

Boardlines

News and views from your
Central Lincoln Board Members



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Our Newest Rebate Is Here: Smart Thermostats

Every month in my Central Lincoln board packet, I see listings of rebate checks sent to customers who have put in insulation or new energy-efficient windows, or had a ductless heat pump installed. These programs are all geared to helping customers save electricity.

I'm pleased to share we have a new program that all of Central Lincoln's residential customers (renters, those in apartments, owners, etc.) may use: A rebate to purchase and install approved smart thermostats. Smart thermostats can help save you money by helping you control your home's heating levels.

Various models of smart thermostats have different features. Some allow customers to adjust heat settings from other internet-connected devices, allowing users to easily adjust temperatures remotely. Other models can tell users how long their heaters have been running, or if their heating system's air filters need to be replaced. We encourage interested customers to research various models of smart thermostats before choosing one.



Customers who use smart thermostats really like the convenience these devices offer. They can even let partners know they are thinking of each other: One customer's husband was in Africa for work, but knew his wife was heading home to their house here on the chilly Central Coast. Even though he was many time zones away, the husband used the smart thermostat app on his phone to turn up the heat at their home here, so she would come home to a warm house! Very sweet, I think.

Like all of our rebate programs, it's important to review information about this program, and to get your purchase pre-approved by our energy experts before you buy. Also, only homes with electric furnaces or heat pumps qualify. Go to our website at: <https://tinyurl.com/clpudst> to see information about the smart thermostat program, review which models qualify, and to get pre-approval. That \$100 rebate may cover as much as half the cost of purchasing a smart thermostat, which will hopefully save you money on electricity over time.



EV owner Klaus Witte (right) shows President Matheny how easy it is to charge a 100% electric car at one of several new charging stations in Florence.



Come Try Driving Electric in Yachats or Lincoln City Next Month!

Is test driving an electric car on your bucket list? Thinking about saving 50-75% in fueling costs with electricity instead of gasoline? Two opportunities to check out EVs:

Sunday, Sept. 9

Electric car drive or rides from 10 a.m. to 3 p.m. at the Yachats Commons, and at 2:30 will be a **free showing of the fast-paced documentary movie "Revenge of the Electric Car"** showing how electric car moguls compete to launch their EVs, including Tesla's Elon Musk, GM's Bob Lutz, and Renault-Nissan's Carlos Ghosn. Free movie popcorn and soft drinks will be served.

Saturday, Sept. 15

The **Cruisin' the Bay Car Show** welcomes EVs for drive and rides from 9 a.m. to 2 p.m. at the Bay House. To sign up for a test drive or ride, **please email us at info@clpud.org**



Keith Tymchuk Vice President

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Court-Ordered Spill Will Be Expensive

In last year's Boardlines article, I pointed out that the Bonneville Power Administration (BPA), Central Lincoln's power supply provider, is under court order this year to spill extra water over dams in the Federal Columbia River Power System to enhance the survival rate of juvenile salmon. I also noted that the science of that court order, and therefore the anticipated increased survival rate, is quite arguable. Many Northwest states, tribes and trade groups disagreed with the science used and opposed the court-mandated spill test; the State of Oregon did not.

What is not arguable is that the additional spill is costly; in both dollars and environmental impacts. The overall 2018 estimated cost to BPA's customers (Central Lincoln among them), is \$38.6 million. Without the cost of the spill test, BPA could have used identified cost savings to reduce the size of future rate increases. The cost of this additional spill is on top of the many billions of dollars already funded by citizens and ratepayers of the Northwest for salmon recovery.

And then there is the non-financial cost: Due to the spill requirement and the "lost" water that flows over the dams, BPA must purchase electricity generated elsewhere in the West in order to meet customer needs. Renewable resources like wind and

solar are great, but they aren't always there when we need them and it's hard to beat the reliability of hydropower. Unfortunately, "elsewhere" would most likely mean carbon-based power including natural gas and even coal. The estimated "cost" of the replacement resources is up to 1,000,000 tons of incremental carbon per year. So in order to comply with a court order based on arguable science, rates increase for customers in the Northwest AND a huge amount of additional carbon is put into the atmosphere.

