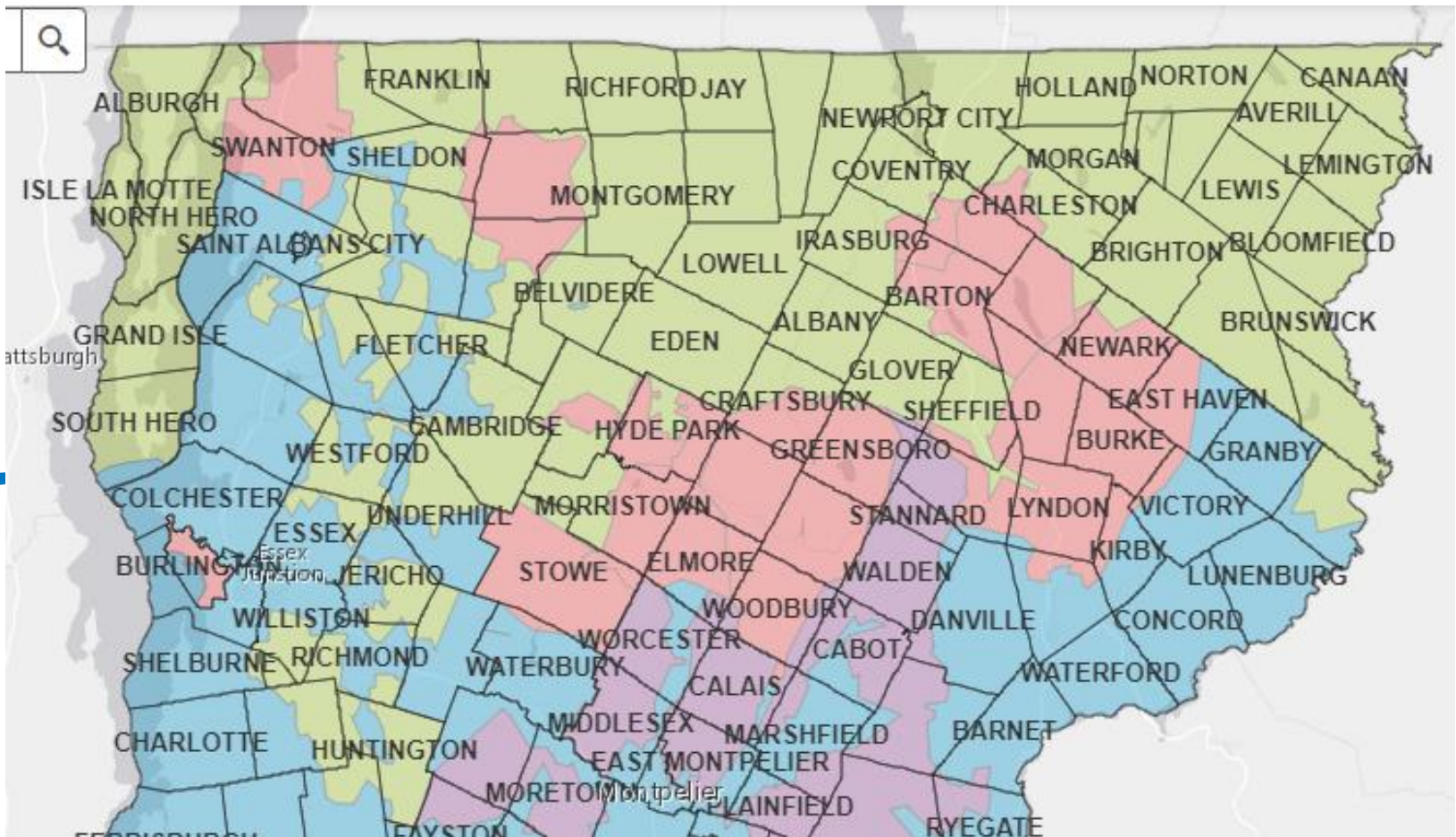


March 2, 2023

# VEC at Senate Transportation



# VEC Service Territory

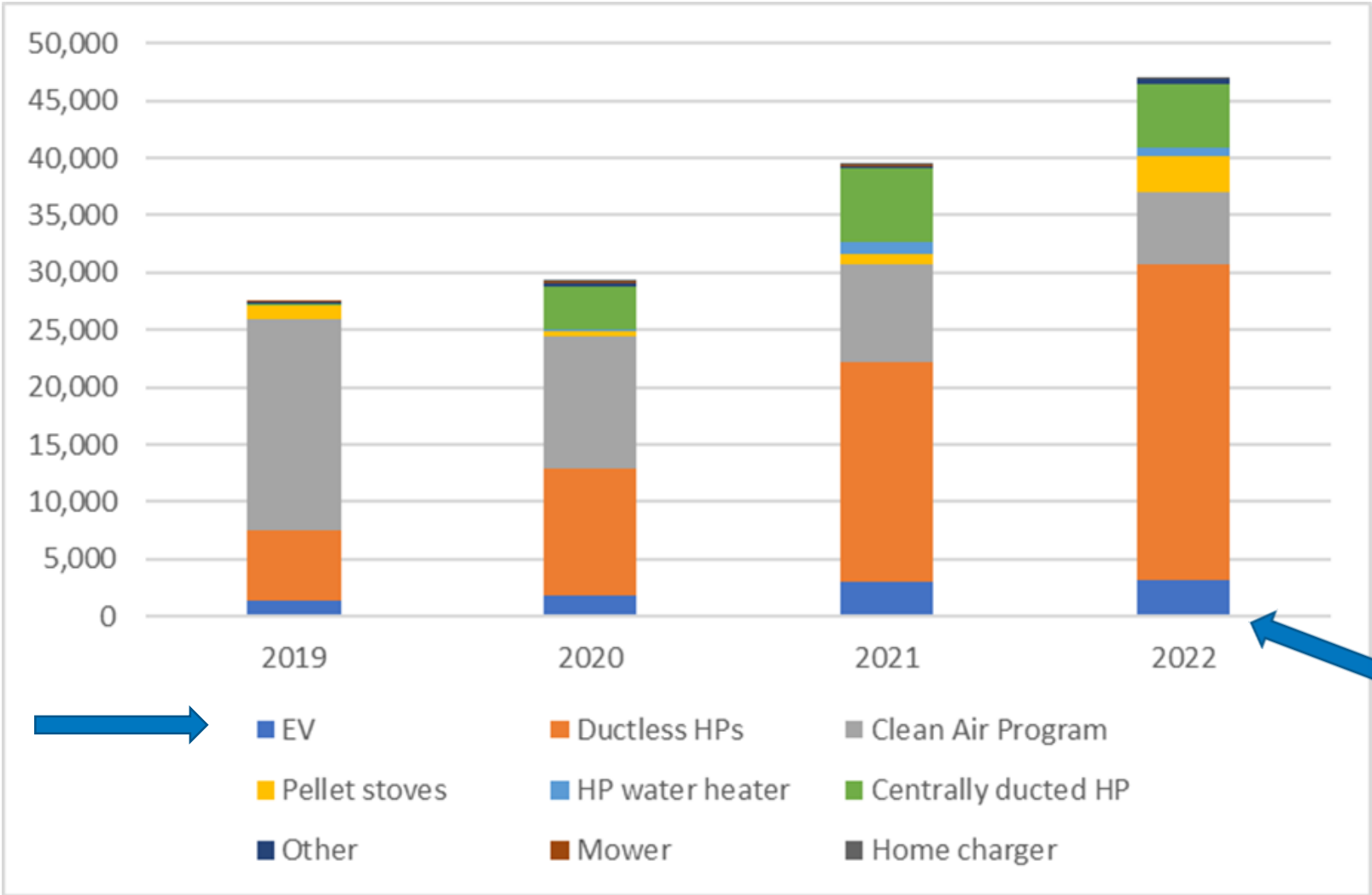


