Peak and Hourly Load Forecasts for IOU Planning Areas

> DAWG Meeting August 1, 2019



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Purpose of Hourly Load Modeling

- Capture "peak shift" to provide more accurate peak forecasts
- Monthly peaks for Resource Adequacy
- Provide daily "ramp-ups" for hourly loads



- Hourly "consumption" load ratios estimated for each hour for each CAISO TAC area based on weather and calendar variables
- Average hourly "consumption" applied to load ratios to give hourly unadjusted "consumption"
- Hourly EV load, climate change impacts, and other consumption adjustments added; hourly PV generation subtracted to give baseline hourly sales forecasts
- Hourly AAEE subtracted to give managed sales forecasts (*CED 2019 Revised*)



Updates for CED 2019 Preliminary

- Separate Estimation of Pumping Loads

 CADWR for PG&E TAC
 CADWR+MWD for SCE TAC
- New Hourly EV Loads
- New PV Forecast
- New AAEE numbers for revised forecast

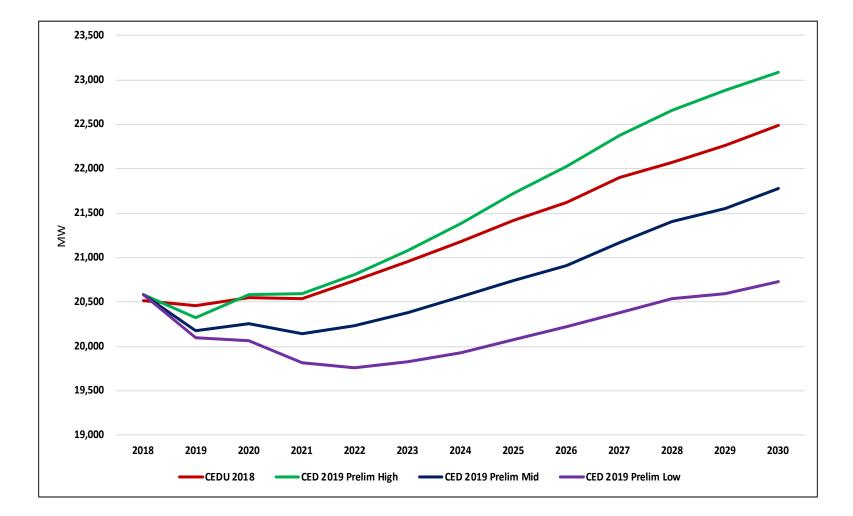


- For CED 2017 and CEDU 2018, staff used hourly EV profiles from LBNL based on National Household Travel Survey
- For CEDU 2019, ADM has developed new profiles based on vehicle charging data from ChargePoint and Joint IOU Electric Vehicle Load Research Report metered residential charging profiles