I am an avid fly fisherman and I care deeply about anadromous fish. But the cost of this spill order is tremendous no matter how you look at it and the benefit is arguable. Thought you would like to know.

If you have questions, please let me know.



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Let's Remember the Leaders Who Kept the Lights On on the Central Coast

Many of you know 2018 marks the 75th anniversary of Central Lincoln providing power to the Central Coast. But first, we had to purchase the existing for-profit West Coast Power Company from the Delaware company that owned it. This could not have occurred without the dedication, tenacity and vision of a small group of Newport-area residents who felt



Vice President Keith Tymchuk welcomes customers celebrating Central Lincoln's 75th Anniversary at Defeat River Brewery in Reedsport in June.

strongly about local control of their electric utility.

In 1939, a group of public power proponents, including Andy Naterlin, Frank Unger, C.W. Edenfield, E.F. Altree and C. O. Dixon, promoted the idea of forming a community-owned electric utility with local control. The idea was generally well-received. West Coast Power even filed for several rate decreases to discourage the effort. But our local organizers had developed a strong support base, and the public power movement throughout the U.S. was gaining support.

In November 1940, the General Election ballot asked 'if a PUD should be formed, and if so, who should serve as directors?' Voters supported the effort, and elected Naterlin, Unger, Edenfield, Altree and Dixon to serve as Central Lincoln's first board. The new board faced monumental tasks. On November 19, the Board met at Mr. Naterlin's office to organize a budget committee and adopt a budget. A tax levy of \$2,212.50 was submitted December 18, 1940.

1941 was devoted to establishing boundary lines and areas to be included in the new District. Negotiations with West Coast Power (WCP) continued. In November 1941 the board ratified a resolution for annexation, and the next month reached an agreement to buy the existing system from WCP.

In January 1942, the Central Lincoln Board established five geographic subdivisions for representation, and authorized a bond election to

purchase the existing electric system for \$750,000, and for \$100,000 for improvements to the system. The vote was held in March, and passed solidly (354 'yes' to 205 'no'). Shortly after that, the Board hired its first employee, a General Manager, Mr. Woodham.

The Board now had the formidable challenge of selling bonds to provide funds to complete the purchase of the utility. As the Bonneville Power Administration (BPA) had no transmission service to the Central Coast at that time, wholesale electricity was purchased from lumber mills in Toledo and North Bend. The mills would burn hog fuel to produce electricity to power their mills, and any excess power would be sold to the utility. But it wasn't uncommon for Central Lincoln's power supply to be cut off when the mills needed more power for their operations. Fortunately, the BPA extended its transmission lines to the Oregon Coast in 1946.

Other major hurdles the board faced included hiring employees, acquiring equipment, establishing electric rates, acquiring/renting office and warehouse space, and contracting for wholesale power.

As we celebrate the 75th birthday of Central Lincoln, it seems to me we should stop for a minute and reflect on the effort, dedication and vision of the founders of this utility.



Board Member Jill Lyon waves from a Central Lincoln bucket truck at this year's Toledo Summer Festival Parade.



Curt Abbott Assistant Treasurer

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What do the ESA and EV's have in common?

(Well...not much, but those are the two topics I'd like talk about.)

The ESA: Energy Supplier Assessment

For the last few years I have talked here in *Boardlines* how the Oregon Department of Energy (ODOE) is funded by assessments paid by ratepayers not general funds. Also, ODOE can increase those assessments at its discretion, up to an extraordinary amount. Because of this, several utilities including Central Lincoln sued the state to declare the ESA is a tax. As a tax it would require greater legislative oversight for rate increases. Central Lincoln is paying about \$120,000 to ODOE this year.

Finally, we got some good news—we won! But not so fast—the state has appealed the court's decision and the case is still grinding through the judicial system. Also of note: because the rates are set every two years we could only sue over the 2016-17 rates. After the positive decision on our favor, a number of other utilities joined a new suit challenging the 2018-19 rates. The action on that suit is currently set aside until the current appeal is decided. If we continue to get positive court decisions, it will have a huge impact on the department. But, despite all this activity, the Department of Energy is proposing another

significant ESA increase for the next biennium. Stay tuned.

