

**Direct Testimony of  
Brian Toole  
Director, Energy Consulting Group (ECG)**

**On behalf of Respondent  
Snapping Shoals Electric Membership Corporation**

**Electric Vehicle Charging Programs (16 U.S.C. 2625 (d)(21))  
Public Utility Regulatory Policies Act of 1978,  
As amended by the Energy Policy Act of 2005.**

**Pre-filed: April, 28, 2023**

**I. INTRODUCTION**

1 **Q. PLEASE GIVE YOUR NAME AND OCCUPATION.**

2 A. My name is Brian Toole. I am a Director with Energy Consulting Group (ECG), an  
3 energy management firm who manages all wholesale power purchases for Snapping  
4 Shoals EMC (SSEMC).

5 **Q. PLEASE DESCRIBE YOUR EDUCATIONAL AND EMPLOYMENT**  
6 **HISTORY.**

7 A. I graduated from Auburn University with a bachelor's degree in mechanical  
8 engineering. Upon graduation in 1992, I accepted employment with Atlanta Gas Light  
9 Company. I spent 10 years with various organizations under AGL Resources  
10 Corporation, who owned Atlanta Gas Light. I was responsible for working with  
11 customers on customer choice fuel issues and regularly illustrated the differences in  
12 various electric rates and the ultimate costs. I performed these duties for commercial  
13 and industrial customers. During my last 3 years with AGL, I managed the purchase  
14 gas adjustment rate as AGL exited the gas supply business and was responsible for  
15 terminating AGL's long-term supply agreements and developing long term capacity  
16 strategies. This last task involved negotiating with pipelines on behalf of AGL. After  
17 AGL, I worked for Municipal Gas Authority of Georgia in supporting their supply  
18 procurement, billing, and check out processes for about 2 years before starting work  
19 with Energy Consulting Group. At Energy Consulting Group, I have worked on gas  
20 marketer activities, supporting the development of power plant projects such as Plant  
21 Washington and Paul Creek. One plant was a proposed coal plant and the other was a  
22 proposed gas-powered combustion turbine plant. In this role, I assembled costs and

1 estimated the rates to cover fixed and variable costs. In addition, I have worked on  
2 evaluating new resources, such as coal, combine cycle, combustion turbine, nuclear,  
3 and solar, and determine their impact on fixed and variable costs for EMCs that ECG  
4 serves.

5 **Q. PLEASE DESCRIBE YOUR DUTIES AND RESPONSIBILITIES AS**  
6 **DIRECTOR.**

7 A. In my capacity as Director, I am actively involved in evaluating new resources and the  
8 costs associated with those resources.

9 **Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY?**

10 A. In my testimony, I will describe the activities occurring in the state of Georgia to  
11 promote Electric Vehicles (EVs) and EV charging along with SSEMC efforts on the  
12 following items:

- 13 1) SSEMC's efforts to promote affordable and equitable electric vehicle charging  
14 options for residential, commercial, and public electric vehicle charging infrastructure  
15 and discuss SSEMC rates and their impact on EV stations.
- 16 2) SSEMC's efforts to improve the customer experience associated with electric  
17 vehicle charging, including by reducing charging times for light-, medium-, and heavy-  
18 duty vehicles.
- 19 3) SSEMC's ability to accelerate third-party investment in electric vehicle charging for  
20 light-, medium-, and heavy-duty vehicles.
- 21 4) SSEMC's ability to appropriately recover the marginal costs of delivering electricity  
22 to electric vehicles and electric vehicle charging infrastructure.

1 **Q. WHAT ACTIONS IS THE STATE OF GEORGIA OR OTHERS IN THE STATE**  
2 **TO ADDRESS THE FOUR ITEMS ABOVE?**

3 A. As of August 2022, Georgia has 709 fast charging ports and 3,067 level 2 charging  
4 ports and 200 level 1 charging ports. The state has 1,553 charging stations in the state.  
5 In 2022, the Federal Highway Administration approved Georgia’s NEVI plan, which  
6 will position the state to receive about 130 million dollars to use for additional EV-  
7 charging stations. Depending on type of station and cost to construct, 130 million  
8 dollars should allow the state to double its public charging stations.

