

STATE OF VERMONT
PUBLIC UTILITY COMMISSION

CASE NO. 23-1364-INV

2023 INVESTIGATION INTO EV RATES

June 23, 2023
9:30 a.m.

Via videoconference

Workshop held before the Vermont Public
Utility Commission, via GoToMeeting, on June 23, 2023,
beginning at 9:30 a.m.

P R E S E N T

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Margaret Cheney
J. Riley Allen

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Lisa Morris, VEC
Amber Widmayer, BED
Brian Evans-Mongeon, Hyde Park
Tiana Smith, GMP
Andrea Cohen, VEC
Bill Powell, WEC
Jim Cater, GF Power
Jeff Cram, GF Power

1 MR. HOWE: All right. We'll get going.
2 Good morning, everyone. This is a workshop in Case
3 No. 23-1364-INV, which is an investigation into rates
4 related to electric vehicles. It was opened by the
5 Vermont Public Utility Commission pursuant to Act 55
6 of 2021.

7 My name is Micah Howe. I'm a staff
8 attorney at the commission. Also attending from the
9 commission today is Commission Chair Roisman,
10 Commissioner Cheney and Commissioner Allen as well as
11 Andrea Poppiti, who is a utilities analyst at the
12 commission.

13 This workshop is being conducted
14 remotely, and we are using the web-based platform
15 GoToMeeting. Before we get started with the
16 workshop, I will go over some procedures for using
17 the GoToMeeting platform. I encourage workshop
18 participants to keep their cameras on when they are
19 speaking. Each time you begin talking, please
20 identify yourself by name for the court reporter. If
21 you plan to only listen, it is helpful if you turn
22 your camera off so the pictures of active
23 participants are larger.

24 The commission staff will not mute
25 anyone's microphone, whether a participant or member

1 of the public, so please keep yourself on mute unless
2 you are speaking to minimize background noises.

3 To indicate that you want to speak,
4 please turn your camera on and unmute your microphone
5 or raise your hand. Periodically I will ask are
6 there anyone participating by phone, which I believe
7 there is only one person, who wishes to speak. If
8 your internet connection cuts out, please try to
9 rejoin GoToMeeting or call into the workshop using
10 the GoToMeeting telephone number that was provided in
11 the workshop notice. If the audio or video from the
12 workshop has cut out, let me know when you are able
13 to rejoin, and I will summarize what happened.

14 If you are unable to call in or rejoin,
15 please notify the clerk's office immediately by email
16 or phone, and we will pause the workshop to try to
17 resolve the issue. If anyone needs to present
18 materials, we will make you the presenter in
19 GoToMeeting so that you can share the slides on your
20 screen by clicking the "Share Screen" icon.

21 With that covered, we will now begin
22 the substantive portion of the workshop. I will
23 start by taking attendance just so we have a record
24 of everyone who is here. I will -- since there are
25 quite a few folks on the line -- I will basically

1 call on participants starting with a list of the
2 entities that filed comments in this proceeding. And
3 then I'll ask if there is anyone else that would like
4 to state their name for the record.

5 So I will start, is there anyone here
6 from the Department of Public Service?

7 MS. BRENNAN: Yes. My name is Erin
8 Brennan. I'm special counsel with the Department of
9 Public Service, and here with me today is Philip
10 Picotte who is a utilities economic analyst with the
11 Department.

12 MR. HOWE: All right. Welcome.
13 Burlington Electric.

14 MS. WIDMAYER: Hello. Amber Widmayer
15 for Burlington Electric Department.

16 MR. HOWE: Hello. Welcome. GF Power.

17 MR. CATER: Hi. My name is Jim Cater,
18 and I'm calling in today on behalf of GF Power.

19 MR. HOWE: Can you spell your last name
20 for me?

21 MR. CATER: It's C-A-T-E-R.

22 MR. HOWE: Okay. Perfect. Welcome.
23 Green Mountain Power.

24 MS. SMITH: Hi. Tiana Smith from Green
25 Mountain Power. And also with me today is Zach

1 Casey.

2 MR. HOWE: Welcome. All right. Hyde
3 Park Electric.

4 MR. EVANS-MONGEON: Good morning. This
5 is Brian Evans-Mongeon. I'm the acting general
6 manager, and it is only I today.

7 MR. HOWE: Okay. Stowe Electric.

8 MR. LAZORCHAK: Good morning. Michael
9 Lazorchak with Stowe Electric. Thank you.

10 MR. HOWE: Vermont Electric Co-op.

11 MS. MORRIS: Good morning. This is
12 Lisa Morris, and Andrea Cohen is on as well for VEC.

13 MR. HOWE: Morning. And then the VPPSA
14 utilities. So I'm not sure if -- I could run down
15 the list or --

16 MS. BRAESE: Sarah Braese with VPPSA.
17 And Connor Daley is also on with me, too.

18 MR. HOWE: And anyone from the
19 individual utilities, or are you here on behalf of
20 all of them?

21 MS. BRAESE: We are here on behalf of
22 them.

23 MR. HOWE: Great. Washington Electric.

24 MR. POWELL: Bill Powell for Washington
25 Co-op. Good morning.

1 MR. HOWE: And then ChargePoint. Is
2 there anyone from ChargePoint on this morning?

3 MS. KENNEDY: Yes. Good morning. Isla
4 Kennedy with ChargePoint.

5 MR. HOWE: Isla Kennedy. Welcome. Is
6 there anyone on the call that I have not called on?
7 That was my list of comments or commenters that filed
8 comments in this proceeding.

9 All right. I think we have covered
10 that. Moving on. Just sort of a highlight of or an
11 outline of what we are going to talk about today. I
12 planned to initially talk just generally about Act 55
13 and the commission's order opening this investigation
14 and then move into questions that I had for the
15 individual utilities. I've got them organized by --
16 in alphabetical order, so I was going to proceed in
17 that fashion. But we can see how the workshop
18 progresses and other questions that come up and where
19 it takes us. So I'm not tied to that, but that's --
20 will at least be my starting point and finish up with
21 the discussion of some of the additional workshop
22 topics that were raised in the comments that were
23 filed.

24 I think -- I don't plan to get into
25 those substantively, but perhaps figure out some -- a

1 plan for discussing those more in depth going forward
2 in this investigation.

3 So for the first part, the commission
4 -- the commission's order opening this investigation
5 gave a little overview and interpretation of the
6 requirements of Act 55 and its take on it. And in
7 particular, it explained that the commission
8 understands Act 55 to require each distribution
9 utility to offer multiple EV rates, including rates
10 for public and private EVSE, as well as for the
11 relevant rate classes, market segments and customer
12 segments within the public and private EVSE
13 categories, as applicable.

14 That's based on the exemption provided
15 in Act 55 and section 33 as well as the overarching
16 requirement that the EV rates have to be available
17 for public and private EVSE. And I just wanted to
18 get a sense from any utilities that care to comment
19 on that whether that is also their understanding, or,
20 in particular, whether they don't understand Act 55
21 in that same way.

22 All right. Seeing no green
23 microphones, I'm going to assume that anyone --
24 everyone is reading this the same way. I don't know
25 -- yes.

1 MS. COHEN: Sorry I'm late.

2 MR. HOWE: Ms. Cohen. Yes.

3 MS. COHEN: Is it appropriate for me to
4 comment on that right now?

5 MR. HOWE: Yes. Absolutely. Love to
6 hear from you.

7 MS. COHEN: Respectfully I'm not sure
8 that VEC actually reads the statute the same way. So
9 whether -- I just wanted to get that on the record.
10 And something that we can, you know, talk about as we
11 proceed.

12 Our understanding was that the statute
13 didn't necessarily require multiple rates, and it
14 definitely allowed for that, you know, whole house
15 time-of-use rate which meant you didn't have to do
16 multiple rates. And certainly not, you know,
17 necessarily different rates for public or private,
18 you know, provided they all had access to, you know,
19 that opportunity. And so that's just a different
20 framework of how we are approaching things. So when
21 it's appropriate to dive into that more, we can.

22 MR. HOWE: Okay. And I will be walking
23 through each utility so we can discuss that more in
24 depth in the context of the rates you've described.
25 And the goal of this discussion is not to hash out

1 anything in the context of -- or that is definitive
2 about Act 55. It's just our -- we are trying to
3 develop an understanding of what to expect from the
4 utilities when the filings come and make sure
5 everyone is more or less on the same page as to
6 what's required and what's expected.

7 So we don't know what the rate filings
8 that will come, if any, or if they are claiming -- or
9 if you plan to claim an exemption, but we would like
10 to have a better picture of that just, you know, even
11 just for work load purposes what's coming in.

12 Ms. Smith.

13 MS. SMITH: I'll just add that GMP is
14 in agreement with VEC's interpretation as well. So
15 just for the record, respectfully. Thanks.

16 MR. HOWE: Sure. All right. Before we
17 move on to the individual utility discussions, did
18 any of the commissioners or staff have anything they
19 would like to add on this?

20 (No response)

21 MR. HOWE: All right. Hearing nothing,
22 I will move on to the individual utilities. So the
23 first one, and again, I just have these in
24 alphabetical order. I have Burlington Electric next.
25 And as I explained, I'll just call these in

1 alphabetical order. I think this discussion is
2 really for the benefit of the commission's
3 understanding of your rates so that when we do write
4 the report at the end of the year for the
5 legislature, we can have a clearer understanding of
6 where individual utilities are, but I think also
7 sharing information about your rates may help the
8 other utilities in developing their own and have some
9 ideas.

10 COMMISSIONER ALLEN: Micah, can I just
11 add something? This is really a question to you.
12 But I feel like Act 55 is not necessarily kind of
13 constraining in any way. That is, we can essentially
14 look at the goals and ambitions of Act 55 and
15 essentially tailor the requirements to things that
16 frankly make sense broadly. Does that sound correct?
17 I just don't want people to interpret Act 55 as
18 somehow constraining or -- the abilities on this
19 topic.

20 MR. HOWE: On -- I missed the last part
21 of what you said. On what?

22 COMMISSIONER ALLEN: On the topic of
23 electric vehicle rates. You know, establishing, you
24 know, a just and reasonable rates that apply to
25 electric vehicles that, you know, may make sense

1 given the individual circumstances of each utility.

2 MR. HOWE: Right. Yes. Of course.

3 CHAIR ROISMAN: And I just want to
4 underscore what Commissioner Allen has said. The
5 commission obviously has the authority to recommend
6 and ultimately implement rates that we think are
7 necessary to achieve the goals of the statute. And
8 the process starts obviously with the utilities
9 giving us input as to what they are proposing to do
10 and how they propose to do it. But at the end of the
11 day, the commission could decide that something more
12 is needed than what is proposed in order to meet the
13 goals of the statute, particularly encourage electric
14 vehicle use, and make it more attractive than
15 alternative things.

16 So this workshop doesn't have as its
17 goal that purpose. But it is important to recognize
18 that our generic authority, independent of Act 55,
19 extends as Commissioner Allen has laid out.

20 MR. HOWE: Great. Thank you, Chairman
21 Roisman. All right. I will go back to BED unless
22 someone has something else to add. Burlington
23 Electric.

24 MS. WIDMAYER: Hello.

25 MR. HOWE: All right. I guess the

1 first question I had for Burlington Electric was
2 whether or not Burlington Electric plans to file any
3 more -- any new tariffs under Act 55.

4 MS. WIDMAYER: Well for starters, just
5 to clarify, we do fall under the exemption in section
6 D, because we had EV rates in effect back in 2018.
7 We are continuing to work on rates that are approved.
8 For instance, under our EV rate, we expanded that to
9 include our small general and large general rate
10 classes. And most of our customers are currently on
11 the fixed timing so that they can't charge between --
12 they can only charge between 10 p.m. and 12 noon.

13 But we are working with a few customers
14 to roll out the -- more people to be on the flexible
15 load and the flexible real time, so we are
16 experimenting with a few customers to make sure we
17 have all the kinks out before we actively recruit
18 more people onto those other options. But those are
19 already approved in the tariff.

20 MR. HOWE: Okay. Great. In terms of
21 the exemption -- oh, yes.

22 COMMISSIONER ALLEN: Another question
23 for you. When is it appropriate to essentially, you
24 know, be probing deeper into the experience of the
25 utilities? Would that be kind of covered later in

1 the agenda?

2 MR. HOWE: Is that a question for me?

3 COMMISSIONER ALLEN: Yes.

4 MR. HOWE: I think we would do that
5 now. So my plan was to walk through each utility, so
6 while we have them, I would probe deeper as we go.

7 Do you have a question now,
8 Commissioner Allen?

9 COMMISSIONER ALLEN: Well it's a broad
10 question for Ms. Widmayer. It really relates to
11 essentially the takeup of the rates. I mean that is,
12 is there a way of essentially estimating or measuring
13 the adoption of the rates by BED customers and, you
14 know, essentially the responsiveness of customers
15 who, through those rates, get some sense of, you
16 know, impact and potentially a benefit cost as well?
17 Is there kind of an analytic process that is
18 associated with the introduction of these rates that
19 can be shared with the commission?

20 MS. WIDMAYER: I'm happy to provide any
21 information you would like. I don't know that I have
22 those details on hand right now. But I can certainly
23 get those for you. I do know that we do not have
24 participation from all EV drivers in the BED
25 territory. And a number of reasons for that are the

1 cost of installing a charger. A number of customers
2 feel like level 1 charging is sufficient so they
3 haven't opted to install the level 2 charger in order
4 to participate.

5 We have also heard some people don't
6 want to be limited by the hours, so that will be
7 interesting to see if more people join once the
8 flexible load options are more readily available.
9 But yeah, those are ongoing questions we are working
10 on answering.

11 COMMISSIONER ALLEN: Just to follow up
12 on that. As I think about this workshop and the
13 opportunities that we have, I mean I think, you know,
14 as an example Green Mountain Power and Burlington
15 Electric were essentially trailblazers in essentially
16 the introduction offering of rates. And they may
17 provide experience that may actually help inform, you
18 know, steps taken by other utilities.

19 So having, you know, some experience
20 that we can kind of engage around and dig into,
21 understand what really is working and what really is
22 not working, and as you allude to what are the
23 reasons that things are and are not essentially
24 taking place so that we can kind of share the
25 experience, and that experience might help inform the

1 judgment of other utilities and the commission as we
2 move forward.

3 MS. WIDMAYER: I would be happy to
4 provide follow-up information.

5 CHAIR ROISMAN: And I also have a
6 question for Ms. Widmayer. We are blessed in this
7 state with so many creative utilities and certainly
8 BED is one of them. I wonder what thoughts you have
9 had or ideas you have about having different rates
10 for the customer who has the -- their own charging at
11 home primarily and those sites where there are
12 commercial chargers available; the malls and places
13 like that.

14 Have you had -- have you given any
15 thought to -- and how do you deal with differences
16 that might arise in rates for those different kinds
17 of charging places?

18 MS. WIDMAYER: Well so far we do have
19 two different rates. We have a public charging rate,
20 which is just on all the time, so there is no
21 time-of-use component to it. That's about 18 cents
22 -- well 19 cents -- will be 20 cents in the rate
23 case.

24 And then that's differentiated from our
25 EV rate which is for the residential small general

1 and large general which has those time components to
2 incentivize charging off-peak.

3 CHAIR ROISMAN: All right. And so with
4 regard to the commercial, the non-home based, if it's
5 -- let's say it's a large mall and they have a big
6 electric bill, obviously for everything that goes on
7 at the mall. Are the charging systems just rolled
8 into that rate or are they separated? And do you
9 have the technology, if you wanted to, to separate
10 the rate that was paid for the charger as opposed to
11 then this is a wholesale rate, I assume, unless BED
12 owns the charger. The rate for the charger versus
13 all the other electricity used in the mall.

14 MS. WIDMAYER: I'm not sure I'll be
15 able to fully answer your question, but under the EV
16 rate for the large general rate class there is a
17 demand credit included in the rate. I'll probably
18 need to go back and revisit how the rate was written
19 to fully answer your question. But I know that we
20 have considered those questions. So for --

21 COMMISSIONER ALLEN: If I could, Ms.
22 Widmayer, if I could, you said that's a demand
23 credit.

24 Do you mean -- is it energy based like
25 the rates that are applied to the residential class

1 or is it actually a demand -- a discount that is
2 offered on essentially the demand charge component of
3 rate?

4 MS. WIDMAYER: The way it's written is
5 it's a demand credit, \$21.53 per kilowatt calculated
6 based on the difference between the billing demand
7 and the non-EV charging billing demand.

8 COMMISSIONER ALLEN: Okay.

9 CHAIR ROISMAN: Okay. Just I'm not
10 that -- I don't live in the Burlington area so I'm
11 not familiar with it. But are the chargers that are
12 not home based in the Burlington area owned by
13 independent companies? Or does BED own all of those
14 chargers also?

15 MS. WIDMAYER: For now, all of the
16 chargers that are on our public EVSE rate are owned
17 by BED. So if there are non-home-based commercial
18 chargers, they would have to fall under our EV rate,
19 they would have to be compatible with our rate. And
20 they would have to fall into those small general or
21 large general categories.

22 CHAIR ROISMAN: Okay. So I'm sorry to
23 dig into this so much, but this is so new that it's
24 important, as I think Commissioner Allen said, that
25 everybody know what everybody's doing.

1 So you own the chargers, the non-home-
2 based chargers. You -- BED owns them; is that
3 correct?

4 MS. WIDMAYER: We own a number of them
5 downtown. And I'm fully -- full disclosure, I'm
6 probably not the best person -- I'm not the one that
7 tinkers with the rates and has the vision for
8 proposing them. So I'm happy to follow up, get more
9 information. So there could be commercial chargers
10 that are not BED owned if they are able to fall under
11 our small general or large general rate. But I can't
12 give you specifics right now.