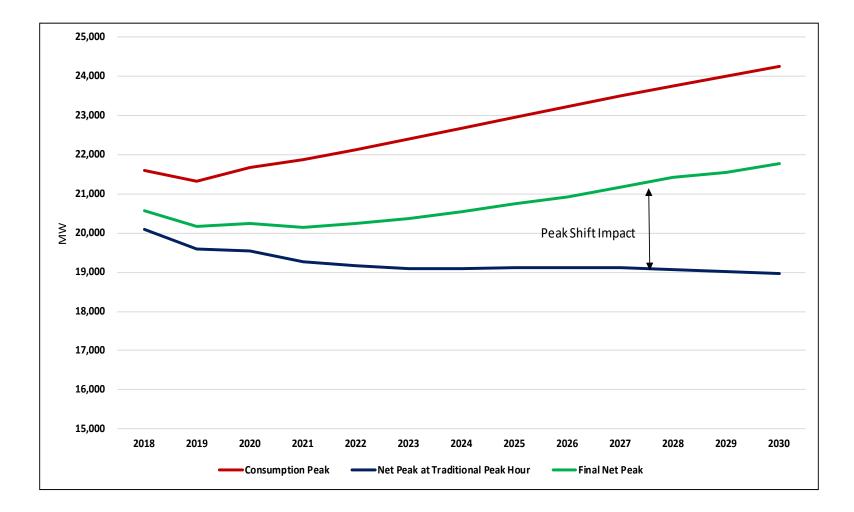
Results



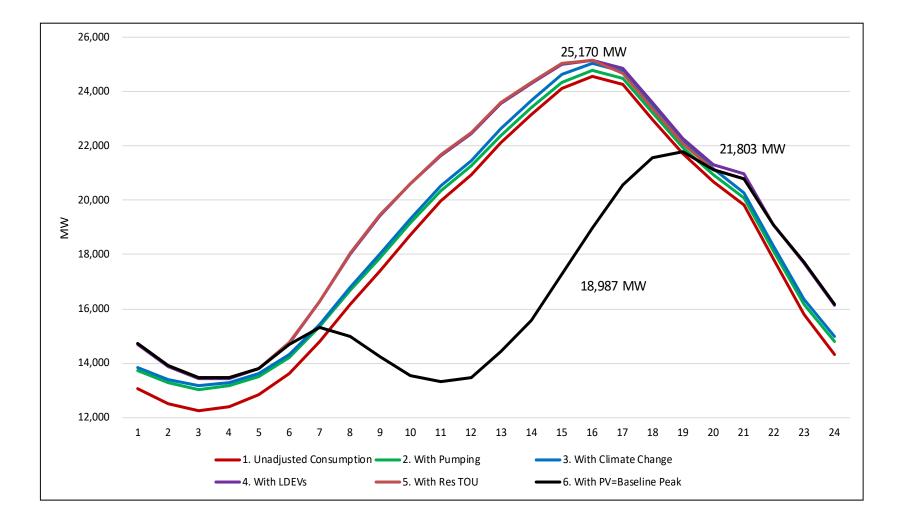




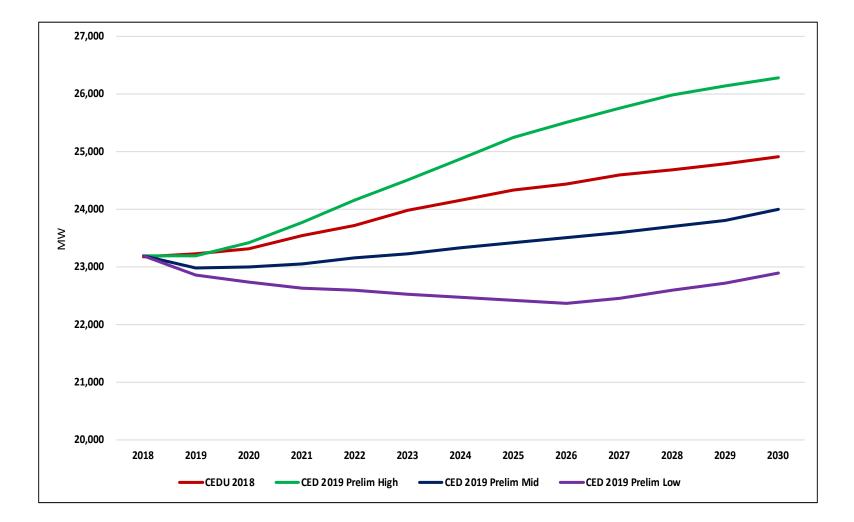




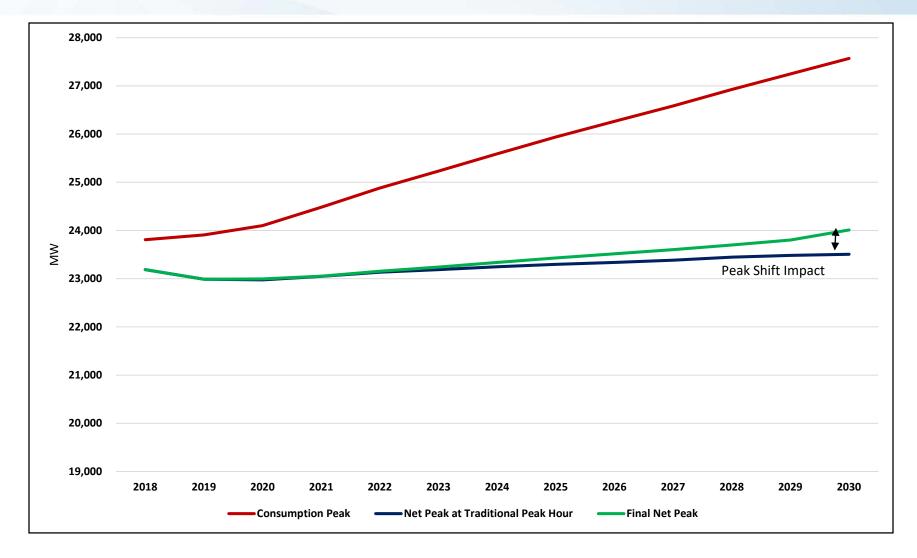




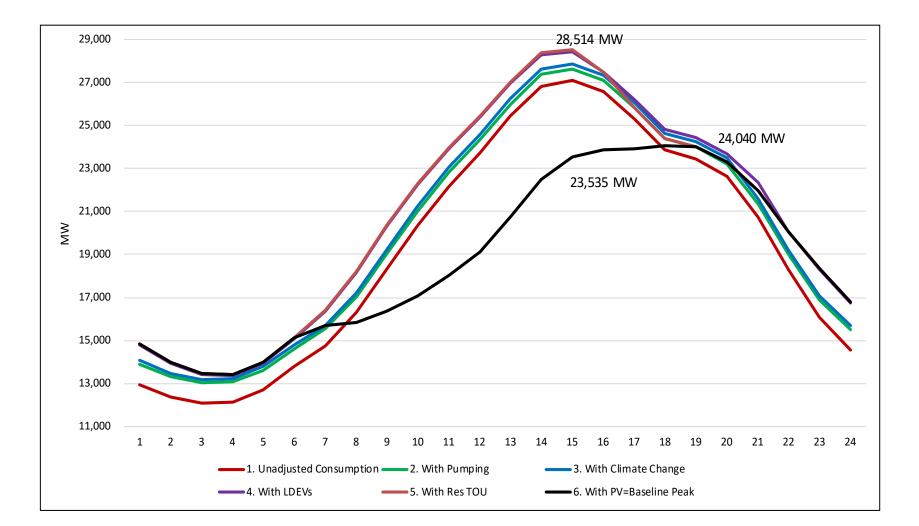


