

Illinois DEA Case Study Work Group
Meeting #6: Apply DEA Metrics to Priority Populations + Present and
Interpret DEA Results, Part 2
March 13, 2025
Meeting Notes

Attendee List

Michael Thuis, Advanced Energy Group, The Carbon League
Agnes Mrozowski, Ameren Illinois
Peter Millburg, Ameren Illinois
Mark Minden, Ameren Illinois
Eric Sackett, Ameren Illinois
Celia Johnson, Celia Johnson Consulting
Camille Minns, Clean Energy Works
Bobbie Tolson, ComEd
Cassidy Krammer, Community Investment Corp (CIC) Chicago
Kenyatta Parker, Community Investment Corp (CIC) Chicago
MeLena Hessel, Elevate
Pastor Booker Vance, Elevate
Cheryl Watson, Equitable Resilience Sustainability
Grey Staples, Mendota Group
Kit White, Midwest Energy Efficiency Alliance (MEEA)
Shelby Smith, Office of the Illinois Attorney General
Jayden Wilson, Opinion Dynamics
Boratha Tan, Vote Solar
Kavi Chintam, Vote Solar
Kevin Dick, 389NM, LLC

Meeting Recording

[IL DEA Case Study - Work Group Meeting #6 - Zoom](#)

WG = work group; the Illinois DEA Case Study Work Group

ICC = Illinois Commerce Commission

Welcome, Introductions, Background (Slides 2-4)

Recap of Ameren Beneficial Electrification Plan and Metrics (Slides 5-11)

- Ameren's Beneficial Electrification portfolio emphasizes transportation electrification and supporting installation of electric vehicle charging infrastructure.
- Most of the discussion today will be about ChargeReady and ChargeSmart.
- Most of the metric data comes from utility data from Ameren's benefit-cost analysis.
- Reminder that this is a case study to illustrate how a DEA could be carried out.

Metrics Results (Slides 16-34)

ChargeSmart (Slides 12-21)

Participation

- Ameren assumes that 26% of the total vehicles participating in ChargeSmart will be owned or leased by EIEC/LI customers.

Utility Investment

- Ameren assumes that 26% of the ChargeSmart incentive budget is directed towards EIEC/LI customers.

Emissions

- We don't know where these emissions will occur to include as a DEA metric.

Rates, Bills

- Same impacts for all other customers and EIEC/LI customers from Charge Smart.

Questions

Slide 19

- **WG member asked:** I think this is pretty clear from the slide, but is this suggesting that existing EV owners are seeing an additional \$6/month savings from ChargeSmart, with the implication that new EV owners will probably save money on bills from what it would have been if they didn't participate in the TOU rate? For a new EV, is this chart showing that bills go up, since the net electricity cost is positive? But those customers are still saving money from being on the rate compared to what they would have, right?

- **Project team noted:** Right. An earlier version of the chart separated out additional EV electricity usage vs the ChargeSmart credits, but yes, the credits are reducing bills. Electric bills would have been higher if they hadn't participated.
- **WG member asked:** Regarding the "Note". Does this mean that Ameren's BCA shows that the program is RIM test positive?
 - **Project team noted:** Yes.
- **WG member asked:** Regarding the EV charger and installation; I assume that this is a one-time cost and not a monthly cost. I assume this was a simple divide by 12 to show it as a monthly cost in the graph shown here?
 - **Project team noted:** Yes, generally, glad you called that out. It is divided by 12 and divided over the life of the measure as assumed in Ameren's plan.

ChargeReady (Slides 22-30)

Participation

- 85% of all new chargers installed are planned for EIEC/LI communities, and 26% of the vehicles supported by those chargers are planned for EIEC/LI customers

Utility Investment

Slide 23/24

- **WG member asked:** You mentioned that low-income benefits aren't conclusive at this point. Is there a plan to find out the impact of this program to make sure disenfranchised communities will benefit, and/or what will we do if we find it isn't implemented to the degree we hoped, what kind of conversations and adjustments will happen?
 - **Project team noted:** Great question. We are setting up what the plan says it will do, and we want to set up recommendations for how to fact check to make sure.
 - **WG member commented:** With the way the country is going with the new administration, there is an emphasis on "roll-back", and want to make sure we keep doing this.
 - **Ameren representative noted:** Keep in mind that these programs are ongoing programs and are launched and being evaluated as part of the Multi-Year Integrated Grid Plan. We do evaluations as part of that Plan's requirements. We are following metrics, definitions, and standards identified by the ICC and the state. We are testing this case study's methods, be aware that in terms of what we are or aren't going to do, it isn't appropriate here for us to say what we will do or not do here, our role is as an information source in this process.