13 CHAIR ROISMAN: Okay. So with regard
14 to the ones that you own, when you talk about the
15 rate, that's the rate that someone who -- if I drive
16 my electric vehicle into one of those locations and I
17 plug it in, the rate I'm going to pay probably on my
18 credit card is going to be the rate that BED has set
19 for its own charger.

20 MS. WIDMAYER: Correct.

21 CHAIR ROISMAN: At that particular
22 location. There is no middleman involved or anything
23 else. It's just a direct; I'm paying the utility and
24 you're selling me the electricity.

25 MS. WIDMAYER: That's correct.

1 CHAIR ROISMAN: Right. And if I'm in a
2 commercial setting, and it's not one that's owned by
3 BED, the rate that I'm going to pay is the general
4 rate that that commercial establishment is paying for
5 its electricity. Is that what you're saying? So if
6 they are paying 15 cents a kilowatthour, that's what
7 I'll pay. And I'll pay it to them or I pay it to
8 BED?

9 MS. WIDMAYER: Well unless they are on
10 our EV rate, I believe they would be able to charge
11 whatever they want as a commercial charger.

12 CHAIR ROISMAN: Okay. All right. So
13 they are buying electricity from you at whatever rate
14 they have tapped into, and they can then charge me
15 more or less than that. And that's completely up to
16 them. Like they might say if you buy a hundred
17 dollars worth of stuff in our mall, we will give you
18 a better rate when you go to check out than if you
19 just show up, park here for a little bit, and leave.
20 But that's all in their control, not in BED's
21 control. Correct?

22 MS. WIDMAYER: Correct. And others can
23 feel free to jump in and correct me if I've misquoted
24 anything.

25 CHAIR ROISMAN: All right. Good.

1 Thank you. I appreciate it.

2 MS. WIDMAYER: Sure.

3 COMMISSIONER CHENEY: I'm curious to
4 see -- I know that Mr. Cram had his mic on. Was that
5 something that you wanted to speak about?

6 MR. CRAM: No, I apologize. I just
7 joined late and was trying to get myself organized
8 here. So thank you.

9 COMMISSIONER CHENEY: Understood.

10 MR. HOWE: All right. Do any of the
11 commissioners have other questions for BED that -- I
12 think I had my initial one, and then people probably
13 covered others that I had already. So I don't have
14 any more questions for BED.

15 COMMISSIONER ALLEN: No. Not right
16 now. I think I want Ms. Widmayer to have essentially
17 the benefit of knowing -- kind of having specific
18 questions that we would ask of her. So I'm imagining
19 that we would follow up and offer specific questions
20 rather than, you know, just throw a wide or a broad
21 net out there for her to kind of provide more of an
22 analytic frame on their experience.

23 MR. HOWE: Okay. Great. Thank you,
24 Ms. Widmayer. I think that's all the questions we
25 have right now. But we will -- may circle back as we

1 go.

2 MS. WIDMAYER: Okay. Thanks.

3 MR. HOWE: The next utility on the list
4 was GF Power. I just had one question because you're
5 in sort of a unique situation in this under Act 55.
6 Your comments stated that the existing tariff meets
7 all the Act 55, or you believe that the existing
8 tariff meets the Act 55 requirements. Just in terms
9 of sort of filing and meeting the obligation under
10 Act 55, do you have thoughts at this point on whether
11 you'll file some kind of request or petition? How
12 will the commission deal with that, or how will that
13 be presented to the commission?

14 MR. CATER: Yeah. You know, this is
15 Jim Cater again on behalf of GF Power. I don't think
16 that GF Power has a firm plan in mind for that at
17 this point in time.

18 MR. HOWE: Okay. So maybe some
19 guidance would be useful in the future on how to
20 address that.

21 MR. CATER: Yes.

22 MR. HOWE: All right. Do any of the
23 commissioners have any questions or staff have
24 questions for GF Power before we move on?

25 (No response)

1 MR. HOWE: All right. Seeing no green
2 light, actually I do you have one more question.
3 Does GF Power have electric vehicle charging
4 equipment at its facility?

5 MR. CATER: No. That wouldn't be --
6 Global Foundries -- I actually don't know whether
7 they have charging facilities on their campus or not.

8 MR. CRAM: So this is Jeff Cram. And
9 we do not have chargers at this point. We are kind
10 of mapping out what our needs are at the moment. We
11 will likely have them installed next year.

12 MR. HOWE: Okay. Great. Thank you.

13 COMMISSIONER ALLEN: If I could, Micah,
14 just to follow up on that. Is the expectation, Mr.
15 Cram, I'm sorry. Can you hear me?

16 MR. CRAM: Yeah, I can hear you.

17 COMMISSIONER ALLEN: Is the expectation
18 that you would essentially have chargers there for
19 kind of employees of GF or -- and if so, is the
20 expectation that you would essentially just offer it
21 as a free service or that you might be charging for
22 that service?

23 MR. CRAM: Yeah. So we are close to
24 campus, so it would be for employees, visitors,
25 contractors, anybody that's there. We haven't made

1 the determination on how to do that and probably
2 could use some guidance on that, on whether we could
3 recoup some of the costs of the electricity, and --
4 in some type of program or whether we would do it as
5 a free service. We are kind of evaluating both.

6 COMMISSIONER ALLEN: Okay. Thank you.

7 CHAIR ROISMAN: I had one question I
8 should have asked of Ms. Widmayer but I'm really
9 asking of it everyone. And my focus is primarily on
10 these commercial chargers, that is not the ones that
11 people have at home, but all the others. If you have
12 a special rate, or are talking about the commercial
13 charger, it would be helpful to let us know if the
14 chargers we are talking about are level 2 or level 3
15 chargers.

16 So now that GF Power is there, the
17 chargers that you're putting on campus, are you
18 intending to use level 2 or the fast charger level 3
19 for your campus ones?

20 MR. CRAM: Yeah. So what I would
21 expect the GF is to go with a level 2. The majority
22 of our employees are 8 to 12-hour shift employees,
23 and we think that would likely fit in the best for
24 the needs of what we would be doing.

25 CHAIR ROISMAN: All right. And my

1 recollection is, happily, you employ a great many
2 Vermonters. We expect sometime in the next, say five
3 years, that an increasing number of people will be
4 driving electric vehicles. Are you thinking that
5 you'll install now an adequate number of chargers to
6 allow all the people with electric vehicles who want
7 to charge while they are at work to charge, or are
8 you thinking to put in just enough for now and then
9 build out as the demand increases? And if neither of
10 those, will you be planning to implement some program
11 by which people will be able to use the charger but
12 only for a finite period of time and then need to
13 remove their car from that spot so that somebody else
14 can charge at that spot?

15 What have you thought about or what are
16 you planning to do about that?

17 MR. CRAM: Sure. So our initial
18 thought is that we are going to build -- put the
19 infrastructure in place for the future for some
20 period of time. It's not just to address today's
21 need. But if we have to run power through our
22 buildings and our parking lots, we don't want to
23 repeatedly go and put that infrastructure in place.
24 So we would build out at least the infrastructure,
25 maybe not all the charging stations, but the

1 infrastructure to support those for some period of
2 time.

3 It is a -- we would put in some type of
4 ability for people to move vehicles during the course
5 of the shift, but we do need to be conscious of, you
6 know, the needs of the manufacturing. So we do want
7 to put some structure around how we do that.

8 CHAIR ROISMAN: Okay. Thank you.
9 That's very helpful. And as you know, that's a
10 difficult issue. I mean not just for a big
11 manufacturer like GF Power but a mall. You know,
12 some people come and spend their day at the mall, and
13 some people come and do a 20-minute shop. And how
14 they deal with that in terms of the charger use is a
15 problem that we are looking for creative solutions
16 to. Thank you.

17 MR. CRAM: Thanks.

18 MR. HOWE: All right. Are there any
19 other questions for GF Power before we move on?

20 (No response)

21 MR. HOWE: All right. Thank you, GF
22 Power. The next in order is Green Mountain Power.

23 Good morning.

24 MS. SMITH: Good morning. Zach Casey
25 is here.

1 MR. CASEY: Hello.

2 MR. HOWE: I did have just a general
3 question initially. Your comments mentioned the
4 flexible load management pilot and the next phase of
5 it which was FLM 3.0 that you call it. I wonder -- I
6 didn't -- you give a brief description of it, but I
7 wonder if you could tell us a little bit more about
8 what that pilot is and its targets and any sense of
9 how it is working for you.

10 MS. SMITH: Go ahead.

11 MR. CASEY: Yes. So this is Zach
12 Casey. We sunset our flexible load management pilot
13 2.0 earlier -- at the end of December of '22. We
14 still have participants in that that we will continue
15 to serve. What we are thinking we are now going to
16 the next phase of FLM 3.0. So right now we are
17 exploring what that looks like. And we are hopeful
18 to have some sort of pilot out the door by October of
19 '23. This year. And in that is basically a demand
20 response program. And it's garnered towards
21 typically the larger commercial industrial customers
22 that are able to flex their load when we have an
23 event for a peak demand response throughout the
24 state.

25 We right now have a couple different

1 programs that are kind of like that, but it's more of
2 -- those programs are more of a, you know, as you
3 know, a curtailable load rider is a big hammer and
4 you have to, you know, reduce by 20 percent of your
5 load. Flexible load management is -- we are seeing a
6 couple ideas out there. Seeing what load you can
7 shed during these peak events. And thinking that
8 some of the larger charging stations might be able to
9 benefit from this -- in this rate when they have, you
10 know, maybe some fleets that have that large load at
11 the end of it or we are not necessarily looking at it
12 as public facing because that would be a little
13 challenging for the larger DCFCs across the state,
14 but more looking at, like, fleets or large
15 corporations to participate in that separately.

16 And, you know, we haven't really
17 hammered out all the details yet, so we are still
18 exploring a couple different options, but one of them
19 is again, event based, maybe sharing a load profile
20 with the customer at the beginning of the week and
21 saying if you can match this load profile that we are
22 looking at, here's what we are seeing in Vermont, in
23 New England, and if you can match this load profile
24 that we are asking you to, to reduce your demand by
25 so many kilowatts, this is the compensation of the

1 rate that we have.

2 And then maybe looking at it as, you
3 know, if you participate so many times a year during
4 those peak events, a couple buckets. If you're going
5 to be in once a month, heck, I'm in once a week. Or
6 maybe it's only a couple times a year, those might
7 vary in that compensation.

8 So we are throwing stuff at the wall
9 for that FLM. We haven't gotten there. We are
10 hopeful somewhere in October that we will be able to
11 roll a pilot out.

12 COMMISSIONER ALLEN: Micah, I have a
13 couple questions if now is the appropriate time.

14 MR. HOWE: Yes, of course.

15 COMMISSIONER ALLEN: So you said that
16 your flexible load management 2.0 has essentially
17 sunset. And you're grandfathering in essentially the
18 customers that subscribe to that. Was that the EV
19 flexible load management rate? Was that just
20 another general rate? What rate is it that we are
21 referring to on the tariffs?

22 MR. CASEY: On our responses to this?

23 COMMISSIONER ALLEN: Well I'm just -- I
24 mean I'm familiar with Green Mountain Power's kind of
25 rate schedule.

1 MR. CASEY: Time-of-use rate. Yeah.
2 So the flexible load management in 2.0. You are
3 correct. We took participants until about December
4 15 of '22. We have I think close to 60 is what we
5 have wanted in the pilot. We have 50 some odd
6 enrolled. And we are -- in those enrollments we have
7 probably half of those participating in flexible load
8 management 2.0. So we are now getting folks on to
9 the actual rate in participating. And that flexible
10 load management 2.0 is -- part of the pilot is we
11 will service those customers for three years once
12 they are enrolled. And we will do that and continue
13 that for another 18 months or so.

14 COMMISSIONER ALLEN: Customers that are
15 eligible for that include residential, commercial
16 industrial or just the larger?

17 MR. CASEY: Larger. Larger commercial
18 industrial. So they have to be on a rate 63 or 65
19 for GMP rate.

20 COMMISSIONER ALLEN: Okay.

21 MS. SMITH: I'll just add, we do have
22 two residential EV rates, 72 and 74, for residential
23 EV owners. And then rate 6 which does not include a
24 demand component. That is for fast chargers. So
25 commercial customers would be on that rate 6. So

1 those are tariffs that currently exist.

2 COMMISSIONER ALLEN: And the flexible
3 load 3.0, is that a rate that applies just to
4 electric vehicles or electric vehicles and other
5 potentially flexible loads?

6 MR. CASEY: We are trying to develop
7 it. So it's not just for, you know, that is kind of
8 a -- a nuance, I guess. It's not designed
9 specifically for electric vehicles. It's for loads
10 that can be flexed. You know, we are -- that one
11 specifically we are hoping that we can use customers
12 building management systems specifically to automate
13 the process. So we send a signal and they hit their
14 building management system, and they are either
15 turning their heating or cooling up or down depending
16 on what we are asking for or any other measures in
17 technology that they can do. And also so we see it
18 being advantageous for the EV side of things. So we
19 think that we have some flexibility in the EV larger,
20 you know, technology coming out with different
21 chargers that can play in that program.

22 COMMISSIONER ALLEN: Okay. So if I can
23 just kind of reframe that a little bit. Rate 63 and
24 65, as I recall, is a time-of-use rate.

25 MR. CASEY: Correct.

1 COMMISSIONER ALLEN: And is a demand
2 charge rate. And --

3 MR. CASEY: Correct.

4 COMMISSIONER ALLEN: What you're
5 essentially offering is they essentially would have a
6 tariff rider that would, in essence, kind of modify
7 their charging, probably offering in exchange for a
8 discount, some measure of essentially just load
9 management by Green Mountain Power. And --

10 MR. CASEY: Right.

11 COMMISSIONER ALLEN: So this might
12 apply as a rider. It might apply as a discount on
13 the demand component or on the time-of-use component.
14 It sounds like there just are some to-be-determined
15 elements, but they are yielding essentially some
16 measure of control. And presumably there would be
17 guardrails around the flexibility that you could
18 exercise in controlling their loads.

19 MR. CASEY: That's correct. That's one
20 way was we looked at it as a rider to the rate 63 and
21 65 as one way going down the path. So we are still
22 analyzing what that looks like as far as the
23 flexible, as far as a conversation, as far as
24 revenue.

25 And then we also did look at it as a

1 rate on its own. So not, you know, the customer
2 would not be on rate 63 and 65. They would be on
3 whatever the flexible load rate is called. And so we
4 are investigating, like, that path. How does that
5 benefit the customer, the -- us as a utility. And
6 how can we have a, you know, almost a flat-based rate
7 that customers know if they participate in maybe
8 different ways, you know, it's not unlike a
9 time-of-use rate. And how would that work.

10 So those are kind of the two ways we
11 are looking at that flexible load management
12 currently. And in pulling out the analysis to see
13 what has the greatest value, how we are capturing our
14 revenue. And how many -- really how many
15 participants would go on either one of those paths.

16 COMMISSIONER ALLEN: One of the things
17 that I think the Commission, or at least I'm
18 interested in, is essentially gaining a sense of the
19 penetration or participation by eligible customers.
20 There is kind of an increasing conversation across
21 the U.S. or around kind of opt in and opt out as a
22 mechanism of potentially kind of facilitating greater
23 participation.

24 Do you have any expectations or what
25 would you consider to be success if you could offer

1 this rate and, you know, and we are interested in
2 gauging the performance of the program?

3 MR. CASEY: I think success, in my
4 opinion, would be pretty simply we have great
5 participation. We see the benefits for the customer.
6 It's not a complete heavy lift for both parties, the
7 utility and the customer alone. So there is not a
8 lot of tracking of spreadsheets. It's a bit
9 automated. And then we get to a point where we all
10 feel comfortable that, yes, this adds value for
11 everyone and it becomes a tariff. Here we are. We
12 are calling it a pilot.

13 Our goal is to have our next version --
14 is to get it so close to the pin that we can push it
15 to a tariff. We don't want to have flexible load
16 management 6.0 pilot. So that's our goal. And
17 you're right. We saw a tremendous uptick in the
18 enrollment just this last year for flexible load
19 management as we kind of canvassed the state and had
20 our customers understand how they can benefit for it.
21 And the opt out and opt in, or understanding the
22 events that we could play with, is a big -- I guess
23 -- carrot for it. Like in some of our larger
24 customers, I'm thinking the ski areas, you know, with
25 the climate these days they want to make snow. And

1 we just can't hit them with a curtailable because it
2 coincides with a cold snap.

3 So we are trying to design something
4 where they could participate as much as they can and
5 still get a little benefit, still give us benefit for
6 reducing their load at those peak times.

7 MS. SMITH: Yeah. I would just say
8 also, I would add pertaining specifically to the
9 electric vehicle aspect of flexible load management,
10 success would really be for us to be able to see
11 customers at sort of a critical mass transitioning,
12 you know, large parts of their fleet. Right now I
13 think people think about -- or customers think about
14 it in terms of providing charging for maybe employees
15 that already have EVs or things like that. But we
16 see this as a potential future resource in the same
17 way that we do for our residential customers. This
18 is a load that can be flexed, and flexed, I think,
19 pretty successfully depending on what the fleet is
20 actually intended for. And so we see that electric
21 vehicle aspect of being a flexible load as a huge
22 benefit --

23 MR. CASEY: Right.

24 MS. SMITH: -- within this rate.

25 MR. CASEY: Can I add as well, these

1 are for larger commercial industrial customers that
2 we are kind of garnering the flexible load management
3 to.