EVs

Yes, it really is true: your utility can power your automobile. Electricity is cheaper and cleaner, what more can you ask for? Imagine never having to stop at a gas station. Most if not all, of your charging can be done at home. And, most maintenance that vehicles normally require is practically non-existent for electric vehicles.

Electricity is much cleaner to create than the refinement of oil into gasoline, so you get to feel good about how you are helping the environment when you drive electric. EVs are also fun to drive as they are quiet and zippy. I really enjoy mine. Current models are getting over 200 miles per charge and the network of charging stations are rapidly growing across the country.

Over the next few years, every car manufacturer will be offering electric models, and several are even committed to only making electric vehicles. The time is here to plan to make your next car an electric car. Central Lincoln is happy to help provide information and resources to help investigate electric vehicle options. If you have any questions or reservations, please ask by emailing us at info@clpud.org This is an incredibly important step that we can take now to improve our lives and environment.



Our former office in Florence circa 1940's. In 1953, Central Lincoln moved to our current location in Florence on Highway 101. This building was relocated in 1983 to its current site on Maple Street, across from the Siuslaw News offices.



Jill Lyon Secretary

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Central Lincoln and GP: A Long and Productive Partnership

This year, it's my turn to be the newbie on the Central Lincoln Board. I have to start by saying it's an honor to serve customers in north and east Lincoln County, and to work with my Board colleagues and the hardworking professionals of CLPUD.

It's a landmark year for us, as we celebrate Central Lincoln's 75 years of service on the Central Coast this year. Hopefully, you've seen our special anniversary logo and other efforts celebrating the occasion. And interestingly, this is also a celebration year for our largest customer. The Georgia-Pacific Toledo containerboard mill is celebrating 60 years in operation. While the first paper rolled off GP's first machine in December

1957, continuous operation began in January 1958, and the mill was dedicated by then-Oregon Secretary of State Mark Hatfield in March 1958.

The relationship between CLPUD and GP Toledo has been important to both parties from the beginning. Having a large industrial customer helps Central Lincoln keep electrical rates down for everyone and gives the utility enough economy of scale to pursue innovations and improvements that benefit all customers. GP benefits from having robust electrical infrastructure available to meet its needs and a utility willing to work with it as those needs change. Both partners are looking long-term, to a future that includes adapting to ever more change.

Some of that change is pretty exciting. I was interested to see a recent presentation by GP about its plans for a new facility in Toledo to complement the containerboard mill. After seven years of research and testing, the company is seeking approval to build the first commercial-size pilot of what it's calling "Juno" technology. This process recovers fiber from paper-based waste currently considered unrecyclable, such as napkins, plates, and cups, while stripping away plastic coatings and food contamination. The recovered fiber will be fed into the mill's existing pulping process to make containerboard. Whatever can't be recovered from the waste will be returned to landfills, or where viable, fed back into markets for reuse.

The numbers involved are large: the Juno facility at full operation would

handle 300 tons of now-unrecyclable waste **per day, and ultimately reduce the volume going to landfills by up to 90 percent.** Waste would be turned into plastic-wrapped bales before being shipped to Toledo, so no piles of trash on this end. The best sources for this waste will be fast-food restaurants, airports and other places using large amounts of disposable serveware.

Feeding a facility at that rate would make a significant difference in the amount of landfill waste; Juno could mean a big change in the recycling world. GP hopes to have the facility completed in 2020; it will be interesting to see how the project moves forward.

The Juno facility will mean a small change in the relationship between GP and CLPUD, as Juno will require some additional power. But that's just the latest development in what's been a successful, long-term partnership. We're looking forward to the next 60 years.



News clippings detail early agreements between Central Lincoln and Georgia-Pacific Toledo. Courtesy News-Times archive.

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Call us at 541-265-3211 or toll free at 1-877-265-3211
Your call will be answered by the first customer service representative available in Florence, Newport or Reedsport.

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