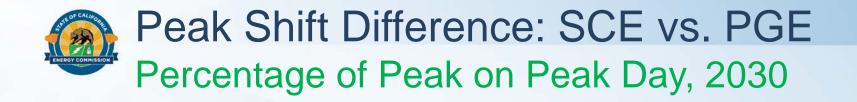


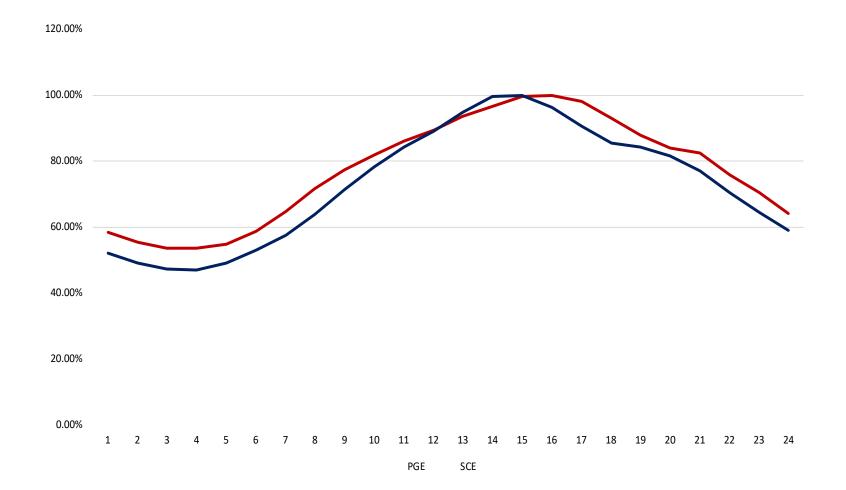




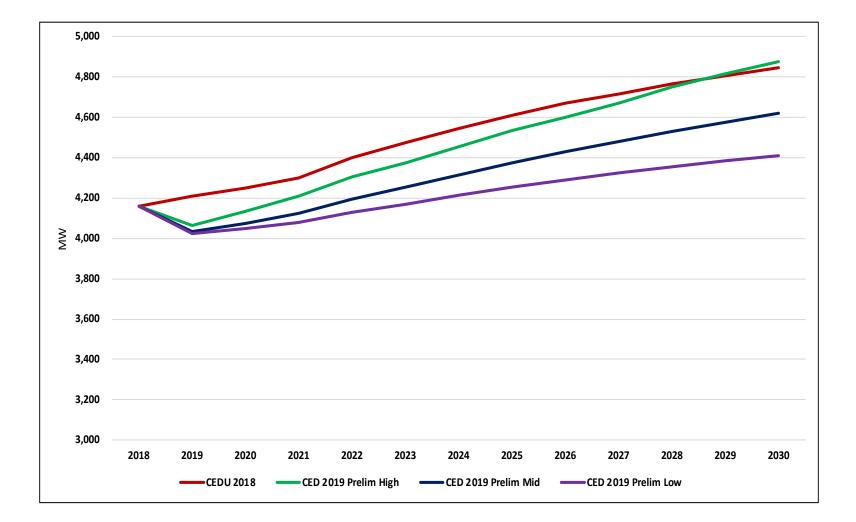




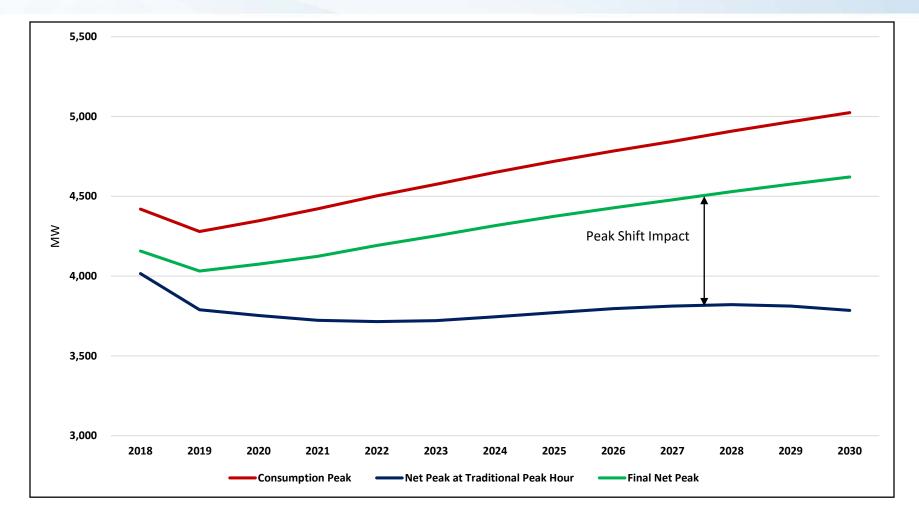


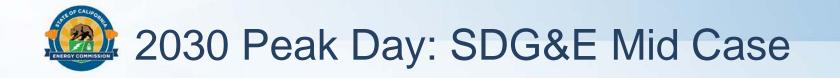