4 We are exploring, we don't have
5 anything on -- in a large way, but we are exploring
6 what those fleets' rates could look like as well.

7 MS. SMITH: Yeah, for entire fleets.

8 MR. CASEY: Yeah. For the smaller
9 customer class, like currently that would fall into
10 the general service rate 6 here. How can we get
11 those customers involved so they have either a
12 flexible rate or a time-of-use rate or something that
13 mirrors that for flexible load management.

14 COMMISSIONER ALLEN: Thank you very
15 much. I just have one more question, but it may be a
16 question that I can just kind of put out as a request
17 for information. But can you share with me the level
18 of participation that your experience for the rate
19 72, 74 rates that are being offered to the
20 residential sector, do you have any way of gauging,
21 you know, essentially the participation in what is,
22 in essence, I believe, an opt-in framework?

23 But, you know, reference has been made
24 by others at Green Mountain Power that suggest you're
25 achieving levels of participation that are kind of

1 off the scale relative to opt-in frameworks. And I
2 would like to just have that number on the record if
3 I could.

4 MS. SMITH: Yeah. It's 2,600 is what
5 we currently enrolled between the two rates. The
6 split there is roughly sort of 65/35 with more people
7 opting towards the one where we control rather than
8 they control. And we, you know, just for a little
9 more context in the program, we give those chargers
10 to our customers which allows them to enroll in that
11 demand control piece of that. That gets them signed
12 up on the rate 72 or 74. The equivalent is around a
13 dollar a gallon. So tremendous motivator there for
14 customers to get signed up on those rates.

15 But yeah, I mean considering there is
16 close to 9,000, I think, electric vehicles in the
17 entire state, we feel, you know, close to 3,000 we
18 are happy with that number of participants.

19 COMMISSIONER ALLEN: Since you have
20 been offering that, do you have any way of kind of
21 gauging what, you know, what percent of customers
22 with electric vehicles in the service territory --
23 it's really kind of an opt-in condition. I mean it's
24 you have free chargers that you're offering. And
25 essentially, if I'm understanding you, they need to

1 participate in one of these two rates essentially to
2 receive the discounted charger.

3 MS. SMITH: That's right. I would say
4 we offer a lot of flexibility though within that. So
5 customers have the ability to opt out. You know,
6 they know when those control periods are happening.
7 They have the ability to say, no, I really need to
8 charge my vehicle right now and pay the peak pricing
9 during that time. I would say we have --

10 MR. CASEY: The percentage of folks --

11 MR. SMITH: Yeah.

12 MR. CASEY: -- actually participating
13 during events is in the high 90s.

14 MS. SMITH: Yeah. Absolutely. In
15 terms of how many of our customers that have EVs and,
16 you know, are participating versus have EVs and are
17 not participating, you know, we are roughly three
18 quarters of the state. I would say we -- you could
19 probably estimate what those numbers are based on the
20 total number of registered EVs, but we don't have a
21 clear sense as to how many we have that aren't
22 participating in the rates at this point.

23 COMMISSIONER ALLEN: Okay. Thank you.
24 That's very helpful.

25 MS. SMITH: Yup.

1 CHAIR ROISMAN: Okay. I want to start
2 with a full disclosure. I'm a GMP customer. I have
3 a charger that you provided. I chose the rate 74. I
4 love it. So you've got a happy customer here.

5 So my questions are really not focused
6 so much on the home charger approach but, again, on
7 the commercial. And it seems to me there is sort of
8 two kind of commercial. There is the commercial in
9 which the commercial establishment itself is using
10 electricity, and the flexible load management that
11 you're talking about is geared towards that group.
12 You, you know, manufacturer X, you can decide whether
13 you want to use more electricity or less electricity,
14 and we are going to give you some rate choices that
15 may help you make that decision.

16 I want to talk about the other kind.

17 MS. SMITH: Yup.

18 CHAIR ROISMAN: The kind that has a lot
19 of customers who are going to use electric vehicle
20 charging but who themselves don't control how much
21 that charging is. So we will just assume a big mall.

22 MS. SMITH: Yup.

23 CHAIR ROISMAN: And you've got lots of
24 customers. The customers are going to come in. The
25 chargers are there. Either the customer chargers are

1 available directly from the mall or they contract
2 with someone like ChargePoint or Electrify America,
3 and those chargers are put in.

4 Have you given thought to any kind of
5 rate that you could implement where you're sort of
6 only dealing with the middleman? You're selling
7 electricity wholesale. And somebody else is, in
8 turn, going to sell it retail.

9 MS. SMITH: Yeah.

10 CHAIR ROISMAN: Your rate is going to
11 only apply to the wholesale rate. The guy that buys
12 it from you can choose to sell it at whatever rate
13 they want to sell it. Some companies might say we
14 get so much benefit from having the electric
15 vehicle's owner here at our store, our shop,
16 whatever, that we are going to make it available to
17 them for, you know, 6 cents a kilowatthour which is
18 way below, you know, the commercial rate. What kind
19 of rates are you all looking at? Or have you
20 considered for how to deal with that kind of a
21 situation?

22 MS. SMITH: What I would say is that
23 our rate 6 gets at exactly what you're talking about.
24 So that allows for a mall, a commercial customer, to
25 be on that rate. They are paying only a kilowatthour

1 charge. They are not paying a demand charge and are
2 able to then decide, you know, if they are the sort
3 of owners and operators of their fast charging
4 stations. So that's a big -- you know, that's a
5 customer that's over 200 KW that's able to get that
6 rate, and not be penalized for the demand.

7 CHAIR ROISMAN: Okay. So there is
8 nothing built into that rate to encourage or
9 discourage charging at any particular time?

10 MS. SMITH: Correct.

11 CHAIR ROISMAN: There is no time-of-use
12 component in that at all.

13 MS. SMITH: Correct.

14 CHAIR ROISMAN: So it's just picking up
15 your large user and that would apply -- the rate 6
16 will apply equally to the electricity that the
17 chargers take and the electricity that the lighting
18 takes.

19 MS. SMITH: That's right.

20 CHAIR ROISMAN: Correct. Okay.

21 MS. SMITH: That's correct. And so to
22 get to, you know, that other -- that controllable
23 load that's what we are trying to do with the
24 flexible load management with respect to EVs. So we
25 have a rate in place currently. The EV 6 that -- or

1 sorry -- not EV 6. That's an electric vehicle. Rate
2 6 for EVs. That allows for that currently.

3 CHAIR ROISMAN: All right. And taking
4 it away now from the mall, okay, which is a big
5 electric user to start with. Let's say it's the
6 convenience store that now has six gas pumps. And
7 they decide we are going to put in six electric
8 vehicle pumps instead or in addition. And either
9 they are going to own them or they are going to go to
10 ChargePoint or somebody like that and get them
11 installed.

12 It doesn't sound like they are going to
13 meet your rate 6 minimum. Are you giving any thought
14 to whether you would give a different rate for the
15 electric vehicle component of that customer?

16 MR. CASEY: So I guess --

17 CHAIR ROISMAN: Am I wrong about how
18 much electricity a convenience store uses?

19 MR. CASEY: One thing that we do
20 suggest when someone goes to a public-facing location
21 like that at a convenience store, a mall, that they
22 put this on a separate service. So they are not
23 coming off the main panel of the mall or the current
24 service point of the convenience store. That they
25 are setting up something that is dedicated to the EV

1 infrastructure there so they can be, A; the way we
2 are doing it now is on rate 6. And, you know, as
3 Tiana suggested, they would never see a demand
4 charge. They get the typical KWH and the customer
5 charges that go along with it.

6 But to answer your question, in the
7 back of our brains, yes, we are always -- we are
8 trying to think about what is the next step for those
9 type of customers. You know, what is -- I think our
10 first thing that we like more than the public facing
11 is, I think, for us is fleets across the state. How
12 can we flex the fleets? I think that's our next
13 bucket that we are going to work on.

14 And then after that, what is -- what
15 does it look like on those convenience stores? Right
16 now we think it works well for that rate 6 for those
17 customers who have dedicated service, have a rate 6,
18 they won't see a demand charge. That's how we
19 encourage the EVSE's to be placed across the state in
20 our service territory right now.

21 But going forward I think we do need to
22 explore what those rates look like for those specific
23 type of customers.

24 CHAIR ROISMAN: Okay. That's very
25 helpful. For me at least the big take away from what

1 you said was if you're going to put in a bank of
2 chargers, meter them separately.

3 MR. CASEY: Yeah.

4 CHAIR ROISMAN: So that there is the
5 opportunity to manipulate that rate to either
6 encourage the electric vehicle to be used or to do
7 better load management. Because down the line, not
8 today, but sometime, we are going to have mostly
9 electric vehicles.

10 MR. CASEY: Right.

11 CHAIR ROISMAN: And that's a big
12 demand. I mean I can see it on my own personal
13 electric bill. The total amount of my electric bill
14 that's now dedicated to my electric vehicle which is
15 -- I drive a lot -- is significant. And so
16 separating that meter, that's a good point. Thank
17 you.

18 MR. CASEY: Yeah. I'm not saying no
19 separating. We have been coaching our customers that
20 are putting in chargers, and their first maybe
21 option might be to come off that main panel. We
22 suggest, okay, you are currently on a small general
23 service rate 6 for your small convenience store. If
24 you start adding all this load up here, there is a
25 possibility that you could get over that 200 KW or

1 the 7,600 KWH for four months that is in our tariff
2 to bump you into that larger commercial class, or
3 then you're now paying that demand charge.

4 CHAIR ROISMAN: Okay.

5 MR. CASEY: So keeping that off that
6 panel is, you know, and we don't have a good
7 mechanism to parse out currently what that EV is only
8 on that load. So having them separate is a good
9 means to let them flex it, like you said, and be sure
10 that their other service is not going to go over to
11 that larger rate, if it's unnecessary.

12 CHAIR ROISMAN: Thank you. Very
13 helpful.

14 MR. CASEY: Yeah.

15 COMMISSIONER ALLEN: If I could -- just
16 to follow up -- I just want to be clear. With
17 respect to the rate 6, as Zach has alluded to, there
18 is, you know, there is a test that triggers you to
19 flip over to 63, 65. And I interpreted Zach's point
20 to be, gee, if you kind of divide the loads between
21 EVs and the main circuit panel, you can, you know,
22 reduce the risk that you kind of trip over.

23 But I guess my question is what if the
24 EV loads are sort of large on rate 6. If they have
25 that 7,600 kilowatthour threshold or that 200 KW

1 threshold just for the EV portion, does that trigger
2 a rate 63, 65 currently, or is that -- or do you
3 because they are EV loads, make an exception so the
4 demand charge does not apply?

5 MR. CASEY: That is correct. The
6 latter. We categorize specifically it's an EV
7 facility, EVSE facility. And therefore that service
8 point is exempt from going over to the larger rate.
9 And it's just for only EVSE infrastructure. They
10 would not get -- so even if they did get, you know,
11 the 7,600 for four months threshold or above 200
12 kilowatts, they do not get bumped up to the larger
13 commercial class. Currently they are exempt.

14 COMMISSIONER ALLEN: Okay. But these
15 are not controlled loads. These are rather just kind
16 of EV --

17 MR. CASEY: Correct.

18 COMMISSIONER ALLEN: -- loads. And I
19 assume that you've done and are doing analysis that
20 help ensure that essentially the, you know, the rates
21 that are set are covering at least the incremental
22 costs going forward.

23 MR. CASEY: That's correct.

24 MS. SMITH: Yup.

25 COMMISSIONER ALLEN: Thank you.

1 MR. CASEY: Thank you.

2 CHAIR ROISMAN: I had just one last
3 question. I know early on Commissioner Allen -- I
4 think when he was talking to BED, he was talking
5 about us learning from what experiences you have in
6 the commercial sector particularly where you have the
7 EV charger as part of the demand. What are you
8 seeing or are you seeing the patterns of when EVs are
9 being charged in a commercial setting? Are you
10 seeing them being charged during peak times which
11 obviously would be disadvantageous, but the person
12 who is charging their car may not say, well, I'll
13 just charge my car when I'm not here. They are
14 there. They want to charge it like they would gas up
15 their car.

16 What patterns, if any, are you seeing
17 or are you not looking at patterns at this point?

18 MS. SMITH: I would say at this point
19 we are still seeing the majority of charging
20 happening at home. And that's probably just a result
21 of the fact that there hasn't, again, been a critical
22 mass of installations at, you know, workplaces, you
23 know, public attractions and things like that.

24 In terms of the load profile for
25 commercial charging, it really depends on what the

1 nature of the business is. So for folks that -- for
2 customers that have installed workplace charging, we
3 are not seeing it hit at peak times, which is why we
4 really want to encourage workplace charging because
5 then those folks aren't going home and charging right
6 when they get home and things like that. So
7 workplace charging is not occurring during peak
8 times. Do you have --

9 MR. CASEY: No. I would say half your
10 point is accurate. Probably fleets, like I would
11 imagine our own fleet here as we electrify our fleet,
12 at 3:30 most of our vehicles are plugged in. So, you
13 know, they are plugged in throughout the evening. I
14 think there is technology out there that's going to
15 -- something that we are looking at specifically as a
16 large electric fleet how to flex that so it wouldn't
17 be during those peak times. And then you can stagger
18 your charge time for your vehicles along the way.

19 To Tiana's point, we haven't had that
20 critical mass there yet to actually analyze some of
21 that data.

22 CHAIR ROISMAN: Thank you.

23 MR. CASEY: You're welcome.

24 MR. HOWE: All right. Are there any
25 other questions for Green Mountain Power? And I

1 should have said this earlier, but if other utilities
2 have questions and they are trying to figure out how
3 to do their own rates, then we can -- this is more --
4 should be more of a discussion. So there is lots to
5 learn here, and feel free to ask questions. Right?

6 Seeing no other questions for Green
7 Mountain Power, thank you. And just to let everyone
8 know, I just had an inquiry, so I plan to take a
9 break at 11 unless folks need one sooner. But I
10 think if we can get through to 11, we might be able
11 to get through a few more of the utilities and then a
12 little less time afterwards, and hopefully get
13 through sometime around lunch. So I'll plan to take
14 a break at 11. And just let -- speak up if you need
15 one sooner.

16 So next up I have Hyde Park Electric.

17 MR. EVANS-MONGEON: Good morning. This
18 is Brian Evans-Mongeon. Just a little perspective
19 first. I'm now coming up being on the job for four
20 months. Unfortunately, we no longer have access to
21 our past management. So relative to what we have
22 been able to do, been able to concentrate on my
23 efforts of working with the other five people on our
24 staff. You know, as you know, we are a small
25 organization with six persons altogether. But we are

1 working on efforts to comply with the various
2 requirements, including this, you know, the tariff
3 needs. And we are expecting to provide tariff
4 filings by the due date, no later than the due date.

5 At this time, Hyde Park does not have
6 any EV or EVSE rates at this time. That being said,
7 we have not received any complaints or expressed
8 interest to alter our current rates or, you know,
9 rates for use or chargers. As our resource mix has
10 been strongly supported by our community, creating
11 rates that deviate from the current design have not
12 been expressly desired.

13 As I've heard from a few discussions
14 with customers, subsidization of rates should be
15 discouraged within our footprint. This is likely due
16 to being mostly a bedroom community as opposed to
17 having a lot of commercial and industrial base. That
18 said, we have been exploring the EVSE through the
19 recently promoted effort with GMP and other
20 utilities. And we look forward to considering those
21 options as we move forward.

22 In consideration of that, we do have a
23 few things that we are going to be taking a look at.
24 One of them is working with the town of Hyde Park who
25 has the highway department under their structure.

1 There is an upcoming Main Street upgrade project that
2 is slated to occur in concert with AOT over the next
3 few years. And that we would be looking to the
4 possibility of integrating L3 or level 3 chargers
5 into that project along Main Street.

6 When you take a look at Hyde Park, and
7 the level of activity that is happening on Main
8 Street, it is likely possible that interest of having
9 the fast-type chargers could be of value there. So
10 that, you know, in taking a look at that, but also we
11 are looking for level 2 placements at the primary and
12 high schools, vocational center and possibly the
13 county courthouse.

14 So we are taking a look at conducting
15 some activities, but we have not finalized any plans
16 at this time.

17 MR. HOWE: Those level 2 chargers you
18 mentioned, would those be owned by Hyde Park
19 Electric?

20 MR. EVANS-MONGEON: At this point
21 probably. Because of the community nature of them,
22 they would likely be that. We have -- we are not
23 aware of any commercial base that has requested or
24 expressed a desire to install level 2 at this point
25 in time.

1 MR. HOWE: And do you have any sense,
2 just at a general level, how many EVs are in your
3 service territory? Do you have any visibility into
4 that?

5 MR. EVANS-MONGEON: No. What customers
6 have done residentially, we do not know, because we
7 have no means of identifying or understanding what
8 they have done. So at this point we do not.

9 MR. HOWE: Okay. And just in general
10 in terms of options you're considering, is there --
11 is everything on the table right now? Are you
12 looking at time-of-use rates or some other approach
13 is this just how -- has anything taken --

14 MR. EVANS-MONGEON: Sorry, Micah. I
15 didn't mean to interrupt.

16 MR. HOWE: Go ahead.

17 MR. EVANS-MONGEON: No. We have not
18 been exploring that. Part of what I wanted to hear
19 today from this, you know, today's discussion,
20 because, as I said, I'm still relatively new to this.
21 You know, everything is on the table from the
22 prospect of taking a look at rates construct. But we
23 have not made any decisions yet in that capacity.