# ABOUT VEC

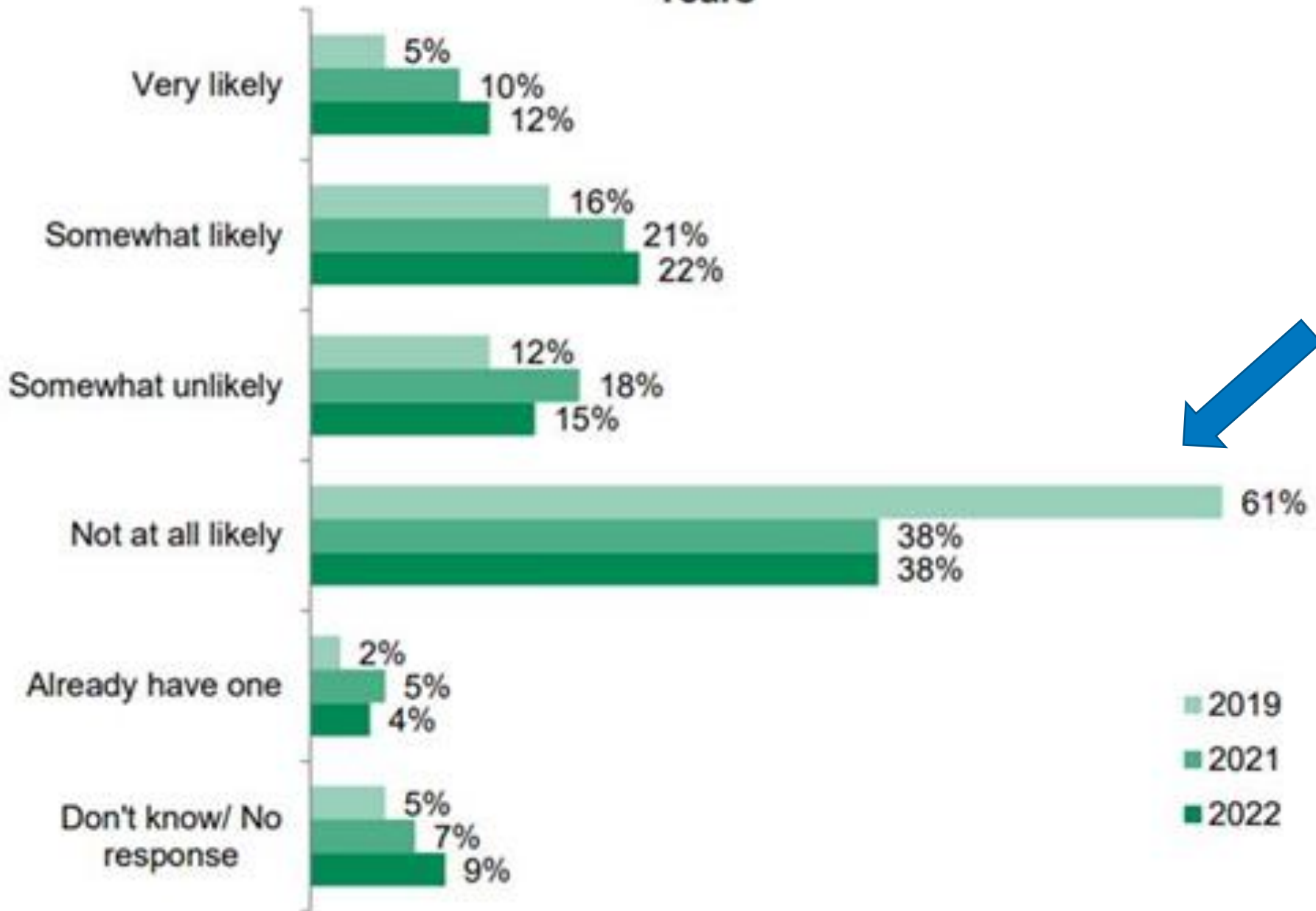


- 35,000 members
- 75 towns
- 8 counties
- 41,000 meters & 2,880 miles of line
- 14 meters/mile
- 2022 Peak 84 MW, Jan. 5pm.