Summary

- **WG member commented:** Just want to remind us that these are noble visions, but the fact that these are inconclusive makes me want to make sure that we have evidence that we are achieving those goals/visions, and what the timelines are. This is great vision. And again, I keep lifting up today the change in the federal administration impacts what we are doing and that work is still protected and supported.
 - **Project team noted:** Yes exactly. And one of our recommendations is about fact-checking the results at the end the plan especially for supporting assumptions in

the BCA. And also, these are cyclical plans, there is room for checking in on that in the next plan cycle as well.

- **Project team noted:** Yes, and want to remind folks that we are working directly from policy language that identified state-level statutory goals, which haven't changed. We know there is continued work in the performance metrics and grid mod workshops which have clear metrics. We are presenting a framework/tool/analysis to help inform how to improve these programs. As long as the directives are in place, we are demonstrating how folks can do this more broadly and look across other plans and other issues of equity and affordability across sectors and customer groups. Great reminder about the bigger picture about how this work fits into the greater goals that we all have.

Stage 7: Making resource decisions using BCA and DEA results (Slides 31-40)

Recommendations (Slides 43-42)

Discussion

- **Project team asked:** A lot of material and graphics share today – did the analysis and results make sense? If folks want to go back in the slide deck we can go back.
- **Project team asked:** Did anything surprise you or was anyone curious about a result we presented?
- **WG member commented:** [Feeling] overwhelmed
- **WG member commented:** I'm not surprised at the results.
- **WG member commented:** Some of the results continue to accrue beyond the life of the measure (e.g., updating electrical infrastructure a one-time cost).
- **WG member asked:** Did anything surprise you all as the researchers?
 - **Project team noted:** Maybe not quite what [WG member] is looking for, but I want make sure the thread from the last meeting is carried through, about who operates and owns EVs. We will be covering all of this material and those recommendations within the report.
 - **WG member commented:** Thanks. That was one of my questions.
 - **Project team noted:** I think that issue is also illustrated by the emissions and the health impacts results. We know what customer class has an EV, but because we don't know where they are driving, we don't know where those emissions are occurring.
- **WG member commented:** I appreciate the work here. Where I am now, in light of what is going on, we are already behind, how do we move from study to implementation, to make sure impacted communities are educated and shared in this reality. How do we do this before the money gets pulled. Particularly for communities of color it was already a challenge of how this was going to be implemented. How can we expedite this to move from study to implementation. If we are still in the talking stage, this administration pulls stuff off

the table. Electrification is an opportunity in communities of color, and it is a challenge. A study is great, appreciate the work, but don't want to be caught looking at the paint dry.

- **Project team asked:** How do Illinois folks see the results of this study being used? Is there room for boots on the ground impact?
 - **WG member commented:** At The Carbon League, we have been working with the IL DCEO and other state agencies to align state level funding that could support the deployment of projects like this. If it would help to plug some of additional work from this DEA into this conversation, let me know.
- **WG member commented:** More on the everyday folk's level, I intentionally went to the auto show last month to see the EV purchase situation is as a consumer. There weren't many cars at the show. The price alone is overwhelming, they start out with leases. Are we in a chicken and egg situation, trying to get policy together, cars aren't affordable for lower income folks, and then we don't have the charging systems throughout the areas where we live, so how can we justify or draw interest with all of those unknowns at this time.
 - **Project team noted:** Yeah, charging infrastructure is a big issue, and federal funding is up in the air. Like [the project team] said, there are a lot of questions here about implementation and reality checks that go beyond our analysis here today, I know it's hard that we have this narrow focus given data gaps. Taking it from this point to next future implementation will require more discussion.
 - **WG member commented:** My first EV was a lease I bought three years later for less than the original asking price, and the car has been cost effective because the maintenance is essentially tires and wiper blades. Charging infrastructure is still an issue in a lot of places. EVGo and CHPT are not doing great, and the threat of removing Federal funds doesn't make it any better. Utilities can step into this space. Chevy Bolt, Ford Focus EV are probably the best options at this point, especially due to import taxes.
 - **WG member commented:** We are also working with CTA/ComEd to expand EV busing in key corridors. We will likely use the results of this study to inform that work. The current plan is to use this CTA deployment to inform future beneficial electrification around EV chargers for ComEd in the coming year (funds already allocated by the ICC).
 - **WG member commented:** Affordability of consumer entry cost is still challenging.
- **WG member commented:** I think I had a similar reaction to [a project team member] in some ways, this is a very narrow look at a specific set of data and what we can scientifically conclude from that data. To bridge that to be more actionable, we do need to bring it broader. You are right to look for a broad discussion to do that, but I think to some extent if the report itself only makes narrow recommendations it is hard to drive that broader conversation and get into it. As researchers it is your job to be crystal clear on what you can scientifically conclude, but it does feel like a missing piece for me would be to make this more actionable. Stepping away from the recommendations you have here (Slide 42), what would we actually discuss with folks on the ground, a non-technical audience? If we don't have those discussions, it's impossible for us to have those conversations with the community. You also aren't saying who might take action on these recommendations. Without these last steps these types of studies end up on a shelf. There is a catch-22,

because you can't speak for communities, but communities can't contribute if you only stay in the narrow box. Maybe a step more that would be helpful, not a perfect way to do it.