24 MR. HOWE: Okay. Great. Are there --
25 Commissioner Allen?

1 COMMISSIONER ALLEN: Yeah. If I could
2 just ask a couple questions.

3 Hi, Brian. I wonder is there, and I
4 know you're new on the job, and so the questions may
5 not be -- sound fair, but I'm going to ask them
6 anyways and you can --

7 MR. EVANS-MONGEON: I'll do my best.

8 COMMISSIONER ALLEN: Yeah. The first
9 is kind of a technology foundation. I mean we have
10 been talking about kind of platforms and, you know,
11 what infrastructure is potentially needed to even
12 offer an EV rate or a different EV rate. And are
13 there -- and part of my concern in looking at Act 55
14 is whether essentially our utilities really even have
15 the metering technology or the billing foundation, or
16 whether they have to rely on essentially back end
17 process changes in order to accommodate a
18 differential EV rate.

19 Can you just kind of characterize, you
20 know, as best you can, the platform elements that
21 might be needed for you to actually offer an EV rate
22 that complies with the Act 55?

23 MR. EVANS-MONGEON: Well at this point
24 what I can tell you is that we have not instituted an
25 AMI system at this point in time. Our structure is

1 still one where in the span of three days our line
2 crew will go out and read meters by walking around.
3 So it's an aspect of where we have not yet had the
4 resources to be able to implement an AMI program. So
5 -- and that's one of the things that we are taking a
6 look at, to see if in order to bring this about we
7 need to alter our metering program, then that's
8 something that we are going to put on the table as
9 well.

10 COMMISSIONER ALLEN: Have you
11 considered kind of work arounds on AMI? I mean Green
12 Mountain Power hasn't necessarily kind of relied on
13 its -- I mean I'm characterizing my understanding of
14 the Green Mountain situation. But they have had work
15 arounds. They do have AMI, but they, you know, they
16 also have essentially the functionality embedded in
17 the metering function that allows them to kind of
18 remotely read and -- have you considered kind of the
19 work arounds that may not necessarily require AMI to
20 implement the rate?

21 MR. EVANS-MONGEON: Part of what I'm
22 doing right now is I'm trying to conduct the research
23 to understand what is the capabilities of our
24 metering equipment that we have today. And we have
25 not completed that effort yet.

1 COMMISSIONER ALLEN: Okay. And when
2 you said that you plan to file by the new date, do
3 you anticipate the new date to be essentially having
4 rates in effect by essentially the Act 55 threshold
5 that I believe it's June of 2024?

6 MR. EVANS-MONGEON: That is my
7 understanding of reading the Act, that we would have
8 to put -- have some structure in place. So yes. But
9 I don't know what that design will be at this point
10 in time.

11 COMMISSIONER ALLEN: Sure. And you
12 reference, you know, you characterize the Hyde Park
13 customers, and could you just help me understand does
14 it mean that you spoke to the City Council or, you
15 know, do you have active conversations with
16 essentially customers on a regular basis to get their
17 views on these things? Is there a systematic way of
18 doing that or is it really just kind of informal and
19 ad hoc?

20 MR. EVANS-MONGEON: Right now it's
21 informal and ad hoc, but we are looking to implement
22 a more structured approach on, you know, call on like
23 many town meetings that we would provide for the
24 opportunity for people to be available to address
25 questions or, you know, bring thoughts to the table

1 that we could, you know, that we could then talk
2 about. But we haven't formalized that yet. But
3 that's something that's on the table. Right now it's
4 just been informal on-the-street type of
5 conversations with folks.

6 COMMISSIONER ALLEN: In reference to
7 subsidized rates, I just want to be clear on what you
8 mean by subsidized rates. Offering -- is offering a
9 discount in exchange for some measure of cost
10 reduction that would be associated as you might
11 achieve either through a time-of-use or a load
12 management arrangement, is that a subsidy, or do you
13 mean something different?

14 MR. EVANS-MONGEON: That is what I've
15 taken the conversations from these customers to be.
16 Is that if there is a different rate at a lower
17 price, that is something that people have not been,
18 you know, endorsing because of the fact that they
19 believe that that gives a certain class of people an
20 elemental advantage that is not necessarily available
21 to everybody.

22 COMMISSIONER ALLEN: Even if --

23 MR. EVANS-MONGEON: Because not
24 everybody, based upon the income levels that we have
25 in Hyde Park, are able to afford the purchase of

1 electric vehicles.

2 COMMISSIONER ALLEN: I'm going to just
3 press at that a little bit further. I mean if the
4 discount is an exchange for a reduction in the cost
5 of system -- providing service to the system, it
6 might benefit those other customers. Would they
7 regard that as a subsidy?

8 MR. EVANS-MONGEON: Well we would have
9 to explore that and, you know, run that approach out
10 to see as to how that would -- how the people would
11 take that as being part of the plan. Right now they
12 just see it as being, you know, an advantage for the
13 economically, you know, people that have a higher
14 income.

15 COMMISSIONER ALLEN: Thank you.

16 CHAIR ROISMAN: I had just one
17 question. You had indicated that at least your
18 current thinking is that chargers would be owned by
19 Hyde Park Electric. Are you considering leasing them
20 or going to some private company and just offering
21 them a spot and say you put your chargers there? Or
22 are you actually considering that you would be the
23 direct owner -- having bought the chargers and be the
24 direct owner. And regardless of your answer, what
25 are the factors that enter into that choice?

1 MR. EVANS-MONGEON: Right now at this
2 time we have not made a determination one way or the
3 other. All of that is on the table and up for
4 discussion.

5 CHAIR ROISMAN: Thank you.

6 MR. HOWE: All right. I've exhausted
7 my questions. Are there any other questions for Hyde
8 Park Electric?

9 (No response)

10 MR. HOWE: All right.

11 MR. EVANS-MONGEON: We thank you for
12 the opportunity to be a part of today. Appreciate
13 it.

14 MR. HOWE: You bet. Thank you. Thank
15 you. Why don't we go ahead and take our break now.
16 Otherwise, I think we will probably run past 11 on
17 Stowe Electric, who is next.

18 So why don't we take say a 10-minute
19 break. Come back at 11:01. Or do folks want longer?
20 10 minutes be enough?

21 All right. Let's go with 10, and we
22 can keep moving through the utilities. So back at
23 just after 11. Let's call it 11:05.

24 (Recess was taken.)

25 MR. HOWE: Next up we have Stowe

1 Electric. Is Stowe Electric back? I see the green.

2 MR. LAZORCHAK: I'm back.

3 MR. HOWE: Great. Welcome. I had a
4 couple questions about your comments. It sounds like
5 at this point you have a residential rate 3 which is
6 a time-of-use rate. Well maybe it's easiest if you
7 just describe for us, if possible, your plan.

8 It says -- I think your comments said
9 that the rate design will consider a time-of-use rate
10 across all rate classes. And I assume that means
11 residential as well as commercial. You mentioned
12 multi-family. Maybe you could just tell us a little
13 more about what your plan is. It sounds like you're
14 pretty early in the process as well.

15 MR. LAZORCHAK: Sure. Yeah. I can
16 step back and tell you what we have, and then what we
17 intend to do. So right now we have public charging
18 stations that are owned and operated by Stowe
19 Electric Department. And we have updated that tariff
20 for a kilowatthour charge. Beyond that, we do have a
21 time-of-use rate for residential customers, however,
22 there is no one taking advantage of that time-of-use
23 rate. And frankly, it's probably because it's a bit
24 outdated and not very beneficial.

25 So what we have done this year is we

1 have made the decision to move towards NESC, which is
2 a comprehensive enterprise system, which will bring
3 all our elements under one, you know, one platform.
4 So that's OMS, GIS, ordering, financials, billing, et
5 cetera.

6 And through that, that should make us
7 more apt to do the types of things that BED and GMP
8 are doing as related to residential and small
9 commercial charging. In Q1 of '24 we intend to go
10 through a comprehensive and complete rate redesign,
11 and that's in response to just knowing here at the
12 utility that we need to update and modernize, and
13 then discussions, of course, with DPS about some of
14 our specific tariffs.

15 In the meantime, what we have been
16 doing with the residential and multi-family customers
17 is if they are interested in entering into a pilot-
18 type program, and no one's taken us up on it, quite
19 frankly, because the cost of installing level 2
20 networked chargers and the associated upgrades is
21 cost prohibitive.

22 So what we have been doing in response
23 to that is just trying to educate our customer base
24 to what they will likely see in 2024 which
25 essentially is just a customer behavior outreach

1 effort so people aren't shocked when they see the
2 changes.

3 And I've also been trying to do a lot
4 of work with our hospitality sector, so the
5 restaurants, hotels, resorts, to feel out what their
6 interests are as related to public charging and how
7 we can work together to at least be prepared for the
8 system changes and upgrades that could come in the
9 next say one to three years. And that's where we are
10 at currently with EV charging. Like GMP and BED,
11 most of our charging occurs level 1 at the
12 residential scale.

13 MR. HOWE: Okay. Just to follow up on
14 that. Do you have any visibility as to whether there
15 are any residential level 2 chargers in your service
16 territory?

17 MR. LAZORCHAK: So what I -- I run the
18 Tier III program here at Stowe as well. So any time
19 I get an EV rebate request in, I will reach out to
20 that individual and try to figure out what their
21 charging plan is. We do have AMI. I'm told that I
22 can somehow magically disaggregate that billing data
23 to discern where the EVs are. I haven't got very far
24 with that, or I don't even know if it's true. And I
25 know that there is a lot of confusion in speaking

1 with customers about what, you know, they think might
2 be level 2 charging is just in fact level 1 charging.

3 So we have spent a lot of staff time
4 trying to figure it out. The short answer is no, I
5 don't have very much visibility. I do know the
6 customers have asked to participate in a GMP-type
7 home charging program. We have not got very far just
8 because the cost to both the utility and the customer
9 hasn't forced me to determine what that next step is.
10 Can I actually manage and control that type of
11 charging program here at the utility with essentially
12 myself and an IT manager to help manage that type of
13 program.

14 COMMISSIONER ALLEN: Micah, is it okay
15 if I jump in?

16 MR. HOWE: Yes. Of course. Go ahead.

17 COMMISSIONER ALLEN: Thank you,
18 Michael. I just wanted to ask the same question that
19 I had asked previously of Brian Evans-Mongeon. And
20 it sounds like you're essentially in maybe a
21 different place. But do you have the -- essentially
22 the technology foundation needed to offer EV rates
23 whether it's kind of offered a -- specifically to the
24 EV component or as part of a, you know, more of a
25 dynamic rate platform that could apply?

1 MR. LAZORCHAK: We don't at the moment,
2 but we will when NESC is fully on boarded in October.
3 With that software platform comes the opportunity to
4 be more dynamic. Right now if we were to implement
5 an EV residential rate, or let's say an EV rate that
6 isn't on a specific meter, it would require us to
7 back out and do a bunch of manual billing, which
8 quite frankly, we don't have the staff time to do.

9 COMMISSIONER ALLEN: And Michael, will
10 that platform enable you to essentially automate some
11 features of what might, you know, would be needed to
12 cost effectively implement an EV rate given the
13 limits of, you know, the person power that is
14 required to do back-end kind of activities that might
15 be labor intensive?

16 MR. LAZORCHAK: I'm told it will. I
17 don't know for a fact that it can. But yes, I'm told
18 it will be fairly straightforward for the utility.
19 And what we are hoping is that it will be easier than
20 our current billing system for net metering. And if
21 it is, then I expect us to roll out a pretty
22 aggressive program.

23 COMMISSIONER ALLEN: And as you are
24 kind of thinking about what you would be rolling out,
25 are you looking elsewhere at neighboring utilities in

1 Vermont or beyond our borders, as you think about
2 what, you know, might --

3 (Interruption by court reporter)

4 COMMISSIONER ALLEN: It's really I'm
5 just asking where you're getting essentially good
6 ideas that you might apply in trying to establish
7 rates going forward for EVs.

8 MR. LAZORCHAK: Yeah. I speak
9 regularly to BED, VEC, and WEC. GMP is helpful. I
10 just haven't had the time really to reach out to
11 them, although I go to the internet and read what
12 they are filing.

13 And at Stowe Electric we have a
14 technical assistance project right now with one of
15 the national labs to look at residential EV charging,
16 most focused on income-eligible and multi-family
17 housing, what would that look like. Here in Stowe we
18 have a number of condominium associations, and not
19 all those folks are at the higher end of the, you
20 know, pay scale.

21 So we are trying to focus on a couple
22 key buildings here in Stowe, and if we can design a
23 rate and a plan that's appropriate for those
24 buildings, then I think we will have an easier time
25 of rolling out a more general EV charging program.

1 COMMISSIONER ALLEN: I know you've
2 responded to the question in your filing. But I just
3 want to have it top of mind.

4 Do you expect to essentially comply
5 with the requirements of Act 55 --

6 MR. LAZORCHAK: I do. Yeah.

7 COMMISSIONER ALLEN: -- by 2024. Okay.
8 Good.

9 CHAIR ROISMAN: I had a question or
10 two. Michael, I don't know whether or not the Stowe
11 Mountain Resort is covered by Stowe Electric. Is it?

12 MR. LAZORCHAK: Yes. They are.

13 CHAIR ROISMAN: Okay. So we recently
14 had a big conference there, and I went to charge my
15 vehicle. And Stowe Mountain Resort offers what is --
16 best as I can tell -- is free charging to people who
17 are at the hotel and are using their valet parking.
18 But it happened it wasn't available at that time
19 because they said they get their electric charging
20 through Tesla.

21 MR. LAZORCHAK: Right.

22 CHAIR ROISMAN: And I wondered can you
23 explain to me what that arrangement is and whether
24 that is something that's common in your territory or
25 not.

1 MR. LAZORCHAK: I can give you a high
2 level answer. The Tesla charging program that's up
3 there at Spruce Peak is under -- I don't remember the
4 nomenclature -- but it's something to do with like a
5 key resort area. So they do offer this preferred
6 charging which is behind, in essence, a pay wall,
7 because you have to access the parking garage. To my
8 knowledge it's only -- in Stowe's territory it's only
9 at Spruce Peak. And for the other side of the
10 mountain, the Vail resort side, they are -- they have
11 been trying to roll out for the last two years a
12 customer EV charging plan, which would be free for
13 their customers who are using the mountain, and that,
14 to my understanding, would be most likely a
15 ChargePoint product. So would not be the Tesla style
16 arrangement.

17 CHAIR ROISMAN: All right. And is it
18 your understanding then that the Stowe Electric
19 customer is Tesla? They are buying electricity from
20 you at a wholesale rate, and then to the extent they
21 want to charge anybody for it, they charge it. And
22 it's completely independent of Stowe Electric.
23 Correct?

24 MR. LAZORCHAK: I have nothing to do
25 with the billing for Tesla up there. That's correct.

1 It's behind -- that's all occurring behind Spruce
2 Peak's meter.

3 CHAIR ROISMAN: And Tesla is just
4 paying whatever rate class they happen to fit into.
5 I assume you have some commercial rate class that
6 they fit into that's not unique to electric vehicles.
7 Correct?

8 MR. LAZORCHAK: Correct. Yeah. My --
9 I don't know that the Tesla arrangement -- I'm more
10 familiar with the ChargePoint arrangement because
11 that's what we use. I'm guessing Tesla is charging
12 something, and then they are passing a certain
13 percentage on to maybe Spruce Peak. I don't know
14 that arrangement. But that would appear -- the
15 kilowatts would appear behind Spruce Peak's meters.

16 CHAIR ROISMAN: Okay. And just so I'm
17 clear, at this moment, whether it's the ChargePoint
18 or the Tesla one, the only connection that Stowe
19 Electric has with it is they buy their electricity
20 from you, and they buy it without anything unique in
21 the rate that they pay because they are buying it to
22 sell for electric vehicles. Correct?

23 MR. LAZORCHAK: That's correct for
24 Tesla. I don't know if ChargePoint has other
25 chargers in Stowe's territory that aren't owned and

1 operated by Stowe Electric.

2 CHAIR ROISMAN: Okay. Thank you.

3 MR. HOWE: One more question for you.

4 So the rate 35 for your Stowe Electric owned
5 chargers, that is only for Stowe Electric owned
6 chargers; right? So these other chargers we were
7 just discussing would be on some more general
8 commercial rate?

9 MR. LAZORCHAK: That's correct. They
10 are going to show up on the meter owner -- that
11 customer's likely in demand.

12 MR. HOWE: Okay. Has there been any
13 consideration of making the rate 35 open to public
14 charging?

15 MR. LAZORCHAK: So in a way, it is. If
16 you are willing to enter into essentially what's an
17 agreement with Stowe Electric. So if you were to
18 install a fully networked ChargePoint charger that
19 could be owned and operated, or at least Stowe
20 Electric could help manage that charger, then --
21 which we don't have any of these -- but the thought
22 would then be that you would slide in under that same
23 rate.

24 And we have gone through with -- we
25 have done a lot of site work with, I guess I should

1 say setup work, with commercial customers, primarily
2 the larger hotels, who have expressed interest in
3 that.

4 But when it comes down to the cost of
5 it, they have stepped away. We have also had a fair
6 number of ownership turnover in our hospitality
7 sector here in Stowe in the past three years which
8 creates, as we all know, it creates difficulty.
9 You're going down the road with a certain owner, and
10 then that hotel's sold, and it's a changeover.

11 So I think we will see some growth in
12 the next three years, but as everyone has identified,
13 you know, the difficulty is the make-ready work, the
14 interconnection work, and then the ongoing operations
15 and maintenance. So for us, if you were to enroll in
16 our public charging rate, we need some assurances
17 that you're going to actually manage, maintain and
18 operate those chargers.

19 And right now we haven't got to a level
20 where we are comfortable that a third party or Stowe
21 Electric customer could do that in a manner that
22 Stowe Electric can provide.