# Carbon Reduction VEC Energy Transformation

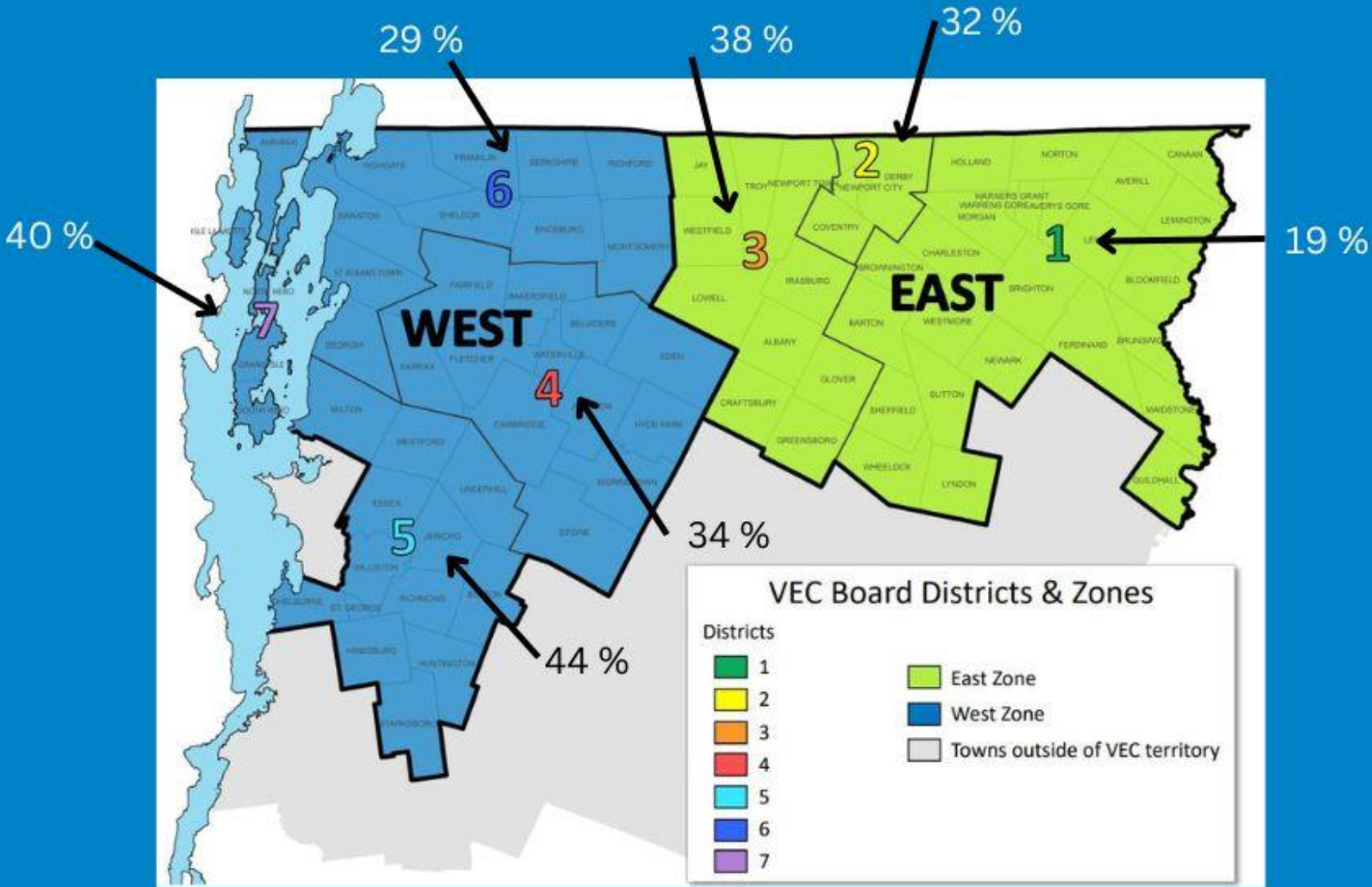


### Likelihood of Owning/Leasing Plug-In Electric