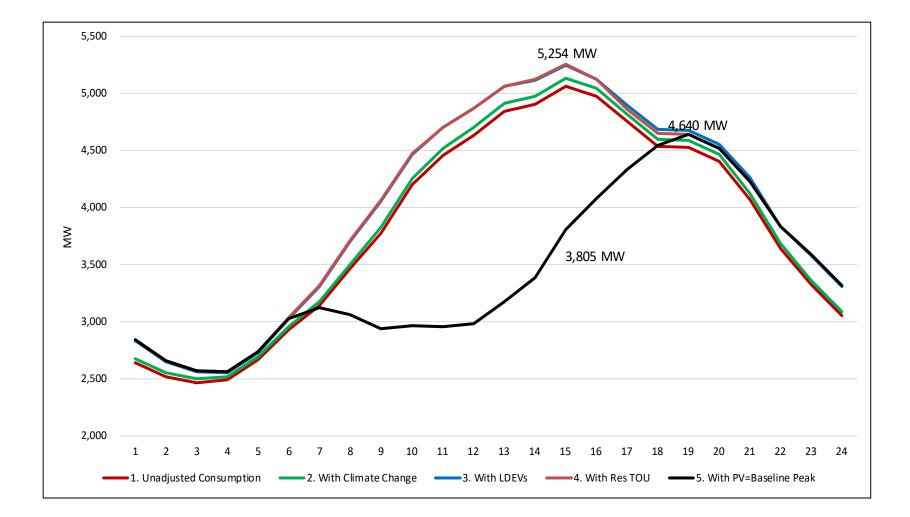




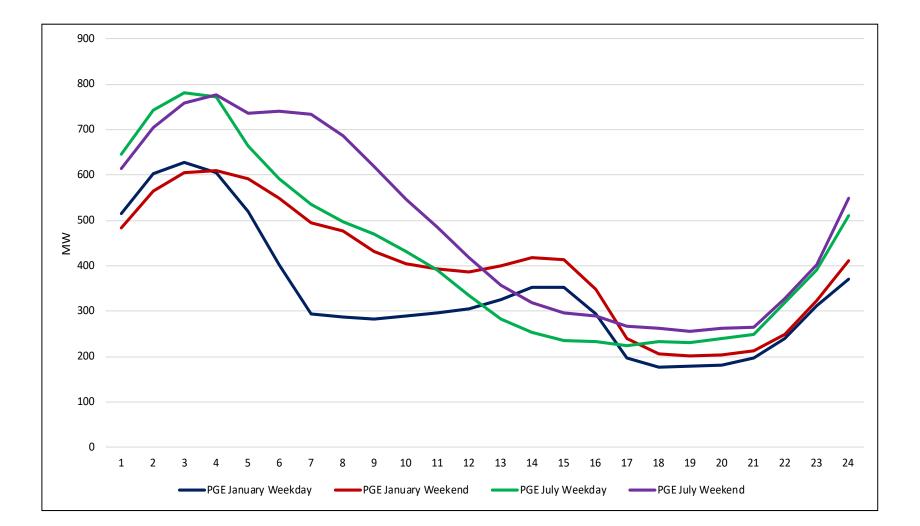






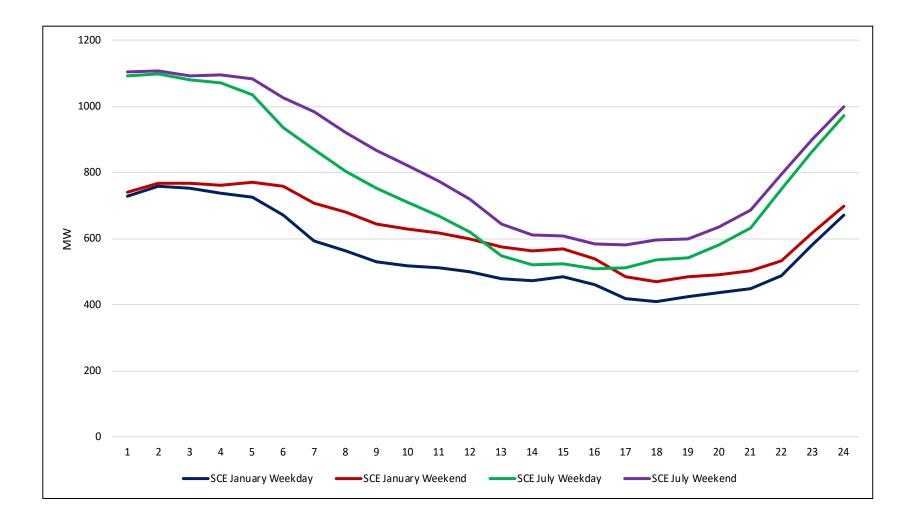








Pumping: SCE TAC (CADWR+MWD)





Next Steps (Revised Forecast)

- Incorporate new AAEE
- Incorporate storage
- Hourly LMDR
- Updated residential TOU
- Incorporate hourly temperature projections
 under climate change from Scripps
- Integrate with HELM 2.0

Questions/Comments

