Integrating EE Resources as a Distribution Resource Lessons from BQDM

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Reimagine tomorrow.

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At the core is a debate is the value that distributed energy resources provide to the grid and how they should be integrated



- One of the most unique aspects of DERs, including EE, is that they can touch all aspects of the grid
- Will EE be allowed to compete side-by-side with distribution alternatives and other distributed energy resources?
- How is EE being compared to other alternatives?



The ability of EE to provide operational relief or T&D deferral value depends on several factors

- The design of the distribution system
- The distribution component in question
- The magnitude of the resources
- The characteristics of the resource and how well they align with the local peak
- The location of the resources and the amount of excess T&D capacity
- How well resources coincide with the local need
- How soon the investments are needed
- The value of the deferred or avoided investment



Brooklyn-Queens Demand Management Project

Targeted Brooklyn-Queens Networks



Resource options have widely varying characteristics and value – how do we compare inherently different resources?

- \$1 billion transmission substation upgrade
- 2013 Peak load ~750 MW
- Projected DER solutions by 2018:
 - 41 MW customer side
 - 11MW utility side
- 80+ responses to RFI
 - All types of resources
 - Most responses provided partial solutions

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The loads for the area in question has an unusual peaking pattern

Illustrative Top 10 Load Days 2010-2013



Historical loads were used to define when peaking risk is concentrated

Develop risk allocation (dark blue area), the total MWH that would have been needed to shave load duration curve over some threshold





Concentration of risk and value for BQDM

Concentration of Peaking Risk



Assessed if specific characteristics affected the ability to meet the load relief need

- 1. Is the resourced tied to a specific load shape?
 - How well does the resources shape align with local peaking risk?
 - Does it provide negative value for some hours (e.g., load shifting, snapback)

2. Is the resource flexible?

- Can it be dispatched with different start and end hours?
- Can the magnitude of output be controlled (ramping)?
- How far ahead must it be scheduled?

3. Are there specific operating constraints?

- When is it available?
- For how long can the resource be sustained?
- Are there limits on how often or when it can be dispatched?
- What is the realization rate (e.g., percent of projected load relief that is actually delivered)?



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How well do different EE resources coincide with the need?



*Load shapes and are illustrative and used for planning purposes, actual loads may vary

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The focus in on MW - adjusted for coincidence with local peaks

Max Reduction

ELCC adjusted

 $\sum (A_h \ge B_h)$

1.00

0.65

	Residentia Lighting			C&I Lighting		
	Peaking	Demand		Peaking	Demand	
Hour	risk	Reduction	Interim	risk	Reduction	Interim
ending	Allocation	(normalized)	Calculation	Allocation	(normalized)	Calculation
7:00	0.0%	0.32	0.00	0.0%	0.64	0.00
8:00	0.0%	0.39	0.00	0.0%	0.83	0.00
9:00	0.0%	0.39	0.00	0.0%	0.96	0.00
10:00	0.3%	0.27	0.00	0.3%	0.99	0.00
11:00	2.2%	0.14	0.00	2.2%	1.00	0.02
12:00	4.4%	0.11	0.00	4.4%	1.00	0.04
13:00	6.1%	0.11	0.01	6.1%	0.99	0.06
14:00	7.6%	0.11	0.01	7.6%	0.99	0.07
15:00	8.2%	0.11	0.01	8.2%	0.96	0.08
16:00	8.3%	0.11	0.01	8.3%	0.89	0.07
17:00	8.2%	0.15	0.01	8.2%	0.74	0.06
18:00	8.6%	0.29	0.03	<u>8</u> .6%	0.59	0.05
19:00	9.2%	0.49	0.04	9.2%	0.50	0.05
20:00	7.8%	0.72	0.06	7.8%	0.44	0.03
21:00	8.5%	0.90	0.08	8.5%	0.40	0.03
22:00	11.8%	0.99	0.12	11.8%	0.35	0.04
23:00	7.1%	0.87	0.06	7.1%	0.31	0.02
0:00	1.7%	0.60	0.01	1.7%	0.29	0.01

Max Reduction 0.99

ELCC adjusted 0.45



*Calculations are illustrative

- The values weighted by the risk allocation are lower than noncoincident peaks
- Neither residential nor C&I lighting provide a full solution
- However, they complement each other

DERs are complements, not substitutes: maximizing value is a portfolio optimization problem, like building the optimal car

The optimal car...

 The "optimal" car is the one that provides the <u>right balance of</u> <u>cost, reliability, speed,</u> <u>size</u>, etc. for the available budget

What kind of car is being built?



needs the right parts...

 A car without wheels is <u>not useful for</u> <u>operation</u> and it is superfluous to purchase two engines

Are there functional quantities of each part?



with the best value

Purchasing only the cheapest parts or parts all from the same vendor may not <u>provide the best value</u>

What delivers the best value for the price?





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