Vehicle in Next 5 Years



# VEC Member Survey 2022

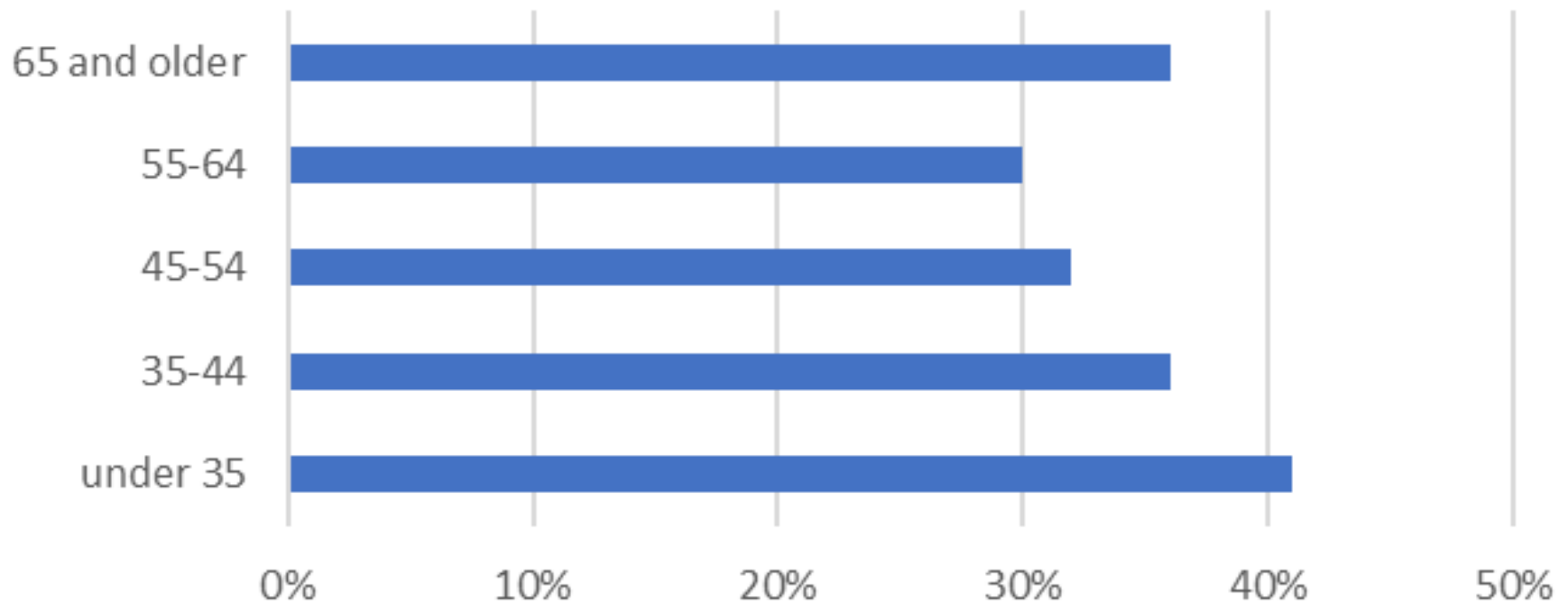
## Likely to be Driving Electric in Next 5 years



