would have almost zero peak summer capacity. It appears that customers would pay twice if a Shoshone Falls upgrade is approved. Once for the upgrade and once again when Idaho Power has to pay another company to buy the power. As stated in page 57 wholesale prices go negative in part by an "oversupply" of hydro. The last thing that is needed is increasing the oversupply of hydro.

A better use of customer money would be if Idaho Power took advantage of the double RECs for the 500 kw Oregon project before the end of 2016. This would also save customers money before the federal tax credit expires. IRP page 34.

The solar cost is assumed to stay fixed for the 20 year planning period. IRP page 50. I advise the PUC to require the next IRP include a solar PV forecast as well as a battery storage forecast in conjunction with the natural gas forecast. Also more types of battery storage should be evaluated.

AC adoption drove peak load growth. IRP page 76 Appendix A page 4. In the future, electric vehicle adoption will drive load growth. If an electric vehicle is driven 30 miles a day (900 per month) a household with just one electric vehicle will consume an additional 200-300 kwhs per month. This is a 20-30% increase in demand for a typical household. Appendix A page 36 shows residential load per customer decreasing over the planning period. It seems the future growth in electric vehicle adoption has not been fully accounted for. On Oct 2nd, 2014 during an IRP meeting it an electric vehicle unit forecast was presented. It forecast 200 plug-in vehicles by 2017 and 1,200 by 2035. This forecast is unbelievably low and it is very likely there are more than 200 plug in vehicles on the roads today. I was unable to find an electric vehicle unit forecast in the submitted IRP and documents. I commend Idaho Power for digging a little deeper into the numbers and finding out ITD data collection has been flawed in the past and is being revised to better capture the current number of plug-in vehicles in Idaho. Appendix A pages 10/11.

Idaho Power continues to have a wide range of DSM and efficiency programs. My only suggestion is for a residential program that will display real time energy use, cost, and CO2 either using the existing smart meters or a stand-alone meter like www.efergy.com/us. They have a proven track record of reducing energy use.

Thank you for your consideration,
John Weber