23 MR. HOWE: So -- Chair Roisman?

24 CHAIR ROISMAN: I was just going to ask
25 in regard to that maintenance question, which I think

1 is a very important one, is Stowe Electric thinking
2 that you would offer a rate that would only be
3 available if you had some confidence that the company
4 that was going to pay that rate would be maintaining
5 its chargers in an appropriate manner for use by
6 third-party customers? Is that what you're saying?

7 MR. LAZORCHAK: That's correct. We see
8 it as we are offering not only a service to our
9 customer base, but then folks coming into Stowe. And
10 the reality is that if anything goes wrong within the
11 municipal utility's territory, I'm the first one that
12 gets called. And it's just not a compelling answer
13 when I tell someone, hey, I have nothing to do with
14 that specific charger. We want to be responsive to
15 folks who call us and provide them with solutions.

16 CHAIR ROISMAN: And what are you
17 thinking about as the mechanism by which you will
18 assure yourself -- I mean it just happens that the
19 experience that I had with the Stowe Mountain Resort
20 was that there was some problem with the Tesla
21 system. The chargers that were physically located at
22 the resort weren't usable. They ended up plugging me
23 into a wall outlet which, because I was there for
24 three days worked, but obviously wouldn't have been
25 very good if I had showed up in the morning to ski

1 and wanted to go home at 2 o'clock in the afternoon.

2 MR. LAZORCHAK: Yeah. No, this is an
3 ongoing concern that I have had. You know, that
4 happens with our chargers as well. You know, we had
5 the outages, of course, in December, but there is
6 also times of the year when folks are up here,
7 whether they are from out of state or just from
8 Burlington down for the day, and the connectivity
9 here is difficult, and the charger cannot initiate a
10 session. And therefore, kilowatts are not dispensed
11 into the vehicle.

12 So it is difficult. And the benefit of
13 at least using the Stowe Electric charger is you can
14 get ahold of me, and I'll either go check it out or
15 we will dispatch a lineman to help. But that's the
16 problem that we have here. With the tourist
17 community and folks who are coming in for the day or
18 even two days, if you have a vehicle -- if you have a
19 Tesla and you need to get back to Boston, you need
20 more -- you know, the level 1 is not going to cut it.

21 CHAIR ROISMAN: Okay. So --

22 MR. LAZORCHAK: All I can say is I'm
23 thinking through the issues, but I don't have a clear
24 plan that I know I can roll out with certainty.

25 CHAIR ROISMAN: All right. When you

1 find the answer, publish it widely. Okay? Because I
2 think many of the utilities will have exactly the
3 same problem. And it will be good if you guys who
4 are very creative can offer some options for how to
5 deal with that problem.

6 MR. LAZORCHAK: Yeah.

7 COMMISSIONER ALLEN: Micah, I have one
8 more question for Michael.

9 MR. HOWE: Go ahead.

10 COMMISSIONER ALLEN: Michael, one of
11 the concerns with especially the kind of fast
12 charging -- commercial fast charging arrangements is
13 that, you know, the fast charging could essentially
14 trigger, you know, movement from a general service
15 rate that is just energy based into maybe a higher
16 threshold rate that has a demand charge or maybe even
17 demand charge and time-bearing rates. But it's the
18 demand charge that is kind of called out by
19 commercial developers as kind of a particular
20 challenge. And it's not necessarily a cost based,
21 because the load profiles might be, you know,
22 different than, you know, an industrial customer or
23 the like.

24 Have you given any thought to that, or
25 is that not a problem in Stowe's territory?

1 MR. LAZORCHAK: I've given thought to
2 it. You know, it's not a problem right now just
3 because the two fast chargers that we have are owned
4 and operated by Stowe Electric. So, you know, it's
5 ours to manage. But no, it's a concern. I mean I
6 don't know how I will be able to create a favorable
7 rate for public charging when we know when folks are
8 coming back from the mountain, or they are coming
9 back from dinner and they are in a hotel and they
10 want to charge their vehicle, it doesn't really
11 matter, in my mind, what time of day it is. They are
12 going to charge their vehicle because they want to go
13 home the next day or they want to go see another
14 place in Vermont.

15 All I can say is I'm thinking through
16 it. I'm trying to come up with a solution that makes
17 sense for the utility and makes sense for the folks
18 either living in Stowe or visiting Stowe. And I
19 think for us, and that's why I mentioned it in some
20 of my filings, I mean for me the real concern is the
21 hospitality sector. If we are constantly keeping the
22 hotel in demand because of the use of their
23 customers, I just don't, you know, right now I'm not
24 clever enough to come up with a solution that makes
25 sense for everyone.

1 COMMISSIONER ALLEN: Thank you.

2 MR. HOWE: Are there more questions for
3 Stowe Electric?

4 (No response)

5 MR. HOWE: All right. Not seeing any.
6 Thank you, Mr. Lazorchak.

7 MR. LAZORCHAK: Thank you.

8 MR. HOWE: I will warn everyone I'm
9 also getting some skipping in my GoToMeeting, so if I
10 freeze or anything, it usually lasts for just a
11 couple seconds. I think Commissioner Allen and I are
12 probably competing for internet here in the office.
13 It should only last a moment, and I should be back.

14 So next up we have Vermont Electric
15 Co-op. Lisa Morris.

16 MS. MORRIS: Hello.

17 MR. HOWE: Hello. All right. So I
18 will start off with just a general question. I was
19 hoping -- I think I was aware of some of your rates
20 from past years in the same investigation. But I
21 wasn't aware of all of them, I don't think. So maybe
22 just a general overview of your different rates.

23 It looks like you've got residential,
24 small commercial, and large commercial. So maybe
25 just a general overview of what those rates consist

1 of for the benefit --

2 MS. MORRIS: Sure. These are three
3 different times. These are all whole service
4 time-of-use rates. There is the residential rate.
5 So there is three different buckets. There would be
6 on peak, mid peak and off peak. So three different
7 time periods.

8 And then basically that same structure,
9 but we have one more small commercial which would be
10 up to 15,000 kilowatthours per billing cycle. And
11 then we have one that goes all the way up to 130,000
12 kilowatthours for that cycle, for that larger
13 commercial bucket. And they all have the
14 differentiation for those three different time
15 periods.

16 MR. HOWE: Okay. So these are rates
17 that would be -- that were available for any purpose,
18 and you could just put EV and EVSE into those; is
19 that right?

20 MS. MORRIS: So they are specific to
21 our Tier III programs of which electric vehicles are
22 one of those. Also they would be available for heat
23 pumps. Any sort of incentive that we offer under our
24 Tier III program. Anyone who takes part in that
25 would be able to opt into these rates.

1 MR. HOWE: Okay. Great. Then you also
2 have the flexible load incentives. And that -- I
3 can't remember. I am sure I've read it before, but
4 you monitor whether or not a customer charges during
5 the peak events using some sort of an internet
6 connection. Is that how that works?

7 MS. MORRIS: Yes. We use a platform
8 called Virtual Peaker to communicate with chargers.
9 And there are certain models of charger that are
10 compatible, so there is certain level 3 chargers that
11 we can communicate with. And then there is others we
12 can't communicate with.

13 So prior to this year we offered an
14 incentive, it was a \$300 incentive, if you have a
15 ChargePoint or a FLO charger. Those are the two
16 types that we can communicate with. And then if they
17 enrolled in that platform so we could actively manage
18 their charging, so when we call these events when we
19 are expecting peak demands there are typically two to
20 four hours that the event lasts. And we would send a
21 signal to the charger and request that it not charge
22 during that time period.

23 And as long as the participant doesn't
24 opt out of events for the month, they receive a bill
25 credit. So it's currently an \$8 per month bill

1 credit if they participate in those events. That way
2 we can actively manage the charging and not rely on a
3 fixed schedule.

4 MR. HOWE: The flexible load incentives
5 is only residential; right?

6 MS. MORRIS: Well theoretically it
7 could be for businesses as well. I don't think that
8 we have seen any businesses take advantage of that.
9 I think that that just has to do with the fact that
10 we are largely residential, our service territory.
11 But I think theoretically it would be available to
12 businesses as well.

13 MR. HOWE: Okay. Great. Commissioner
14 Allen?

15 MS. MORRIS: I would add, starting this
16 year we began offering free chargers. So somebody
17 can apply for a free ChargePoint or FLO charger, so
18 we supply the charger. And they are required to
19 enroll that charger in the flexible load program
20 after that so they will be participating in these
21 events. And they also get that \$8 per month bill
22 credit for participation.

23 COMMISSIONER ALLEN: So I appreciate
24 that. And I guess I haven't been following your
25 tariffs as closely as -- this is not a pilot. This

1 is a tariff product that you were just describing,
2 Lisa?

3 MS. MORRIS: The flexible load program
4 is not currently in tariff. We have filed it as part
5 of our Tier III plan. Since we are not offering a
6 rate, and it's also not a charge, we had considered
7 that to be under more of the Tier III structure where
8 we can give bill credits without being in a tariff.

9 COMMISSIONER ALLEN: Okay. So and just
10 remind me what kind of regulatory kind of review or
11 oversight applies in the Tier III program filings
12 relative to a tariff.

13 MS. MORRIS: I can't answer that
14 question. So we have always -- for part of our -- as
15 part of our Tier III plan, we offer incentives, you
16 know, all sorts of incentives through that. And we
17 had included this flexible load management program of
18 home EV charging as part of our Tier III plan. And
19 we are offering the bill credit as part of that.

20 So we viewed that as being similar to
21 our Tier III incentives we have been offering.

22 COMMISSIONER ALLEN: Would you be
23 offering this as essentially a framework that would
24 be -- help you to comply with Act 55?

25 MS. MORRIS: That's what we were

1 envisioning.

2 COMMISSIONER ALLEN: Okay. And I'll
3 just ask the other question that I have been asking
4 of others which is: Do you feel that you have
5 essentially the technology platform in place to
6 essentially provide this -- the current framework
7 rates and essentially any other rates that might
8 apply to fleet vehicles or public-facing EVSE or
9 other categories of EV rates?

10 MS. MORRIS: So from our perspective,
11 the combination of the time-of-use rates which is
12 available for pretty much all service classes other
13 than industrial, I'll just mention that for the fast
14 chargers that we have seen come online, they have set
15 up a new account so they are kind of segmented off
16 from the rest of the usage that is happening in those
17 locations. So this would be something that would be
18 available to those fast charging locations that
19 you've seen come online, this time-of-use rate. So
20 the combination of the time-of-use rate and the
21 flexible load management programs we feel like it
22 does satisfy the requirements under Act 55.

23 COMMISSIONER ALLEN: And when you say
24 the time-of-use program, do you mean the whole house
25 time-of-use rate?

1 MS. MORRIS: Correct.

2 COMMISSIONER ALLEN: And just if you
3 could, my memory is fading, but my recollection was
4 that the whole house time-of-use rate in VEC's
5 territories had fairly limited uptake.

6 Can you correct me or set me straight
7 on that?

8 MS. MORRIS: No. That's correct.
9 That's correct. The overall -- I believe it's around
10 5 percent of people who have taken advantage of our
11 electric vehicle incentive have opted for the
12 time-of-use rate. But we have much larger
13 participation in the direct management flexible load
14 program. We have about 60 chargers that we are
15 directly communicating with currently. And then we
16 have a batch of probably around 40 more that have
17 already gone out to our members and have not yet
18 enrolled in the program because they haven't been
19 installed yet.

20 COMMISSIONER ALLEN: Okay. And it
21 sounds like you envision the time-of-use rates that
22 apply broadly, across either a residence or a
23 business, to essentially be the, you know, the
24 critical tariffed services that will allow you to
25 meet Act 55. Is that right?

1 MS. MORRIS: I mean we could definitely
2 discuss the possibility of filing a tariff for this
3 flexible load program. It has been more on a pilot
4 basis to date, but as the program expands, that may
5 be appropriate.

6 COMMISSIONER ALLEN: Okay. Thank you.

7 CHAIR ROISMAN: I'm going to make sure
8 I understand. You've got the time-of-use rates, the
9 three different ones. And then you've got the
10 flexible load manager, and with the \$8 a month
11 refund. And if I understood you, the \$8 a month
12 refund flexible load is an opt-out program. It's
13 automatically available unless you choose to opt out.
14 Did I understand that correctly?

15 MS. MORRIS: So you do have to opt in
16 at the beginning by enrolling in the program. And
17 that is a requirement of the free charger that we are
18 offering. So they do have to take a step to enroll
19 their charger. But then when it comes to the events,
20 so there could be several events per month, they get
21 a notification every time that we are calling an
22 event, and they could opt out of an individual event.
23 So they would not be able to opt out of the larger
24 program, but they can opt out of individual events.

25 CHAIR ROISMAN: Okay. And let's say

1 there are three events in the month, and I opt out of
2 one. And I don't opt out of the others. Do I get a
3 reduced \$8 credit or one opt-out cost me the 8 bucks?

4 MS. MORRIS: The way that we have been
5 treating that to date is that -- so what we are
6 trying to do is we are trying to hit the New England
7 peak, of course, and then we are also trying to hit
8 the Vermont peaks. And the way that we have been
9 treating that to date is if the event that you opted
10 out of actually turned out to be the peak for the
11 month, we would take the bill credit away for the
12 following month. But if it is not the peak, then you
13 would still get your \$8 per month bill credit.

14 CHAIR ROISMAN: I see. All right. And
15 what thought have you given -- basically it is an
16 opt-out rather than an opt-in program in that you
17 offer, just as GMP does, you offer people a free
18 charger. And you say if you take a free charger, you
19 have to get into the flexible load management. So
20 you're giving them a not inconsiderable inducement to
21 stick with it.

22 Have you thought about using that same
23 approach and making your other time-of-use rates opt
24 out as opposed to opt in?

25 MS. MORRIS: That's -- we have

1 discussed that. Yes. We weren't sure about, you
2 know, the implications how people would react to
3 something like that, you know, automatically being
4 enrolled. Because what we would not want to do is
5 have that be a disincentive for participating in the
6 Tier III energy transformation program and taking,
7 you know, those incentives. But I think we would
8 have to do a larger review of how that would affect
9 our system. And it's been a little while. We have
10 been offering the time-of-use rate since -- I believe
11 it was 2017. So it's probably time for us to take
12 another look at that and see whether that would --
13 some changes would make sense.

14 CHAIR ROISMAN: And have you thought
15 about -- I don't know if you have the technology in
16 place, but if you have the technology in place to
17 tell whether it's an EV charging or just, you know,
18 your hair dryer charging, is it -- are you able to
19 distinguish that and say make the EV charging an opt
20 out and the rest of it could be an opt in on those
21 time-of-use rates?

22 MS. MORRIS: We do not have the ability
23 to see, you know, to see. I mean if we were to look
24 account by account, EV charging is pretty obvious.
25 So we can certainly do it, you know, on a

1 case-by-case basis, but when it comes to systemwide
2 being able to identify what is EV charging versus
3 what is other types of usage, we do not have the
4 ability to do that currently.

5 CHAIR ROISMAN: And are you looking to
6 get that technology in place? Or is that just too
7 big a lift, you know, in terms of capital investment
8 to put in that kind of AMI?

9 MS. MORRIS: So we do -- I mean we do
10 currently have AMI. But our meters and our platform
11 does not have the ability to distinguish load. I
12 mean we can see 15-minute data using our AMI system.
13 But we can't tell what that actual load is. So I
14 mean we are always working with our service provider
15 to see what new tools they have available, so if that
16 is something that becomes available, we would be very
17 interested in something like that.

18 CHAIR ROISMAN: Okay. All right.
19 Thank you.

20 COMMISSIONER ALLEN: Micah, I just have
21 a couple more questions. First I'm interested in
22 knowing do you have any way of gauging the level of
23 participation that you're getting in that kind of
24 flexible load Tier III program? Do you know, you
25 know, how many EV customers you have and what

1 proportion of them are participating?

2 Any way of gauging the success and, you
3 know, marketing this program?

4 MS. MORRIS: Yes. So we have given out
5 523 electric vehicle incentives to date since we
6 started the program in 2017. We are currently
7 managing about 60 level 2 chargers. We have another
8 -- it's about a hundred that have set a schedule. So
9 that's another option that we offer. If you have a
10 level 2 charger that's not compatible with our
11 communications platform, is you can set a schedule to
12 avoid 5 to 9 p.m. Monday through Friday.

13 So we have another 100 of those that
14 are avoiding charging during that peak time period.
15 And so that gets us to about 160. And then I believe
16 there is about another 40 chargers that we have sent
17 out that have not yet been installed and enrolled in
18 the flexible load program but they will be. They are
19 committed to doing that as a requirement for
20 receiving the charger. That gets to -- we are about
21 30 percent right now, I believe, that we are actively
22 managing, and I think we will be getting close to 40
23 percent. And that's as far as the level 2 charger.

24 So there is also a segment of our
25 membership that is just using a level 1 charger, and

1 we don't have -- currently have a way of managing
2 that charging. But one thing that we are looking at
3 piloting and we will be starting in the next couple
4 months is using EV telematics so you can communicate
5 directly with the vehicle. And that would be similar
6 to the flexible load program except it bypasses the
7 charger and goes directly to the vehicle. And that
8 way it doesn't matter whether it's level 1 charging,
9 level 2 charging, what the model of that level 2
10 charger is, we would be able to communicate with
11 those vehicles in our service territory.

12 COMMISSIONER ALLEN: And so there is an
13 incentive built in that I think is an \$8 credit for
14 participating in that program. Can you tell me does
15 the \$8, in your view, kind of provide, you know, a
16 credit to that customer that's more than the value to
17 the system or less than the value to the system? I'm
18 just trying to figure out -- I mean are non
19 participating customers essentially also benefiting
20 from, you know, the election on the part of any
21 customer to participate in that program?