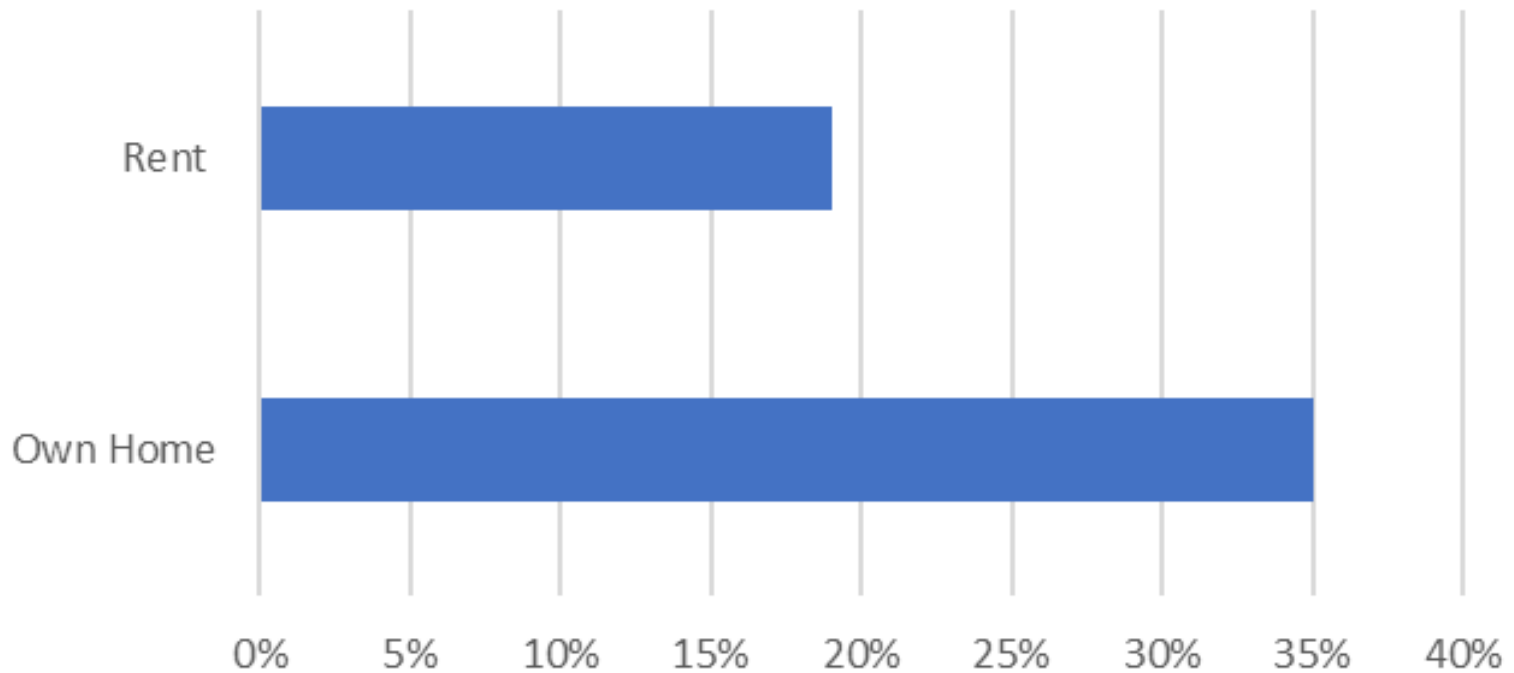
### VEC Board Districts & Zones

<span style="color: green;">■</span> 1	<span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> East Zone
<span style="color: yellow;">■</span> 2	<span style="background-color: #4682B4; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> West Zone
<span style="color: orange;">■</span> 3	<span style="background-color: #D3D3D3; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Towns outside of VEC territory
<span style="color: red;">■</span> 4	
<span style="color: cyan;">■</span> 5	
<span style="color: blue;">■</span> 6	
<span style="color: purple;">■</span> 7	