9 **Q. WHAT IS THE IMPACT OF SSEMC’S ACTIVITIES ON ADDRESSING THE 4**  
10 **ITEMS ABOVE RELATED TO ELECTRIC VEHICLE CHARGING**  
11 **STATIONS THROUGH ITS RATE STRUCTURE?**

12 1). A customer with connected load greater than 900 Kw may be served by any electric  
13 utility provider in the state of Georgia. This should avail developers of large charging  
14 stations numerous options for obtaining electric service. Customers, located within the  
15 assigned service area, who are less than 900 kW may be served by SSEMC’s existing  
16 rates which are among the most affordable in the state. In addition, SSEMC is  
17 considering offering a Time of Use Rate to customers. Time of Use Rates would  
18 promote the adoption of electric vehicles by passing along the cost savings to those  
19 who choose to charge during off peak periods. Any rate offerings would have to be  
20 evaluated to measure their costs impact on other SSEMC customers. In addition,  
21 SSEMC offers a \$360 rebate for the purchase of an EV and a \$250 rebate for the  
22 installation of an in-home level 2 charger.

- 1 2). Charging times and customer experience depend on the distribution system's  
2 infrastructure in the area serving new charging stations. SSEMC can add or upgrade  
3 infrastructure and recover costs through existing rates if the associated costs are in  
4 keeping with typical services. In cases where costly, dedicated infrastructure upgrades  
5 are required for a new customer, those extra costs must be recovered from the new  
6 customer. All the other customers of SSEMC would be negatively affected if they had  
7 to help shoulder the high costs required to provide services for the new customer.
- 8 3). Third parties desiring to build charging stations may seek SSEMC's input to minimize  
9 their investment cost by identifying locations with adequate infrastructure. A TOU rate  
10 could allow 3<sup>rd</sup> party providers to attract customers with savings by encouraging off  
11 peak charging.
- 12 4.) SSEMC's rates are based on recovering a set amount of fixed costs. If excessive  
13 material costs associated with serving chargers and electric vehicles can be controlled,  
14 the customers can be served under one of SSEMC's standard rates. Any new rate or  
15 program being considered under the new standards should consider the possibility of  
16 high material costs and recover them fairly.

17 **Q. DOES THESE 4 ITEMS UNDER THIS STANDARD REQUIRE SNAPPING**  
18 **SHOALS EMC TO OFFER RATES OR PRACTICES TO ALL OF ITS**  
19 **MEMBERS, WHICH COMPLY WITH THESE 4 STANDARDS?**

20 A. No. PURPA requires Snapping Shoals EMC to "consider each standard" and make a  
21 determination concerning whether or not it is appropriate to implement such standard"  
22 (section 111(a)). PURPA also states that "nothing in this subsection prohibits any non-

1 regulated electric utility from making any determination that it is not appropriate to  
2 implement any such standard” (section 111(a)).

3 Q. **WHAT ARE SNAPPING SHOALS EMC’S OPTIONS?**

4 A. After consideration of the standard, Snapping Shoals EMC may implement the  
5 standard, decline to implement the standard, or adopt a different or modified standard  
6 from those described in the statute (16 U.S.C. 2625 (d)(21)).

7 Q. **DOES THE EV CHARGING STATION RATE STANDARDS HAVE A  
8 DESCRIPTION OF WHAT CONSIDERATION MUST BE GIVEN TO THE  
9 STANDARD?**

10 A. Yes. The Snapping Shoals Board must consider the evidence for each standard in  
11 relationship to the three purposes of PURPA. The three purposes are (1) conservation  
12 of energy supplied by electric utilities, (2) optimal efficiency of electric utility facilities  
13 and resources, and (3) equitable rates for electric consumers. The Board must consider  
14 implementing new rates or practices to promote electric vehicles and the charging  
15 infrastructure. However, the Board may choose not to implement a new rate or practice  
16 if they act to the detriment of some or all SSEMC members.

17 Q. **DOES THE 4 EV CHARGING STATION RATE STANDARD ACT TO THE  
18 DETRIMENT ANY OF THE PURPA PURPOSES?**

19 A. If a proposed rate or practice fairly covers costs and risks, then the EMC can meet the  
20 third purpose of PURPA, equitable rates for electric customers. If a proposed rate or  
21 practice were to incur substantial costs that are shifted to other rates, the proposed rate  
22 or practice would not be equitable for consumers.

1 Q. **WHAT IS YOUR RECOMMENDATION TO THE SNAPPING SHOALS**  
2 **BOARD CONCERNING THE PURPA EV CHARGING RATE STANDARD?**

3 A. My recommendation is that the Board advise staff to consider helping commercial and  
4 public charging stations identify locations on SSEMC's distribution system where  
5 adequate infrastructure exists. The Board should also advise staff to consider offering a  
6 TOU rate to customers.

7 Q. **DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?**

8 A. Yes, it does.

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11 I am providing the following testimony on behalf of Snapping Shoals EMC.

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Brian Toole  
Director of Contracting and Asset Development  
Energy Consulting Group, LLC