- **WG member commented:** I think there needs to be a connection to what a consumer would have to do to enter into the EV world. You need a power source, you need a garage in the city, if you don't have a garage, you need one because you might not have stations in the community. All the steps for ownership, or on the other hand the financial qualifications for a lease, etc. Those are the realities. Challenging to figure out how to enter this space. And especially if they are threatening social security and your other resources.
 - **Project team noted:** Thanks! We also are happy to get comments after this if you have additional costs. [WG member] we hear you about who might take these actions; we can take that back and discuss. You had some broader suggestions about recommendations that might drive conversations, if you have additional thoughts afterwards, we would appreciate those as well.
- **WG member commented:** Wanted to answer the question on how this data can be used. We have task forces with Ameren and ComEd. One thing is how we will communicate this to communities. We are going to take this data and plug into the task force. We are working on the grants and federal money. We are trying to keep this alive. Another point, in Chicago we are doing a project with CTA and ComEd to look at BE around bussing, looking at traffic data that [the project team] mentioned, who owns cars, where do people travel, we can use that data to start to build bus lanes, build chargers. As someone who is working at a state and local level, we are going to use this study immediately. I echo [WG member]'s comment on having some strong language on this is what we need to do of high-level line items. I might also recommend, if thinking about expanding funding and resources, we go to ICC and try to create a docket around that and inform future plans and fill in gaps in the next multiyear grid plan. Happy to help with all of this.
- **Project team noted:** And like [WG member]'s examples, folks on the call might have activities in process. When we ask for your feedback on how to make these recommendations more specific, we invite you to come back with specific recommendations, like better coordination between organizations and programs. If there are ways for you to share with us what those process recommendations are in addition to what you see here to help make these more robust.
- **Ameren representative noted:** It has been exciting to be a part of this study. To address [WG member]'s points, thank you for your comments. Our BE programs are actually state funded, so the BE Plan 1 are actual programs and implementing as we speak, we have applied for Plan 2 programs as well. Like what [WG member] was talking about, this is a challenge. How to create programs to focus on EV adoption and integration, so many nuances. We want to thank everyone here for doing the work you are doing and having these discussions.
- **WG member commented:** We will be hosting a meeting in July focusing on these beneficial electrification pieces that would benefit from a presentation of this report. We will integrate that feedback directly into action items coming from this meeting. We typically have the ICC, ComEd, and Ameren in the room so it might be a good forum for that. Maybe a date to consider [AEG Chicago 25Q3 Stakeholder Challenge: Grid Modernization — Advanced Energy Group](#)

- **Project team noted:** Thanks for sharing.
- **Project team noted:** I understand and appreciate folks' interest in getting more follow-through. But I want to remind folks this is a case study, we are making tools and templates for doing this in the future in other opportunities, can be applied to EE as well or other DER programs. We are hoping to build a foundation to be used for future programs. And finally, you might not realize this yet, we are hoping this can apply at a national level, so that many more utility programs can be better and ensure that many more programs can be distributed equitably.
- **WG member commented:** My recommendation would be to have also a side report that highlights some of the challenges of implementing in disadvantaged communities. Put a pin in and acknowledge these so folks have a full three-sixty understanding of what it takes to implement this in low income or other communities that don't have the charging systems.
 - **Project team noted:** I am not sure that needs to be a separate report. I think I am hearing you say we articulate the barriers and challenges to this. Make sure that readers of this analysis and future work understand what those barriers are to begin with.
- **WG member commented:** You should have pros and cons on these ventures so it's not lacking the real-world barriers that could impact middle- and low-income areas. And there is a lack of infrastructure throughout the city. They had chargers in the North Side Whole Foods parking lot a long time ago, it was common in North Side but not out here.
 - **WG member commented:** Yes, and we are past study time, we are in implementation time. This conversation is broader than that, not just electricity, but other opportunities that need to be expanded. We have a president that is trying to shut everything down, if we are too slow, we won't be able to carry this out. Let's move past study.
 - **WG member commented:** And destroying the educational opportunities for folks entering those careers.
 - **Project team noted:** Yes, very fair. And makes me think of one thing. We are presenting Ameren's BE program which is a relatively newer program. Next, we are showing ComEd's EE plan, which has been longer. Something we should think about is that it is one thing to look at DEA analysis for one DER, but really you want to know across the board there are so many things related to energy needs and energy costs, what does the whole picture look like, what are the biggest benefits to bring to priority populations as soon as possible, overcoming the barriers to that. I will talk to the team about that when we are thinking about ComEd's analysis. And understanding how to navigate the investment efforts and objectives.
- **Project team noted:** And the value of this analysis is thinking about those next steps and how this can be implemented.
- **Project team noted:** Thank you so much [WG members] for your comments, completely on point. I had a few thoughts; one is recognizing the bounds of what Ameren as a utility can do. These are the things that Ameren's BE plan can control, vs what they can't control. Ameren isn't purchasing incentives for EVs, state and national programs for those. Ameren's "value add" is providing rebates so the cost of charger isn't prohibitive. Understanding charger adoption barriers, more education and outreach. [WG member], you asked what