22 MS. MORRIS: Yes. So the way that we
23 structure that incentive my recollection is that we
24 are giving, I believe it's 60 percent of the value,
25 in that \$8 per month credit. And then we are

1 retaining 40 percent for the larger membership. And
2 that would not -- that wouldn't be the margin on
3 those kilowatthours that we are selling. That's
4 actually the value of reducing the peak during those
5 time periods. So there is kind of two different
6 value streams there. There's the kilowatthours
7 themselves that we are selling which we kind of look
8 at that as money that we can use towards the electric
9 vehicle incentives. And then also providing the free
10 charger.

11 And then the other value stream is the
12 value of reducing the peak which is what we are
13 giving a portion of as that \$8 per month credit.

14 COMMISSIONER ALLEN: So just to put a
15 point or a pin in it, do essentially non
16 participating customers better or worse off by your
17 having this program?

18 MS. MORRIS: Oh, we would definitely
19 say better.

20 COMMISSIONER ALLEN: Thank you.

21 MR. HOWE: Are there any other
22 questions for Vermont Electric Co-op?

23 (No response)

24 MR. HOWE: All right. I think we have
25 everything we need. Thank you, Ms. Morris.

1 MS. MORRIS: Thank you.

2 MR. HOWE: All right. So next up I
3 have the VPPSA utilities.

4 MS. BRAESE: Morning.

5 MR. HOWE: Good morning. So it sounds
6 from your comments like there are many -- well you
7 have many utilities, many member utilities, and there
8 are many moving parts. So maybe just to -- before we
9 get into questions, you could give us an overview of
10 where you're at.

11 I read from this several pilots, things
12 you were working through. So maybe just a general
13 overview, and then we could have some more specific
14 questions from the commission.

15 MS. BRAESE: Absolutely. So as you
16 know from the filing, VPPSA has been pursuing for
17 several years to install AMI. And it is on the verge
18 of deploying that project for implementation. The
19 approach so far has been a very clear, although
20 patient path, to getting AMI in place and then
21 establishing some of these more integrated
22 technologies in order to achieve better visibility,
23 management measurement, and billing of customers'
24 usage, specifically during electrification.

25 At this point, honestly, we are getting

1 close to this deadline, and so VPPSA is actively
2 exploring other opportunities that can help achieve
3 Act 55's requirements in the absence of AMI at this
4 time. Some of the concerns we have and, you know, we
5 are running a pilot with Efficiency Vermont, the
6 Power Shift pilot which is specifically for
7 residential EV chargers. We have seen a number of
8 issues that result in ineligibility to participate.
9 Most of those are either they already own a charger,
10 or they don't have wifi, or the cost for make-ready
11 work is so great because of the housing stock and the
12 size of existing panels or the size of existing
13 service can be prohibitive.

14 To that regard, we have actually
15 expanded our eligible funds with VLITE. We have a
16 grant through VLITE, and have included anything from
17 the in home to full pop to help alleviate those costs
18 and actually encourage EV adoption and charging at
19 home.

20 That being said, there are still a
21 number of challenges. If you look at Drive
22 Electric's report on EV adoption, it's just not that
23 high in our member service territories. We have --
24 since offering EV rates, we have issued about -- or
25 EV incentives we have issued about 180 or so, 185 EV

1 rebates. We currently only have a handful of
2 participants in our Power Shift pilot program
3 although that pipeline is growing, and we are
4 consistently trying to market and promote that
5 availability.

6 But again, there are a number of issues
7 that stand in the way, primarily if you're using, you
8 know, load control, active or passive, through
9 behavior, it requires wifi and connectivity in order
10 to actually schedule and monitor that charging.

11 Much like VEC, we are looking into a
12 number of alternatives including with OEMs and
13 telematics as a potential option. And also looking
14 at ways other manufacturers are utilizing different
15 communications networks, including using cellular
16 devices or cellular connectivity, in order to monitor
17 and connect that device.

18 MR. HOWE: All right. Great. Thank
19 you. I wanted to follow up on one item raised in
20 your comments. You had mentioned transportation
21 insecurity, and I wasn't quite sure what that term
22 meant. Maybe you could let me know, explain what
23 that is.

24 MS. BRAESE: So the transportation
25 insecurity is a term coined by Department of

1 Transportation, the federal Department, DOT. And it
2 is defining much like energy burden, it means that
3 term quite widely here in the state, but energy -- or
4 transportation insecurity is meant to illustrate the
5 sensitivities to change, either, you know, the cost
6 of fuel, the distance traveled, the availability of
7 public transportation, including and/or even the
8 general infrastructure in the area.

9 As you know, there are a lot of dirt
10 back roads in the more rural parts of the state so
11 sometimes the higher priced vehicles are not the best
12 for that area.

13 MR. HOWE: Thank you for that. The
14 only other -- I just had some more questions about
15 the Power Shift pilot program.

16 Can you talk a little bit more about
17 how that works?

18 MS. BRAESE: Sure. So as part of the
19 program, which again we have developed in partnership
20 with Efficiency Vermont, a customer will receive a
21 free level 2 level charger. And in order to receive
22 the charger they have to meet certain eligibility
23 requirements one of which is 24/7 wifi connectivity.
24 It has to be a residential home that's occupied year
25 round, and they have to be willing to perform those

1 upgrades, service upgrades, or transformer upgrades
2 required to adequately serve that additional load.

3 Once they have met all those
4 requirements, they sign a participant agreement, they
5 schedule their charging off-peak, and they, you know,
6 verify that, and receive a \$500 rebate in addition to
7 a free charger for the installation. We receive --
8 okay.

9 MR. HOWE: Thank you. That's it.
10 Okay. Great. Thank you. Any other questions for
11 the VPPSA utilities? Commissioner Allen.

12 COMMISSIONER ALLEN: Yeah. I'll just
13 ask the question I've been asking others. I
14 understand that AMI has been kind of in view for
15 sometime, and you're making good progress. But I
16 wonder if -- I mean, you know, I think it was Stowe
17 had mentioned, in essence, kind of what seemed like a
18 full suite of software capabilities that needed to
19 kind of accompany that hardware foundation. And I
20 have a question about where, you know, VPPSA is in
21 relation to, you know, not just the AMI but also the
22 other software elements that might be needed to offer
23 a program that can be automated.

24 MS. BRAESE: It's a great question. I
25 think, you know, VPPSA is in a unique position in the

1 fact that we continuously strive to offer and create
2 an economies of scale for our members, and that
3 generally happens through some degree of centralized
4 services. However, that does not override our
5 members' ability and desire for autonomy and ability
6 to see and manage their own systems and control their
7 systems.

8 So, you know, one utility can go out
9 and find the correct technology stacking that works
10 for them. It is often much more challenging to find
11 a technology that will allow broad visibility for
12 VPPSA and also individual visibility for the unique
13 utilities. It's becoming more common. However, it's
14 not necessarily prevalent, and when it is available,
15 it tends to be quite a bit more costly.

16 So VPPSA is exploring a number of
17 opportunities or, you know, potential solutions that
18 can achieve these goals and value, you know, this
19 technology stacking to support these rates, future
20 rates, more dynamic rates, but it does take time, and
21 the technology is ever advancing and changing quite
22 rapidly. So we try to monitor that and seek the
23 solutions that will meet our members' needs.

24 COMMISSIONER ALLEN: And I understand
25 that you, you know, in the VPPSA territories there

1 actually hasn't been a bunch of uptake in electric
2 vehicle adoption, but, you know, for what you have,
3 can you just -- do you have any sense of, you know,
4 impact or proportion of customers that are getting
5 EVs or, you know, participating in the Power Shift
6 program?

7 MS. BRAESE: Well I mean we only have,
8 like I said, a handful of participants right now. We
9 have in all -- I had pulled some data back in April,
10 and we had maybe 65 or so participants that had
11 expressed interest in this specific program. Some of
12 them already had a level 2 charger or a charger at
13 home that did not, you know, wouldn't work with this
14 pilot because this is for the FLO charger
15 specifically. But, you know, 21 were either declined
16 or were ineligible to participate. So that's almost
17 a third.

18 And we have, as I said, several EV
19 rebates, but that's not always the best metric or
20 data source to determine actual EV adoption. I guess
21 the long and the short is, no, not really. We don't
22 have that exact data. But we are trying to infer
23 that from what data we do have available.

24 COMMISSIONER ALLEN: Thank you.

25 MS. BRAESE: You're welcome.

1 MR. HOWE: Were there any other
2 questions from the commissioners?

3 (No response)

4 MR. HOWE: Seeing none, I see a
5 question from the Department of Public Service. Mr.
6 Picotte.

7 MR. PICOTTE: Thank you. Hi, Ms.
8 Braese. I have a question for you, and I'm hoping I
9 can call on your expertise since you live across
10 multiple utilities, multiple systems. And it relates
11 to demand charges for public -- really for public
12 serving EVSE, DC fast chargers, in particular.
13 Although I realize it could apply to large fleets,
14 let's say, that have medium and heavy duty vehicles
15 requiring pretty substantial loads. And it's based
16 in the Department but the -- both the Department of
17 Public Service but also other agencies' work related
18 to spending state dollars to build new public
19 charging infrastructure across the state. And I'm
20 hoping you can sort of correct, you know, either
21 confirm or dispel my premise, but also help identify
22 a solution. Which the premise is that DC fast
23 charger with a load of 150 kilowatts or larger where
24 charging at maximum capacity is happening in that
25 peak hour will have a tremendous cost to the

1 relatively small system, let's say it's a small muni.
2 Is that true? And what do you see as a solution to
3 addressing the fact that there is sort of this
4 mismatch between the relative load of a DC fast
5 charger that happens to be used by the public, a
6 member of the public, at just the wrong time of the
7 month or of the year, what's the solution sort of
8 addressing that? I don't have one in mind, so I
9 welcome your expertise.

10 MS. BRAESE: I appreciate the question.
11 I think -- all the utilities are trying to work
12 through that where for VPPSA's members it may have a
13 greater impact just due to scale and size of overall
14 load. I do think, you know, with fast chargers they
15 are of such a size that they would be separately
16 metered. And I think that when you have a separate
17 meter or an installation such as that, you can --
18 you're better able, I would say from my perspective,
19 to implement a rate that's going to ensure cost
20 recovery while not cost shifting. Right?

21 And I think there are a number of ways
22 to do that, but I also believe that's why it's very
23 important for these companies, commercial or even
24 public chargers, to be in very close communication
25 with the utility. Because ultimately the utility is

1 responsible for ensuring the load is met. Right?
2 And I believe you could tie technologies. I don't
3 think this is always the answer, but, you know, if
4 you had a battery system also tied to that charger
5 where you could offset some of that peak load to be
6 able to shift slightly here and there, those are some
7 solutions that could work.

8 Of course, you know, put that out in
9 the field, but those are options. I agree and
10 appreciate the Department's concern and other
11 agencies' concern about the impact that that could
12 have on the small utilities' overall load though.

13 MR. PICOTTE: Thank you.

14 MR. HOWE: Great. Any other questions
15 for VPPSA before we move to the final utility?

16 (No response)

17 MR. HOWE: Seeing none, next up is
18 Washington Electric. Welcome.

19 MR. POWELL: Good afternoon. Thank
20 you.

21 MR. HOWE: I lost my place here. All
22 right. So I will start with just the same, if you
23 don't mind, providing a general overview of what you
24 anticipate being your tariff filing when it comes
25 time to file. You've mentioned one tariff peak, off

1 peak, block rate design. Maybe you could tell us a
2 little bit more about that to start.

3 MR. POWELL: Thank you. Sure. So
4 although Act 55, I believe, calls for a due date of
5 next July, '24, I also recall that the PUC has
6 requested some form by I think mid October. And that
7 is our current plan. Something intentional. It may
8 not be an EV-specific rate, because what we see is
9 perhaps a time-of-use rate. But I would rather -- so
10 I answered your question about when.

11 I would also like to give the
12 commission a little bit of a back cast, because there
13 are -- and others here today have cited parts of what
14 I'm going to address, some limits and barriers. One
15 of the issues that we face, WEC is about a 17.2
16 megawatt project, plant, if you will, about 12,000
17 households, about 96 percent residential. Our
18 largest single account on demand is a 300 KW high
19 school; Harwood.

20 In the last decade WEC was awarded a
21 VLITE grant. We provided that location and four
22 others with a double to port charge point level 2
23 charging through, as I said, a VLITE grant. So we
24 have had that experience, but that's a real limit in
25 our market. We do not have a lot of public exposure.

1 We don't have a position in downtowns. We are out in
2 the sticks.

3 One of the issues that we are dealing
4 with, and I've mentioned this in other dockets, much
5 of our transformer population is 5KVA. So we have
6 kind of the double kind of handicap of relatively
7 older housing stock with some 60 or 100-amp service
8 entrances and relatively small transformer
9 capacities.

10 WEC was an early adopter of AMI. We
11 use a Power Line Carrier product. We are now in our
12 second decade on that, and we are seeing some limits.
13 Let me bring some of the barriers that are caused by
14 Power Line -- not caused by Power Line Carrier, but
15 have impacted Power Line Carrier metering with some
16 of the devices that we are talking about. So what we
17 see with net metering, for example, is when you put
18 an inverter behind a meter we often lose the
19 communication path. The inverter creates capacitance
20 in the line and the signal is killed to read the
21 meter.

22 So we have to revert back to manual
23 reading for many of our 900-plus net metering
24 locations. That's a relevant burden. One of the
25 solutions we are intending to do in -- and we will

1 speak to this in our soon-to-be-filed IRP and our
2 construction work plan -- is we are going to migrate
3 to an RF mesh system. So we are going to have a
4 hybrid system where we need connectivity and where we
5 have the CUDs putting fiber up, so we can ensure a
6 good back haul. We are going to put RF mesh metering
7 where there is net meter now where we have lost
8 signal, and we are doing manual reads once a month.

9 WEC has -- we actually pioneered the
10 Power Shift program that others are now using.
11 Again, I want to give full credit to Efficiency
12 Vermont who was and is our partner in that. We are
13 now in kind of our third phase of Power Shift which
14 is a voluntary EVSE program where we provide the
15 member with a ChargePoint unit at their cost to
16 install. But one of the requirements in our
17 participation agreement is that they are on the hook
18 to pay for any service upgrades.

19 And again, I mentioned a minute ago we
20 are seeing that where there is net metering because
21 there is a high probability that a net meter member
22 will then also want an EV, and EVSE is going to
23 follow, and heat pumps and heat pump water heaters.
24 So there is a convergence of beneficial
25 electrification on this same metering issue that I

1 described where we are back to manual reads.

2 Further, once you configure the type of
3 metering we use for net metering so you can read
4 power flow in both directions, that's the limit. I
5 can't then later on, a time-of-use rate, to segment
6 time-based buckets. Our Power Shift program, again
7 voluntary program, if you meet the obligation which
8 is make sure your service entrance is 200 amps and
9 the transformer is right size, that involves, similar
10 to others that have spoken today, two peak periods, a
11 17 hours of off peak and 7 hours from 3 p.m. to 10
12 p.m. of don't use it.

13 And as others have indicated, I can --
14 I know one of my Efficiency Vermont teammates is on
15 this call, we have probably three dozen installed
16 units with some varying amounts of communication.
17 Because often or occasionally, members' routers go
18 off and we lose visibility until we realize they are
19 not being read and seen. And so we have ongoing kind
20 of hand shaking and, you know, reiteration of how to
21 set your router back up so you can be seen on the
22 ChargePoint dashboard.

23 So we have, you know, the data, and we
24 have a high confidence that members under this
25 program have been staying outside of the peak hours.

1 The information's actually baked into the
2 ChargePoint, but you can override it if you know the
3 secret handshake. So it's kind of satisfying. And I
4 think it's a good model that we will be using.

5 We have a time-of-use rate that
6 predates my tenure at WEC that no members are
7 currently on. So we will be probably using that as
8 the vehicle to file an updated time-of-use rate
9 contingent on the RF metering being in place.
10 Because there is no way that we can offer that rate
11 under the current platform of Power Line Carrier.

12 And while I have the floor, I would
13 just like to throw in both Lisa and Sarah mentioned
14 telematics and vehicle to grid, not specifically, I
15 will, because to me this is, you know, an element of
16 the market that the commission probably is looking
17 at. And I would just advocate it's going to be
18 bigger than what we are doing behind the meter with
19 wifi-enabled dashboards. I think that's the big
20 target that all the OEM and manufacturers and the
21 third-party aggregators are looking at.

22 So I'll leave it at that. I welcome
23 your questions. Thank you.

24 MR. HOWE: Sure. Thank you for that.
25 I will let others go ahead with questions at this

1 point.

2 Commissioner Allen, do you have
3 questions?

4 COMMISSIONER ALLEN: I just want to
5 follow up on that last point. I just want to be
6 clear. Do the telematics, which I understand to be
7 the, you know, interaction directly with the vehicle
8 rather than with the charging, is that through the
9 wifi system or is it outside of the wifi system in
10 the household?

11 MR. POWELL: I think the answer is
12 could be either or both. I mean I don't consider
13 myself a subject matter expert. I'm simply seeing
14 that the software element of EVs is, you know, taking
15 over the whole -- the whole experience. That's what
16 Mr. Musk wants you to do is buy his software that has
17 four tires on it. And, you know, everybody else is
18 going to be modeling that mechanism, including to the
19 extent vehicle-to-grid backup is something that we
20 all in this audience are anxious to see happen.

