

STATE OF VERMONT  
PUBLIC UTILITY COMMISSION

Case No. 24-3023-INV

Public Utility Commission 2024 )  
Investigation into Rates Related to )  
Electric Vehicles )

**WASHINGTON ELECTRIC COOPERATIVE’S RESPONSE TO THE ORDER  
OPENING INVESTIGATION AND REQUESTING COMMENTS**

In accordance with the above captioned order, WEC provides the following comments.

**2. For utilities that received extension, please describe your progress toward filing your EV rates with the Commission for approval.**

Answer 2: WEC received an extension largely because it does not have the technology needed to implement a time-of-day or EV rate through its current metering and data collection/management system. WEC is in the finishing stage of the RFP process to select a vendor to install and implement the needed technology.

**4. For all utilities:**

**a. Please identify and discuss any continuing barriers to your progress toward meeting the goals of subsections (a) and (b) of Act 55.**

Answer 4a: The primary barrier to WEC’s progress toward meeting the goals of subsections (a) and (b) of Act 55 remain the same as noted in *Public Utility Commission 2023 Investigation into Rates Related to Electric Vehicles*, Case No. 23-1364-INV and in *WEC/request for extension of deadlines pursuant to Section 33(e) of Act 55*, 23-3607-PET: WEC does not currently have the technical ability to implement an EV rate because its existing metering infrastructure does not have the capability to support a time-of-day (“TOD”) rate.

**b. Please describe your service upgrade practices related to the installation of EVSE across all electric distribution utilities, including a description of the frequency and typical costs of EVSE-related service upgrades and ratepayer impact.**

Answer 4b: As of September 2024, WEC’s policies have changed such that WEC no longer charges members for service upgrades (e.g., transformer upgrades) necessitated by the installation of EVSEs. Regarding the frequency of such upgrades, many of WEC’s transformers are undersized due to past regulatory guidance to decrease transformer capacities for efficiency purposes, and as a result, the vast majority of WEC members’ EVSE inquiries have resulted in required transformer upgrades. The incremental costs between a “base” transformer and a new transformer have

fluctuated drastically in recent years; typical costs were between \$750 and \$1,500 depending on supplier pricing at the time and the size requirements of the new transformer.

**5. Any other topics for inclusion in the 2025 EV report or suggestions for workshops or written filings.**

Answer 5: As noted in 23-3607-PET, WEC remains actively engaged in the PowerShift program, which is jointly administered with Efficiency Vermont. Powershift program mitigates peak costs associated with EVSEs and is a voluntary program that, in the interim, provides features similar to those of a TOD rate. PowerShift has enrolled 23 new EVSEs over the past year, from October 2023 through September 2024.

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