## VEC 2022 Member Survey Age and Likelihood of Driving Electric in Next 5 Years



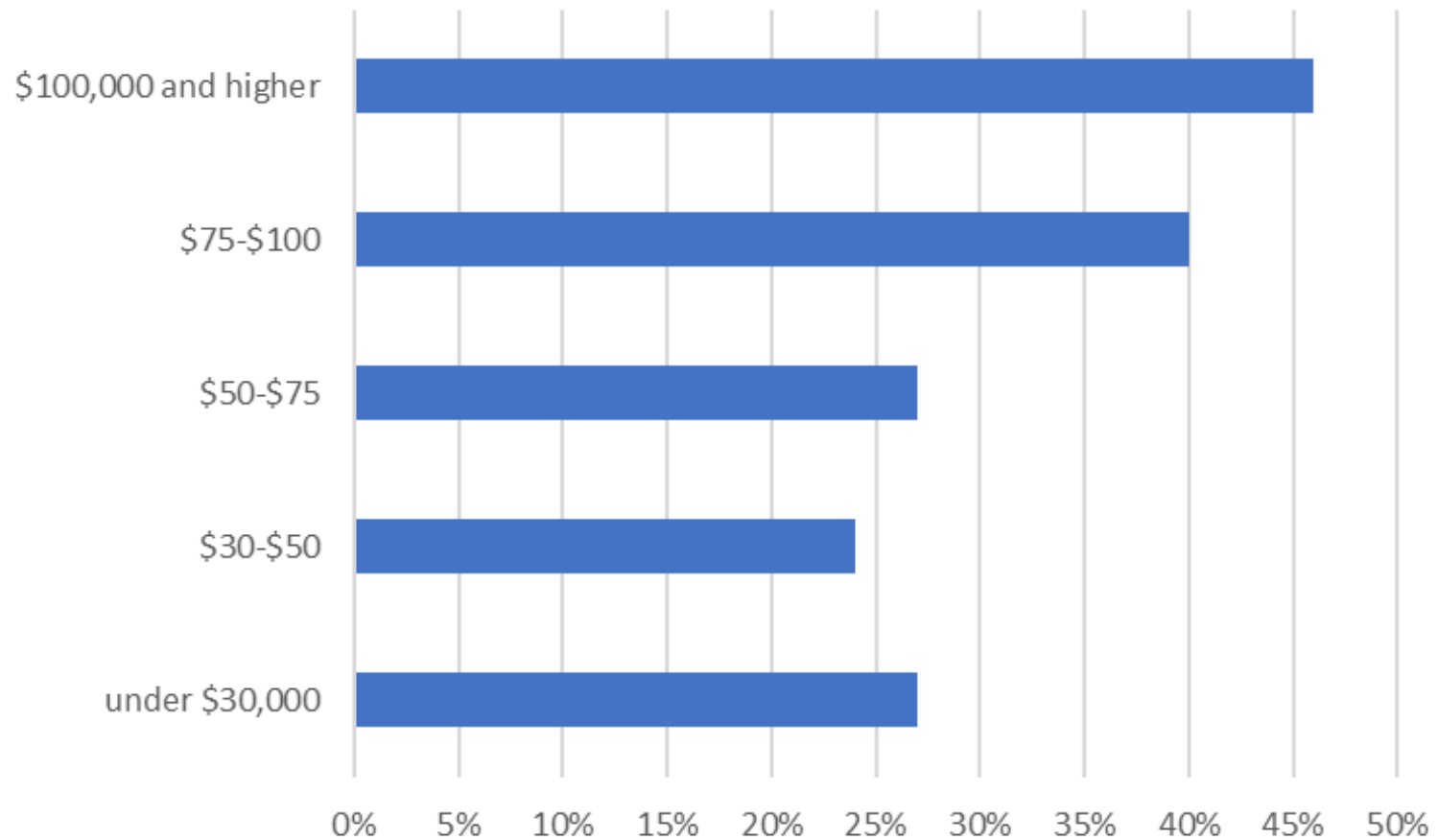
## VEC 2022 Member Survey Likelihood of Driving Electric in Next 5 Years







### VEC 2022 Member Survey Household Income and Likelihood of Driving Electric in Next 5 Years





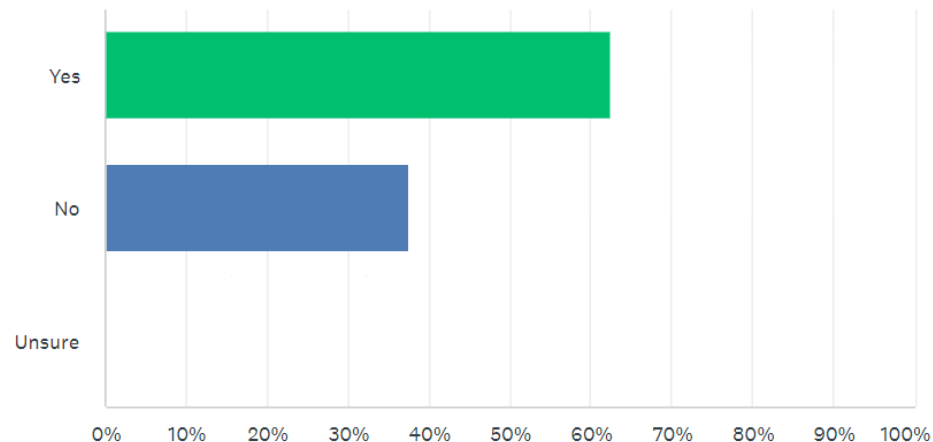
## Equity Matters

- All road users to contribute to the T-fund.
- A mileage based user fee (MBUF) is the best mechanism to ensure all pay-in.