21 I think that that's going to be a
22 threshold different -- you know, change maker, deal
23 breaker, different paradigm once that becomes more
24 prevalent. So I just think we are going to be in a
25 position, and I'll layer on another layer here.

1 VELCO has deployed a statewide fiber network that is
2 beneficial to the distribution utilities at the
3 substation level and potentially beyond. I think --
4 and I don't want to speak for any other utilities,
5 but there may be resistance to some distribution
6 utilities having VELCO see all the way into an end
7 point, but at the same time, that's what they and ISO
8 are going to be needing if we are going to harmonize
9 the whole picture, you know, one meter at a time, if
10 you will.

11 So I just think there is another layer
12 here. VELCO and the choreography of load control,
13 flexible load management, where we are doing this one
14 meter at a time, one member at a time, and relying on
15 wifi, there are other options. And I think those
16 will prevail over time.

17 COMMISSIONER ALLEN: Thanks. And you
18 mentioned AMI and the fact that, you know, the
19 technology -- that technology and the platform that
20 is relied on with that technology is now, you know,
21 getting relatively advanced in years. Maybe I'm
22 overstating what you had characterized.

23 But are you looking ahead at the next
24 generation of AMI and whether that might help to
25 reduce some of the, you know, the aging pains that

1 are associated with the current platform?

2 MR. POWELL: Well, Commissioner Allen,
3 I hope I understand your question correctly. I use
4 AMI as kind of a generic term, and the Power Line
5 Carrier is a specific reference to a type, you know.
6 It's great for one day -- one per day reading of
7 energy. Or if I want to pull the meter for a peak
8 demand, I can do that.

9 But again, with the issue that I cited
10 where we are losing communication to a significant
11 number -- an increasing number of member locations.
12 Because not only is this problem that I described
13 very visible and almost one to one with new net
14 metering whether the inverter behind the meter, any
15 device that has a variable frequency drive -- so
16 think of every heat pump in Vermont and every heat
17 pump water heater in Vermont has the same negative
18 consequence on signal strength if you're using Power
19 Line Carrier.

20 So in our market, that's a big deal.
21 We went in not knowing that the fruits of our
22 beneficial electrification would then kind of disrupt
23 this new platform that we were so enthralled with
24 getting out of monthly drive the truck around and
25 read the meter. Now we are kind of back there. And

1 we don't want to be back there. We absolutely want
2 to be able to layer on to a net metering member an
3 option of having a time-of-use rate for not just
4 EVSE, but for load control and for sending the member
5 a signal if we are having an event that, you know, we
6 then, subject to a tariff, of course, that we have
7 some mechanism to reward the member for
8 participation.

9 We are not there yet. And I don't
10 think we are going to solve it overnight. I think
11 what you'll see, as I said earlier, is a modified
12 time-of-use rate where the RF metering is available.
13 And then, you know, some sort of a commitment on both
14 parties. We will give you a different deal if you
15 participate in this way. Credit on the bill,
16 perhaps, or some other financial kind of
17 compensation.

18 COMMISSIONER ALLEN: Is the plan to
19 essentially meet the Act 55 requirements going to be
20 some form of a whole house either time-of-use or time
21 varying rate?

22 MR. POWELL: I think it is. I'm not a
23 betting man, Mr. Allen. I would say we are in the
24 early phases of an IRP with financial forecast, and
25 we need to work that consideration. You know,

1 whatever we need to do for Act 55 needs to be part of
2 our thinking and our planning and our financial
3 commitment and our construction work plan. So it's
4 all got to tie together, and I don't want to get too
5 far ahead -- over my skis here, but yes.

6 And again, with what we have already
7 indicated to the Department, we will be working, you
8 know, in the next six months on a mutually kind of
9 visible method to solve what we need to do as far as
10 the official filing in '24.

11 COMMISSIONER ALLEN: Did I hear you
12 correctly that you have a time-of-use rate that you
13 offer your customers, but there are currently no
14 customers participating in that rate?

15 MR. POWELL: That's correct. You heard
16 the same thing from Mr. Morris at VEC. That the
17 mechanism that we have brought forward but no one
18 participates in is not a financially beneficial rate.
19 It's punitive almost. And it really relies on -- I
20 mean I don't remember if you were at the Department
21 then. But back in the day, when we had
22 electromechanical disk meters, what the member would
23 have to have then done would be to install a second
24 meter and a path for a second meter, and then
25 mechanically switch at a certain clock setting

1 between one meter to the other. And, you know, that
2 mechanism is long gone. We are in digital metering
3 now. And I already, you know, described the issue
4 with the current PLC platform.

5 So I don't know if it's all going to
6 kind of fit the same way it would have fit 30 and 40
7 years ago. But the mechanism that I would be
8 advocating is based on what I'm seeing in our Power
9 Shift model which is 7 peak hours, 17 off-peak hours.
10 And make it open to the whole house, and keep the
11 wifi out of it. And have no other piece of equipment
12 other than what the member may have on her phone or
13 her own, you know, information.

14 COMMISSIONER ALLEN: But that would be
15 in the form of a whole house time-of-use rate
16 offering?

17 MR. POWELL: Again, I'm not, you know,
18 I'm not in a position to make a formal commitment,
19 but yes, that's what I envision part of our solution
20 to respond to Act 55 will look like. Yes.

21 COMMISSIONER ALLEN: Okay. Well I mean
22 if -- you have been here through the call. You
23 might have heard me kind of asking a question about
24 customer participation. And as you know, it's not to
25 pick on any individual utility, because I think it's

1 true across the United States that these, you know,
2 these time-of-use programs and just about everywhere
3 I've seen outside of Arizona, you don't typically get
4 appreciable participation in these programs.

5 Do you believe that you will be able to
6 overcome the challenge that is traditionally
7 associated with these whole-house time-of-use
8 frameworks to get higher participation?

9 MR. POWELL: I can't -- I can't speak
10 to the Arizona example, but I infer that the way you
11 get participation is you make your peak rate punitive
12 and then you offer very attractive off-peak rate. So
13 I think it's really what's the number and, you know,
14 some sort of a method to show the member that if you
15 do it this way, and you opt out or rather participate
16 according to these guidelines, you'll be better off
17 than on our current two-tiered rate which is
18 approaching -- with the recent price increase it's
19 over 26 cents per kilowatthour.

20 So yes, I do think there is some rate
21 relief that could be possible, but I would be out of
22 bounds to tell you what kind of participation we
23 expect. I can't answer that question.

24 COMMISSIONER ALLEN: Okay. Thank you.

25 MR. POWELL: Thank you.

1 MR. HOWE: I do have one more question
2 for you, Mr. Powell. Unless somebody else has one.
3 I'll open it up to others before I ask mine. It was
4 just sort of about -- I don't see any green
5 microphones, so I'll just go ahead and ask it.

6 In terms of the Power Line Carrier
7 problems and the interference, is there a way that
8 those customers would be able to participate in that
9 time-of-use rate? What would that look like?

10 MR. POWELL: I think the answer is for
11 those locations where we know we have lost
12 communication, they are going to be the first group
13 that are going to get the RF mesh meter. So that
14 deployment -- so it's not strategic, it's
15 scattershot. It's wherever we lost the comm, that's
16 where we deploy the RF. That would be contingent on
17 good fiber back haul, which is contingent on the CUDs
18 getting out there. So there is a little bit of
19 phasing in and timing that I can't predict.

20 We are really fortunate to have a very
21 active CUD covering 20 of our 41 towns. And the
22 other CUD in our southern area is very well
23 positioned already. There's fiber to 2,200 members
24 in that area. So there is some relief that will come
25 through this RF mesh migration, but it's not going to

1 be overnight.

2 You know, when we first deployed PLC in
3 2012 with the ARPA money, the original federal
4 program that VELCO promoted, we didn't have the kind
5 of net metering distribution as we do now. And, you
6 know, as we deployed, and we deployed it with our own
7 forces. We took linemen and over about six months we
8 installed 11,000 meters. And what we are going to
9 need to do in this new vision of RF mesh is probably
10 perhaps use our own forces or just hire it out to a
11 third party that will come in and just get us up and
12 get us running. Because we have a lot of other
13 activity at the Co-op these days.

14 So did I answer your question?

15 MR. HOWE: You did. Thank you. Are
16 there any other questions for Mr. Powell before we
17 move away from the utilities? That's our last
18 utility. And thank you, everyone, for your comments.
19 This has been very informative.

20 It's 12:20 right now. I think what we
21 have left to cover in terms of what I had on my
22 agenda is to hear from the Department of Public
23 Service if they have anything they would like to add,
24 or if there are any questions for them on their
25 comments.

1 From ChargePoint as well who filed
2 comments in the investigation. And then just sort of
3 housekeeping next steps in the proceeding and maybe
4 setting a stage for some of the additional topics
5 raised by -- in the comments that were filed.

6 I could see that taking up until
7 probably 1 o'clock or so. So I don't know if folks
8 want to break for lunch and come back and do that, or
9 take a short break and come back and finish up. Does
10 anyone have a preference?

11 THE COURT REPORTER: This is the
12 reporter. I don't need lunch. We can keep going.
13 That's fine with me.

14 COMMISSIONER CHENEY: I see in the chat
15 -- this is Margaret Cheney -- that someone would like
16 a break.

17 MR. HOWE: Yes. We will certainly take
18 a break. It's just whether it's for lunch or for
19 just a shorter rest period, and then we can finish up
20 with everything.

21 It sounds like a short break will do it
22 for everybody. That is great for me as well.
23 Commissioner Allen?

24 COMMISSIONER ALLEN: Yeah. I would
25 make it, you know, a little bit longer than that

1 other break. But yeah. I think that would be fine.

2 MR. HOWE: Okay. So maybe 15 minutes,
3 and then we come back and run through just the rest
4 of the agenda. And ideally, we would get out of here
5 around 1 o'clock or maybe a little bit after.

6 That's great with everyone. Let's go
7 ahead and take a 15-minute break. So come back at
8 say a little bit after 1:40. Does that work for
9 everybody? Or 12:40. I'm sorry. Perfect. Let's
10 come back at 1 -- 1:40. Okay great. Perfect.

11 CHAIR ROISMAN: 12:40.

12 MR. HOWE: I'm sorry. My times are
13 off. Okay. 12:40 we will see everyone back here.

14 (Recess was taken.)

15 MR. HOWE: Okay. Let's try and go
16 ahead and resume here. Hopefully everyone's back
17 behind their screens.

18 CHAIR ROISMAN: 17 people.

19 MR. HOWE: All right. Let's go ahead
20 and start then. So next up we had comments filed by
21 the Vermont Department of Public Service. And also
22 by ChargePoint. I just wanted to open the floor to
23 them to see if there are questions for them or
24 anything to add.

25 I'll start with the Department of

1 Public Service. Your comments were very helpful.
2 Some key issues and also some topics for further
3 discussion which I will address next steps last, but
4 just based on what you've heard today, is there
5 anything the Department would like to add to their
6 comments at this point?

7 MR. PICOTTE: I have nothing to add.
8 I've -- I asked one question, and I think that's been
9 covered very well. Thank you. I guess the one topic
10 that maybe hasn't come up and maybe is in the realm
11 of is it a rate question or not addresses
12 multi-family residents, and the best ways to serve
13 them either on their property where they live, or not
14 on their property where they live, at say a public
15 charger of some kind. I think that's probably a
16 larger, broader discussion than EV rates
17 specifically.

18 MR. HOWE: Sure. And I think a lot of
19 the -- well several of the suggestions fell into that
20 category. My goal for today was just sort of get a
21 sense for the commission of utility preparedness for
22 next year's deadline and kind of the structure of
23 what they are working on so we have a sense of that.
24 I think that will inform some of the subsequent work
25 that we do in this investigation and for the report

1 that we file in January.

2 Did anyone have any additional comments
3 for the Department?

4 COMMISSIONER CHENEY: I have a
5 question. I was just struck by the fact that demand
6 charges, which we really haven't talked much about
7 today, were an issue for both the Department and
8 ChargePoint. And I'm wondering at what point we will
9 be discussing that. Because it does seem to be a
10 really practical and potentially problematic issue.

11 MR. HOWE: Yes. So that's number one
12 on my list for a follow up. I think that's probably
13 a more in-depth discussion than we could have gotten
14 in today just based on our first round of comment
15 requests. I think some more focused requests around
16 demand charges and maybe even an entire workshop
17 dedicated to that topic would make sense, because I
18 think that will take some time to work through.

19 We heard several approaches by the
20 utilities or that the utilities have taken so far.
21 But I think spending some more time on that would
22 help us quite a bit to understand the issue, or more
23 importantly, I guess, we all understand what the
24 issue is, to understand potential solutions to the
25 issue that might be implemented.

1 Any additional questions -- Chair
2 Roisman.

3 CHAIR ROISMAN: I just wanted to say on
4 demand charges I think looking outside of what we
5 know in Vermont and seeing how other states are
6 dealing with that would be very, very helpful to get
7 -- because obviously everybody has the same problem.
8 And finding out what, you know, what they are doing
9 may give us some clues as to what works and what
10 could work in Vermont.

11 MR. HOWE: Yes. I completely agree.
12 Any other -- yes. Chairman Allen or Chairman.
13 Commissioner Allen. Sorry.

14 CHAIR ROISMAN: Not yet, Riley.

15 COMMISSIONER ALLEN: Yeah, for another
16 day.

17 I wanted to test the comment that was
18 made by the Department concerning the value of, I
19 think, load management relative to grid peaks over
20 time because they become less predictable. The point
21 is kind of well taken on one hand, but load
22 management, at least theoretically, could extend
23 beyond a focus on essentially the coincidence peak in
24 Vermont. And what you're avoiding essentially are
25 the RNS charges or the RNS charges that occur on a

1 coincident peak basis in Vermont; is that correct?
2 Philip?

3 MR. PICOTTE: Yes. But certainly on a
4 monthly basis, but also the annual FCM peak.

5 COMMISSIONER ALLEN: Right. Right.
6 But I guess, you know, imagining a day where
7 essentially the only value stream that we are focused
8 on is the monthly peak. And whether you've given any
9 consideration to any other value streams that might
10 kind of creep in over time as we think about the
11 potential value longer term of, you know, managing EV
12 loads.

13 MR. PICOTTE: I would guess you're
14 referring to avoided transmission and distribution
15 system costs?

16 COMMISSIONER ALLEN: Yeah. In
17 particular, yeah. I mean it could be, you know, peak
18 energy and other things too. But in particular, the
19 upgrades that might be necessary to, you know, for
20 the wire system to manage loads that are relatively
21 peaking.

22 MR. PICOTTE: I myself have not given
23 that much thought. And thinking about how some of
24 that, when you get into T&D costs you end up talking
25 about individual circuits and that hyper-localized

1 aspect, then how to bring in rates into that
2 question. I'm not there yet.

3 But it is -- you know, it is an
4 important value stream, and maybe we don't think
5 about individual circuits but we think about systems;
6 right? Let's say a small muni system that has one
7 point of interconnection to the transmission system.
8 Just to -- hypothetically. That could be a place
9 where rates matter with clear opportunities to avoid
10 T&D costly upgrades.

11 COMMISSIONER ALLEN: Well I mean the
12 conversation we are having is about EV rates and, you
13 know, the increasing penetration of the EVs. And in
14 my mind that's a very long-term kind of challenge.
15 And we are having a conversation about rate design
16 now. But, you know, at least from my standpoint, I
17 think kind of looking and thinking not only in terms
18 of individual years but multiple years in the future,
19 those other value streams I would be interested in
20 knowing if there are -- if the Department thinks that
21 there are value streams that extend beyond the
22 monthly peak. I'll leave that for another day. I
23 think that's the only thing that I had. Thanks.

24 CHAIR ROISMAN: I had something I would
25 be interested in the Department's thinking on. I

1 mean traditionally rates, of course, have to be just
2 and reasonable, and we all agree with that. And they
3 should not go shifting -- subsidizing one kind of
4 user versus another kind of user. But I thought it
5 was interesting to hear from Stowe today about what
6 they are doing to try to make sure that the customer
7 to whom they are selling wholesale electricity, to
8 ultimately be used to sell retail to EV users, are
9 concerned about that wholesale purchaser having
10 equipment that is working properly so that when the
11 EV customer shows up, they get it.

12 There are other things that are equally
13 relevant, and as you know, part of Act 55 is rates
14 should encourage the use of EVs. So, for example,
15 at least in my experience, there is no signage that
16 tells you where the EV chargers are located. You can
17 go to a website and get generally there is some at
18 this mall, or there is some at that convenience
19 store, or there is some at that auto dealership, but
20 there is no sign when you get there that says turn
21 left here, it's on the second level, it's in the back
22 corner. Whatever. No signage at all.

23 The -- similarly, and Stowe has
24 indicated there are problems with the chargers not
25 being adequately maintained. You've got a charger.

1 It doesn't work. That's like having no charger -- no
2 charger at all. And third, the chargers are often
3 difficult to use. You know, you go up to a gas
4 station to buy gas, you put your car next to the
5 pump. You take the pump, you put your card in, you
6 take the handle out. You stick it in the car. You
7 fill it up with gas. Couldn't be easier.

8 Not that way with the chargers.

9 Although there are programs that some of the charger
10 operators have that if you use their apps. it solves
11 all of those problems, one of which is here today,
12 ChargePoint. So I'm wondering what the Department's
13 thought is about encouraging the utilities who are
14 selling their electricity wholesale to do what Stowe
15 is doing across the board.

16 In other words, say we will give you
17 rate A if you do these things, and if you don't do
18 these things, you're going to get rate B. And A is
19 the more favorable rate. And I'm talking now not
20 about homeowners. I'm talking about these commercial
21 places where the chargers are.