surprised us as researchers: we put up some numbers related to ChargeSmart participation, in 2023 ChargeSmart participation was 15% EIEC, but 32% customers, so aren't participating at the rate we might expect given that. Looking at why and where those communities. Could there be specific targets or numbers to help focus ChargeSmart outreach efforts.

- **WG member responded:** Thanks for flagging that
- **WG member asked:** Wouldn't this fall under overall city planning and development? Going through changes in how we plan, want to make sure you don't have a hodge podge of minimum benefit to the community, but integrating things to understand where barriers and weaknesses are and how to bring them up. Integration between philanthropy and city and utility services working together to solve these problems and tools.
 - **Ameren representative noted:** You are spot on. Top approach community down. Every community is different, can't make one program that can fit all. We have a program to work with each individual community to create transportation electrification plans. For EIEC areas we provide financial assistance to integrate that transportation electrification plan. Some cities are buying an electric shuttle, or charging stations at the city level, program working with the community on what gaps and barriers are and helping them plan and financial assistance to get them started. We have that program available now in our territory. We have done 34 community plans with a goal of 80 at the end of the year.
 - **Ameren representative noted:** And in this program, having community distribute those benefits.
- **Project team asked:** I have two follow-up questions for [Ameren representative]. Can you comment on something [WG member] said maybe, do you think if any of the funding for EV programs will be impacted by federal administration changes.
 - **Ameren representative noted:** Pass. It is a state regulated program, programs will run through end of the year.
- **Project team asked:** You have mentioned the CEP program before. If the CEP program is successful, does Ameren have ability to change funding to support that program more vs a program that isn't having those effects?
 - **Ameren representative noted:** We have some budget flexibility.
- **WG member commented:** But we as a community should be able to rally behind you, we want to support Ameren and help Ameren.
- **Ameren representative noted:** [WG member], what you are advocating for is exactly what the state outlined and envisioned in CEJA and with the multi-year grid plan process. Programs are designed by stakeholders like yourselves, I've been on calls regarding the future of gas process, featured a customer who represented a business, he wanted to weigh in on the impact on his business and employment in this area. With regard to the federal context, we want to get EV's in the hands of community members. We aren't Chicago. A lot of our communities are smaller, rural, our CEP program isn't one size fits all. We don't want to come and say we know all the answers. [WG member] touched on something we found at the beginning of CEJA. There is a need to educate communities on what the options are, what can be done, it is very hard for communities, a conversation with the mayor talking about % of constituents below poverty line, and we are there to offer options. There are

other stakeholders other than utilities, can they help bring solutions. Effort is ongoing, it is something CEJA envisioned, only passed in 2021, only had a couple years to implement programs, got to start data collection, but some data we don't have. [The project team] accurately reminded us on the scope of this effort. We aren't passing a judgement, but we are happy to participate in this effort. We are responsive to what the commission has approved and told us to do. We are implementing as we can, and there are places where other groups can step in.

- **WG member commented:** And we are still learning. Kudos, we are working together, none of us can do it alone. And the downstate piece, the statewide is a thing we can't lose sight of, it's not all Chicago centric. I am thankful for the conversation.
- **WG member responded:** Just to reassure, we do also have a similar meeting downstate in East St. Louis to address these issues at a state level in April. We are keeping the work alive! <3
- **WG member commented:** I will add that the removal of data at federal agencies is creating a major data gap between urban and rural areas in the state. Something for this task force to consider. Especially if we are looking at the communities [Ameren representative] mentioned.
- **Ameren representative noted:** You mentioned learning, my learning curve keeps shifting, groups like MEEA come along, I am still learning, it all leads to better results, want to keep moving forward. When we are allowed to engage constructively with stakeholders, we want to keep this moving.

Project schedule and next steps (Slides 43-46)

- Please reach out to the team with any questions/comments following this meeting.