VEC 2021 EV Survey- 38% of the 136 respondents do not level 2 charge at home, suggesting that if a per kWh fee would be assessed at level 2 charging, it would not be collected from a large percentage VEC members that charge vehicles.

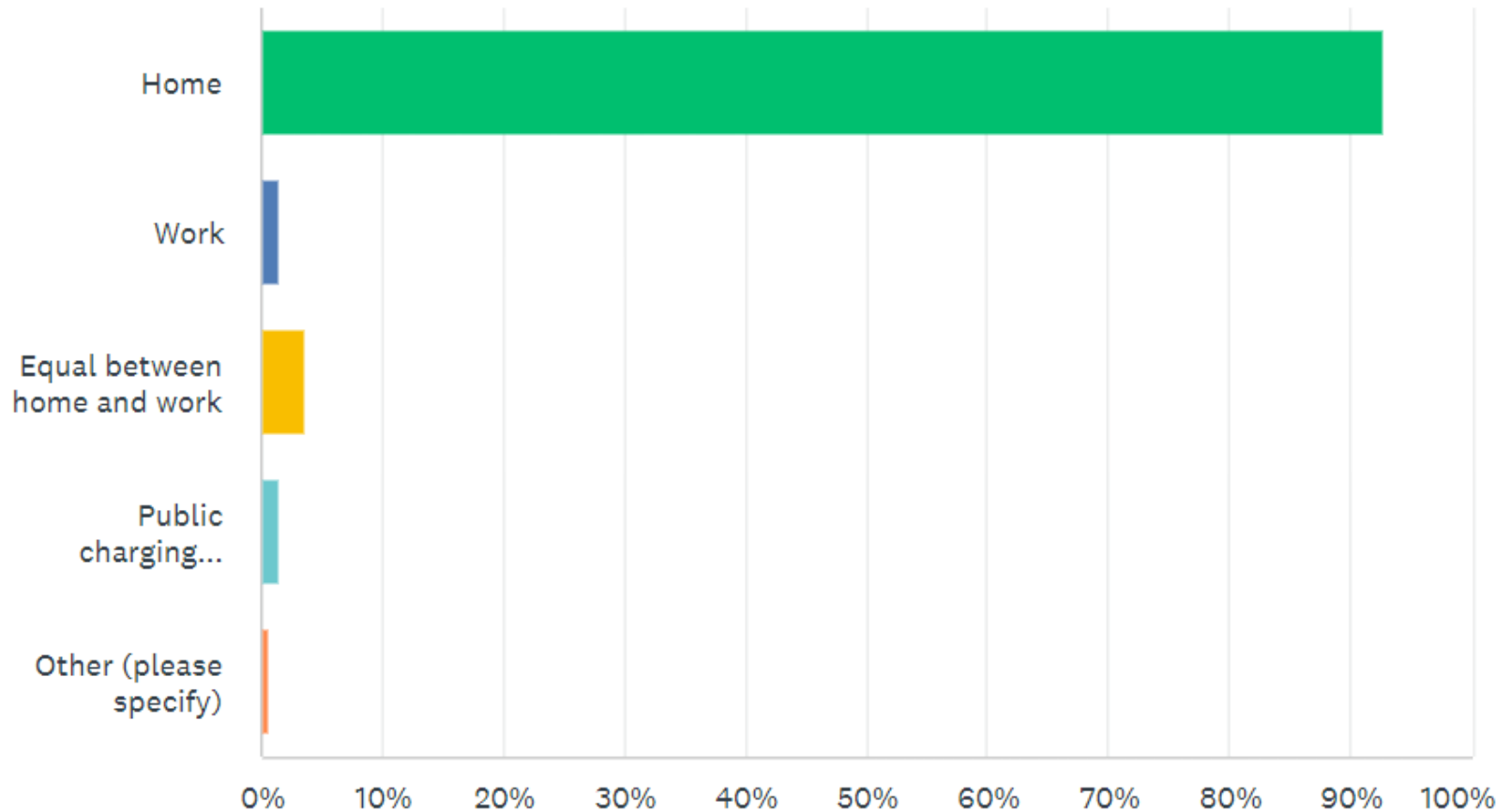
Do you have a Level 2 charger at your home? A Level 2 charger (240-volt power source) is a charger that would have been installed specifically to charge your vehicle. It charges faster than a Level 1 (regular outlet, 120-volt power source).