22 Any thoughts about whether that's part
23 of what should be in the rate design for the utility
24 selling essentially wholesale electricity to
25 chargers?

1 MR. PICOTTE: So it sounds like you're
2 describing, perhaps to come up with terminology, but
3 a performance standard for public charging quality,
4 call it something else, but I think your point's
5 about finding it, about making it -- the experience
6 customer friendly and somewhat the same, and probably
7 most importantly, about up time requirements and
8 making sure that when a customer who is counting on
9 it to be in a location reaches the -- especially the
10 DC fast charger, and it works, because they may have
11 no other option to continue their journey, that it's
12 working.

13 I think those are all very important
14 and so far unanswered questions in this space. I
15 have not thought about how to and further --

16 (Interruption by the Court Reporter)

17 MR. HOWE: I just noticed -- I don't
18 know if it's caller 1 or caller 2. But the folks
19 that have dialed in, could you mute your phones?
20 Thank you.

21 MR. PICOTTE: So I have not given any
22 thought to a preferable rate tied to the performance
23 of the equipment. I think I would have to consult
24 with Ms. Brennan from the Department and others on
25 how that could work and justifying it. But yeah.

1 Based on the idea.

2 CHAIR ROISMAN: I think you heard the
3 Stowe representative today say they too have not yet
4 worked out how they would verify that. It's all well
5 and good to say your charger has to work for you to
6 get this special rate. But it's not like they are
7 going to have an inspector running around or not
8 likely to have an inspector running around to make
9 sure. I mean you might have, you know, a mechanism
10 that when the charger fails there is some reference,
11 some data, and at the end of the month if it shows
12 that -- the data showed that you failed more than X,
13 then you don't get that rate. You have to get the
14 higher, you know, whatever. But okay.

15 Well I'm glad to hear that you feel
16 that it's something that would be worthwhile doing.
17 How to do it is obviously the hard part.

18 MR. PICOTTE: Just for context, the
19 place where the state, you know, the different
20 agencies have encountered this is through the state-
21 supported DC fast charging and other public charging
22 programs where we write in our contract terms and
23 enough time requirement of 99 percent or something --
24 some number like that.

25 And I believe it's then self reported

1 by the operator to say, well, it was available, you
2 know, this many hours in the month. It was available
3 X hours. So it's self reported. Perhaps not
4 perfect. But it's a start at least.

5 CHAIR ROISMAN: Thank you.

6 MR. HOWE: Are there any additional
7 questions for the Department? And I'm still getting
8 a little bit of feedback occasionally. I think it
9 may be caller 2, although the callers probably don't
10 know who they are. But if you are on the phone
11 connected to the workshop, can you please mute.

12 All right. So with that, thank you,
13 Department. I don't see any other questions for you.
14 We will now call on ChargePoint who also submitted
15 comments in this proceeding. Is there someone from
16 ChargePoint here?

17 MS. KENNEDY: Isla Kennedy with
18 ChargePoint.

19 MR. HOWE: Welcome. Thank you. So
20 your comments were very helpful. I think you
21 probably have a unique view of sort of nationwide
22 solutions to some of the issues that we will be
23 talking about in more depth such as demand charges.
24 Those were very helpful.

25 I guess I'll -- are you ready for

1 questions from anyone?

2 MS. KENNEDY: Sure. Happy to.

3 MR. HOWE: All right. Caller 2. Can
4 you please mute your phone before we do that.

5 All right. Sounds good for the moment.
6 Does anyone have any questions for ChargePoint or
7 comments -- Chair Roisman.

8 CHAIR ROISMAN: Yes. It's not even so
9 much on your comments. Without violating some
10 corporate confidentiality, I sort of want to
11 understand the business model.

12 ChargePoint has chargers at various
13 public locations. Are those owned by ChargePoint?

14 MS. KENNEDY: Sure. So ChargePoint is
15 a little bit different from other large EVSE
16 companies. In its case the overwhelming majority of
17 the stations we do not actually own. The owners of
18 the site of say, whether it's a Target or a
19 convenience store, what have you. That isn't
20 typically the case much like other others like EVgo
21 per se to my understanding.

22 CHAIR ROISMAN: Okay. But they are
23 buying your charger. They are not buying somebody
24 else's charger. They buy it from you.

25 MS. KENNEDY: Right. So ChargePoint

1 has both the hardware and software side, but they buy
2 it, the site host, through ChargePoint, and then the
3 site host operate it themselves.

4 CHAIR ROISMAN: Okay. So my second
5 question is when billing is done by the utility
6 that's selling at wholesale the electricity, does
7 that bill come to ChargePoint? Or does that bill go
8 to the owner of the charger?

9 MS. KENNEDY: That's a good question.
10 It does just depend on the circumstance. I know to
11 the question earlier, say for Stowe with the hotel, I
12 would assume in that point the bill would actually go
13 to the hotel. I, of course, don't know for sure.
14 But generally the site host in ChargePoint's case
15 specifically, since they own it, they take the
16 responsibility there, and they can set the pricing
17 themselves. Whether they are providing it for free
18 or if subsidized, seeking just cost recovery, or
19 making a bit of a profit, they can press that
20 themselves through there.

21 CHAIR ROISMAN: Okay. And ChargePoint
22 doesn't impose any conditions on them. If they
23 bought the charger from you, and they want to double
24 the price or halve the price, or you know, put the
25 charger at this space or that space, none of that

1 ChargePoint gets involved in; correct?

2 MS. KENNEDY: That's right. We
3 encourage them to price it competitively, but at the
4 end of the day it is up to them.

5 CHAIR ROISMAN: Okay. Now what about
6 the customer service piece of it? I've used the
7 ChargePoint chargers a lot for my car. And when I
8 run into problems with getting plugged in there is a
9 phone number that I call and identify the number on
10 the charger. And somebody talks to me. And when I
11 still can't make it work, they take over the charger
12 for me. They turn it on. They see that I have an
13 account. They turn it on. And my account seems to
14 have a balance, which I've always thought I was
15 paying to ChargePoint. And the charges that I have
16 when I use the charger go against my account. And I
17 keep putting -- I replenish it from time to time.

18 Am I talking to a ChargePoint service
19 provider who is part of a service that ChargePoint
20 charges to the owner of the charging station?

21 MS. KENNEDY: You know, I'm not
22 entirely sure on all the specifics. But I know if
23 that were the case, I would think it would be
24 remedied through the site host and there would be
25 some sort of communication between the two, just to

1 get that squared away in terms of billing.

2 CHAIR ROISMAN: And if the charger
3 isn't working, does ChargePoint have a service
4 program? And customer pays for it, but that they
5 will come out and repair the charger?

6 MS. KENNEDY: Yes. There is a service
7 that's called Assure. And just like you said, it's
8 where that maintenance is included for the site host
9 to choose to have that service.

10 CHAIR ROISMAN: So just like the
11 typical appliance, I get a refrigerator, I pay
12 Maytag. And they will have it serviced for the next
13 year or two or extended. Correct? That's how it
14 works.

15 MS. KENNEDY: That's right.

16 CHAIR ROISMAN: Okay. All right. I
17 think that's all the questions I had. I just wanted
18 to understand sort of the model. And you say you
19 think that the ChargePoint model may be different
20 than lots of other, you know, Electrify America or
21 EVgo or any of these other --

22 MS. KENNEDY: Yeah. That's right.
23 It's not the same across the board. The ones that
24 come to mind as far as larger ones, EVgo and
25 Electrify America are two examples that I believe

1 they either own them entirely or at least the
2 majority, unlike ChargePoint.

3 CHAIR ROISMAN: Okay. Thank you.
4 Thanks very much, Ms. Kennedy.

5 MR. HOWE: I see Commissioner Allen.
6 You have some questions for Ms. Kennedy?

7 COMMISSIONER ALLEN: I just have a
8 couple questions. First of all, I'll just start with
9 a comment which is you've heard others say it, and
10 you say it, that demand charges are an issue. And
11 from my standpoint, demand charges are there for a
12 reason. Which is, you know, recovery of costs for
13 low load factor entities.

14 So I'm just interested in essentially
15 the work arounds. And I know Green Mountain Power
16 has one work around. I think that's fully justified
17 by the lift profiles that happened to exist for the
18 public charging stations that they apply that rate
19 to. But I would be interested in just kind of
20 learning of other experiences.

21 So to the extent that ChargePoint of
22 all groups participating in this is probably most
23 likely you would be familiar with kind of the
24 innovative rate models out there, and hopefully you
25 can enlighten us as this proceeding unfolds.

1 The other relates to a comment, maybe
2 I'm not reading it correctly, but it's been
3 characterized as expanding existing industrial rates
4 for low load factor industries. And I'm not positive
5 I understand what is being communicated there. Is
6 that -- is the Green Mountain Power commercial rate 6
7 an example of what it is that you're talking about?
8 So a rate that is free of demand charge?

9 MS. KENNEDY: So I know Green Mountain
10 Power did provide a response when we had initially --
11 ChargePoint had initially submitted the comments. I
12 know it was the concern in viewing rates 8 and 63, 65
13 which was addressed in our comments. Under the
14 assumption that for C&I customers including those
15 with EV load that they would be incurring significant
16 demand charges of 16 dollars and 19 per kilowatt
17 respectively.

18 Based on the reply comments, as well as
19 the discussion to date, it appears that that might
20 not be the case, given rate 6, and assuming that all
21 EV customers could be on that rate, we would view
22 that in general as a positive outcome. However, it's
23 fairly clear to me, although not entirely, but after
24 this discussion it seems that Green Mountain Power
25 had provided some clarification there with the

1 exception for the unique load of EVs, to be able to
2 have mitigation around them.

3 COMMISSIONER ALLEN: Thanks. I think
4 I'll save my follow up for a follow-up question in
5 writing.

6 MR. HOWE: All right. Are there any
7 other questions for ChargePoint?

8 All right. So I think that covers
9 everyone who filed comments in this proceeding or in
10 this investigation in response to our first request.

11 Before I go on to next steps, I'll ask
12 if anybody has any general additions based on
13 anything that they have heard here that they would
14 like to add.

15 (No response)

16 MR. HOWE: All right. I don't see any
17 green microphones. So in terms of next steps, we had
18 a number of recommended topics, some of them larger
19 than others; some of them smaller.

20 The most notable being, as several have
21 observed, demand charges. So I think I'm seeing at
22 least two additional workshops potentially here. I
23 think demand charges could maybe be paired with a
24 smaller topic. But just in terms of going forward, I
25 can see at least two additional workshops and two

1 additional requests for comments from the
2 participants to cover everything that was raised.

3 Some of these may be more amenable to a
4 multi-topic workshop, but I think demand charges and
5 possibly multi-unit housing could be sort of anchors
6 to those workshops.

7 So at least my recommendation going
8 forward to the commission, and certainly we will talk
9 about it after this and come up with a plan, would be
10 to, you know, reserve two empty slots for workshops
11 going forward with rounds of comments to cover some
12 of these additional topics. And we will precede
13 those workshops with requests for comments from the
14 parties, and that will probably take us into fall.
15 At which point we will have to start preparing our
16 report to the legislature.

17 So sort of -- it could increase the
18 number of -- certainly there are enough topics here
19 where we could increase the number of workshops, but
20 just given the time constraints, I see at least two,
21 possibly three in my view. But we will discuss that
22 internally.

23 And just so -- I just wanted to
24 alleviate any concerns that topics that were raised
25 that require further discussion are not being omitted

1 from discussion. They just -- we haven't reached
2 them yet. So this will be an ongoing investigation
3 in contrast to past years where we just more or less
4 a request for comments and then prepared the report
5 on that.

6 And that is everything I wanted to
7 cover. I would expect that we would turn around the
8 next workshop in probably towards mid to late summer.
9 I guess it is mid summer. Commissioner Allen?

10 COMMISSIONER ALLEN: Yeah. From my
11 perspective, it would be helpful to provide some
12 follow up to the process with a couple of the
13 utilities that I think have been, you know,
14 essentially trailblazers in this space. So I would
15 like to follow up, just example, with Green Mountain
16 Power and BED, perhaps Stowe and VEC, on some of the
17 efforts that they have had underway so there is a
18 good flow of different ideas that are shared amongst
19 everyone participating.

20 MR. HOWE: Okay. And would you
21 envision that being through comments, or would that
22 be an additional workshop topic?

23 COMMISSIONER ALLEN: I'm just
24 envisioning kind of setting up something through
25 specific questions that actually come from us. But

1 you know, I have additional questions that I have for
2 a number of the parties, maybe all the parties. But
3 I think I would like to tease out in a better
4 document, essentially, you know, the successes and
5 the struggles that are out there that have -- that
6 we have scratched the surface of in this workshop.

7 MS. BRAESE: If I could, I was going to
8 ask respectfully that it would be something open and
9 all parties engaged in any additional questions. We
10 have done a lot of work researching and finding those
11 learned lessons, and we would hope to be engaged in
12 that as well.

13 COMMISSIONER ALLEN: Appreciate it.

14 CHAIR ROISMAN: And Micah, I would like
15 to see us focus on the non-home EV charging rates
16 question, both the large commercial customer who is
17 using this -- is using the electricity charge their
18 own vehicles, you know, the fleet vehicles and so
19 forth, but then the others, the commercial
20 establishments that are charging other people's
21 vehicles. What's the best way to set the rate? And
22 what conditions on those rates, different variant
23 rates, based upon the functionality and usefulness of
24 the EV chargers. You know, including questions like
25 one of the -- and I now can't remember which utility,

1 oh, I know, it was GF Power, who indicated they were
2 going to make sure that they put in the
3 infrastructure that would allow easy expansion of the
4 number of charging stations that they would have, as
5 the demand grew, rather than just put in
6 infrastructure that was adequate for the current
7 demand.

8 The questions like that that fit within
9 the Act 55 goal of encouraging EV use and looking at
10 all the different things that we might do for that
11 aspect of EVs.

12 MR. HOWE: Okay.

13 CHAIR ROISMAN: And I don't know that
14 that requires a whole session of workshop. But it
15 certainly is a topic that I think would be very
16 helpful to hear what the utilities like Stowe and GF
17 Power are doing and what's being done in other
18 jurisdictions.

19 MR. HOWE: Certainly. Great. Yeah. I
20 think we have a number of topics, some of which could
21 fall within a multi-topic workshop, and then some
22 which may be just either one or two topic workshop.
23 But I will sit down and see how I can break apart the
24 recommendations and maybe put them into coherent
25 groups. And then we can discuss -- we will discuss

1 how to go forward.

2 I'll prepare a recommendation for you,
3 and we will look at that for awhile. With that, is
4 there anything anyone else would like to add on what
5 we covered today?

6 (No response)

7 MR. HOWE: All right. I think that is
8 all we have to cover for today. And just keep an eye
9 out for our next request for comments.

10 And with that, maybe we can try and
11 include sort of a more laid out schedule for the rest
12 of the investigation with the topics so everyone can
13 know what's upcoming. With that, I thank you,
14 everyone, for your participation. This has been very
15 informative for me, and I hope it was for everybody
16 else. And we will be in touch soon. Thank you.

17 (Whereupon, the proceeding was
18 adjourned at 1:14 p.m.)

C E R T I F I C A T E

I, Kim U. Sears, do hereby certify that I recorded by stenographic means the Workshop re: Case No. 23-1364-INV, via videoconference, on June 23, 2023, beginning at 9:30 a.m.

I further certify that the foregoing testimony was taken by me stenographically and thereafter reduced to typewriting and the foregoing 135 pages are a transcript of the stenograph notes taken by me of the evidence and the proceedings to the best of my ability.

I further certify that I am not related to any of the parties thereto or their counsel, and I am in no way interested in the outcome of said cause.

Dated at Williston, Vermont, this 25th day of June, 2023.

A rectangular box containing a handwritten signature in cursive script that reads "Kim U. Sears". The signature is written in dark ink on a light-colored background.

\$ \$21.53 - 18:5 \$300 - 76:14 \$500 - 92:6 \$8 [10] 76:25, 77:21, 81:10, 81:11, 82:3, 82:13, 86:13, 86:15, 86:25, 87:13 0 05402-0329 - 1:23 1 1 [10] 15:2, 61:11, 62:2, 71:20, 85:25, 86:8, 112:7, 113:5, 113:10, 121:18 10 [4] 13:12, 58:20, 58:21, 101:11 10-minute - 58:18 100 - 85:13 100-amp - 99:7 11 [5] 49:9, 49:10, 49:14, 58:16, 58:23 11,000 - 111:8 11:01 - 58:19 11:05 - 58:23 12 - 13:12 12,000 - 98:16 12-hour - 24:22 12:20 - 111:20 12:40 [3] 113:9, 113:11, 113:13 130,000 - 75:11 135 - 136:9 15 [3] 20:6, 30:4, 113:2 15,000 - 75:10 15-minute [2] 84:12, 113:7 150 - 95:23 16 - 129:16 160 - 85:15 17 [3] 101:11, 108:9, 113:18 17.2 - 98:15 18 [2] 16:21, 30:13 180 - 89:25 185 - 89:25 19 [2] 16:22, 129:16 1:14 - 135:18 1:40 [2] 113:8, 113:10 2 2 [22] 15:3, 24:14, 24:18,	24:21, 51:11, 51:17, 51:24, 60:19, 61:15, 62:2, 71:1, 85:7, 85:10, 85:23, 86:9, 86:9, 91:21, 94:12, 98:22, 121:18, 123:9, 124:3 2,200 - 110:23 2,600 - 37:4 2.0 [5] 27:13, 29:16, 30:2, 30:8, 30:10 20 [3] 16:22, 28:4, 110:21 20-minute - 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