Answered: 136 Skipped: 0



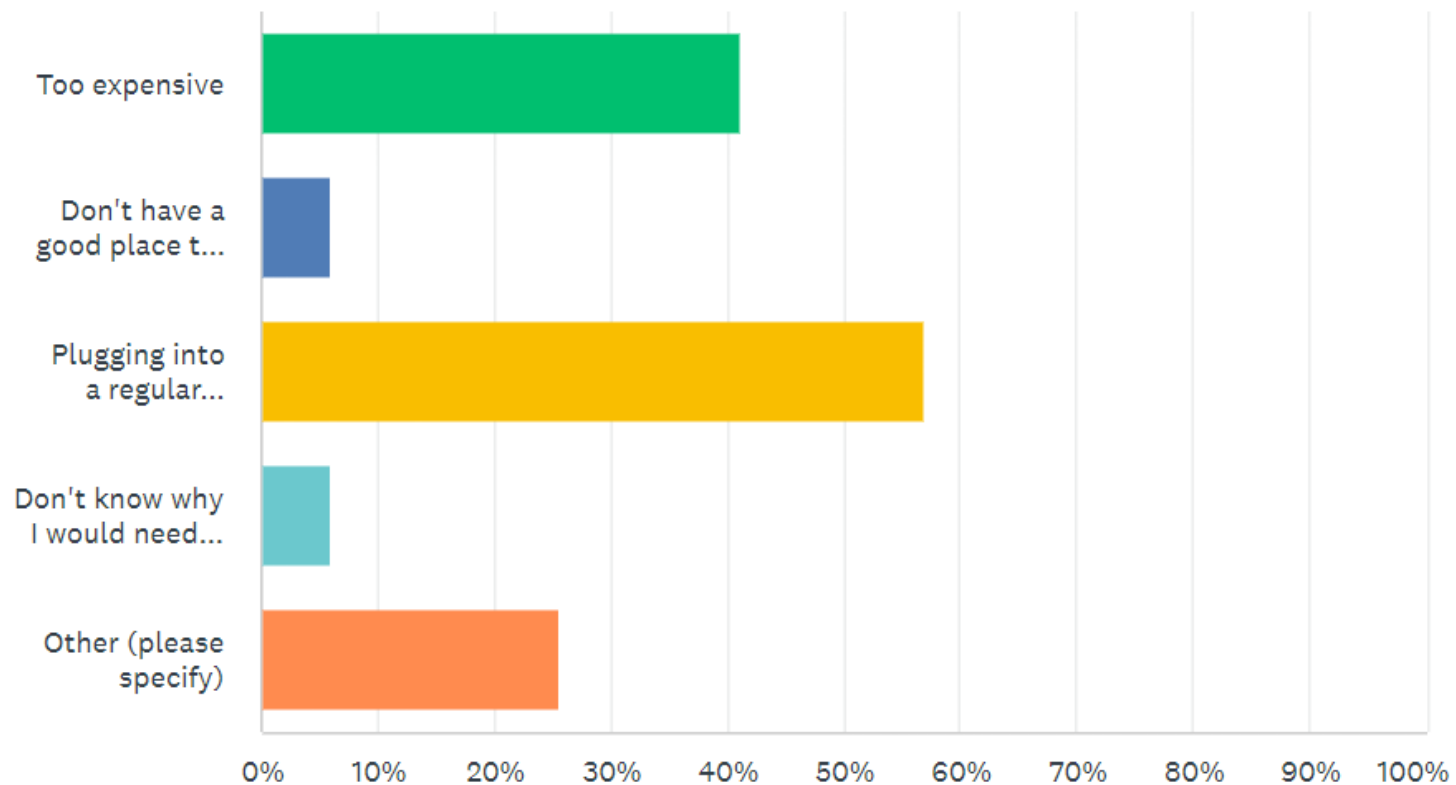
# Where do you do most of your charging?

Answered: 136 Skipped: 0



# Why don't you have a Level 2 charger? (Please check all that apply)

Answered: 51 Skipped: 85




## Current VEC Charger Incentive Programs

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- Free Level 2 charger if
  - a) enroll in peak management program, or
  - b) voluntary program.If a) receive \$8/month bill credit in addition to the charger
- Public Charging Station incentive = \$500 per connection.

- 
- Two horizontal wavy lines, one green and one blue, are positioned above the list of bullet points.
- ❑ Per-kWh fees will not capture level 1 charging or level 2 charging that is not networked (both home and business).
  - ❑ Fee capture would require sub-metering with significant costs to install, maintain, and bill from additional meters (monthly meter fees). (These costs could be greater than the revenue collected through the per-kWh fee).
  - ❑ VEC home charging programs are now voluntary. If per-kWh fees to be collected presumably participation would be mandatory. What is the compliance mechanism?
  - ❑ VEC does not have any per-kWh charges specific to a particular behind-the-meter appliance, and therefore we do not have a system in place to implement these types of charges.
  - ❑ A MBUF fee would apply to all EV owners in the state, and it would not discourage EV drivers from installing L2 chargers and participating in utility load-control programs.

# Thank you!



Andrea Cohen, Manager, Government Affairs and Member Relations  
Vermont Electric Cooperative  
[acohen@vermontelectric.coop](mailto:acohen@vermontelectric.coop), 802-696-9036.