



Senate Committee on Transportation

March 1, 2019

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Burlington Electric Department**



About BED

- Burlington's municipal electric utility
 - Public Power since 1905
 - 118 employees, including the McNeil Generating Station
 - BED serves as the Energy Efficiency Utility for Burlington
 - Burlington recognized in 2014 for being first city in the nation to source 100% of our power from renewable generation
- 21,000+ customers
 - 17,208 residential / 3,878 commercial and industrial
 - >6,000 residential accounts turn over each year
- Electricity facts:
 - Summer Peak: ~65 MW / Annual energy Use: ~350,000 MWH
 - Third largest electric utility in Vermont
 - McNeil is the largest energy producer in Vermont with VY retirement



BED Electric Transportation

- **BED Public Charging** - BED has invested in 14 public charging stations with 27 charging ports throughout the City
- **BED Tier 3 transportation programs include:**
 - **EV rebate** of \$1,200, or \$1,800 for low/moderate income customers
 - **PHEV rebate** of \$1,000, or \$1,500 for low/moderate income customers
 - **EV Level 2 charging station incentive** of \$400 for EV purchasers who sign up for BED residential EV charging rate
 - **EV finance partnership with VSECU, Vermont Federal and Green Mountain Credit Unions**
 - **EV workplace charging station incentive** of \$1,000
 - **E-Bus incentive** – two buses expected in 2019 with an option for more in the future
 - **E-Bike rebate** of \$200 at local retail shops





Tier 3 Energy Results – Electric Transportation

- 67 EV/PHEV rebates since May 2017
 - 2 low/moderate income enhanced rebates
 - 2 finance loans through credit union partners
- 65 E-Bike rebates in the last year
- 2 E-Bus purchase incentives planned for 2019





Comments on Draft 19-0462

Net Metering– Companies reselling kwh through EV charging should not be permitted to net meter.

Fair Tariffs – EV charging legislation should explicitly ensure utilities can provide fair and transparent and fully compensatory tariffs for EV charging companies reselling kwh. This would avoid cost shifts, and ensure appropriate peak demand management.

Transportation Efficiency Fee – It would be administratively simpler to continue to collect the current efficiency charge on EV charging, and permit it to be invested for relevant purposes such as greater EV incentives, E-Bus incentives, or other similar programs. This would avoid the need to add a new line item to bills, and supplement work already underway through Tier 3.

Transportation kwh Tax – BED supports allowing the existing PUC process to be completed before a policy is set on EV transportation infrastructure revenue collection. If a new kwh tax were implemented, it would be particularly helpful to have a reasonable timeframe for implementation to allow time for utilities to prepare for billing changes.

Utility Charging Stations – It appears unnecessary to create the unregulated/regulated language for utilities to invest in charging stations. Perhaps it could be replaced with language recognizing that utilities can, and already do, invest in public charging stations. For example BED has invested in 14 public charging stations that operate under a public charging station tariff that BED filed with the PUC.



BURLINGTON
ELECTRIC
DEPARTMENT

2018-2019
STRATEGIC DIRECTION

MISSION

To serve the energy needs of our customers in a safe, reliable, affordable, and socially responsible manner.

VALUES

Safety, Integrity, Community,
Engagement, Innovation

2030 VISION

Make Burlington a "net zero energy city" across electric, thermal, and ground transportation sectors by managing demand, realizing efficiency gains, and expanding local renewable generation, while increasing system resilience.

STRATEGIC OBJECTIVES

Create a nimble organization by transforming our business platform and developing our human capital to best leverage an era of rapid change in the energy industry.	Deliver exceptional customer care by enhancing personal service and increasing engagement across all channels to efficiently resolve customer issues and proactively promote energy efficiency and other program opportunities.	Leverage our electric assets to take advantage of high intensity, bi-directional energy made possible by distributed energy resources.
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STRATEGIC INITIATIVES

Establish modern, simple, full-function customer care platform	Strengthen distribution and generation assets to increase reliability and efficiency	Modernize core technology infrastructure and business processes	Advance nationally significant energy innovation	Budget and manage risk to maintain stable rates
<ul style="list-style-type: none"> Create service delivery model focused on high-quality customer care Develop web and social media platforms, other marketing to increase engagement Create more equitable and accessible programs for all of our customers, especially rental and New American populations Re-visit energy efficiency model to create even more customer value Update BED Operating Guidelines to align fees and services with current technology 	<ul style="list-style-type: none"> Implement asset maintenance plan for McNeil, Winoski One, and distribution system Pilot grid automation Use grid analytics to improve system reliability and efficiency and enable end use technologies and programs Enhance cyber security capabilities Upgrade communications & phone system for dispatch, customer care, and all users to assist with delivery of exceptional customer care. Use facilities to showcase the impact of new technologies 	<ul style="list-style-type: none"> Upgrade customer, financial, and meter data management information systems Pursue business process improvements Enhance cyber security capabilities Upgrade communications & phone system for dispatch, customer care, and all users to assist with delivery of exceptional customer care. Use facilities to showcase the impact of new technologies 	<ul style="list-style-type: none"> Launch Solar Shopper 2.0 for community solar Advance district energy and microgrid proposals Implement citywide demand reduction strategy Work with broad group of stakeholders to advance electric transportation across all modes Implement EV and use rate and advance dynamic rates Establish milestones to achieve net zero vision by 2030 (Including an integrated approach to EE, fossil fuel reduction, demand management and distributed energy resources) 	<ul style="list-style-type: none"> Build a suite of financial options to support customer energy investments including pilot for tariff-based financing Develop an organizational culture that supports a modern and comprehensive learning model to enhance employee engagement, education, safety, and training Implement strategies to moderate future rate impacts, including alternative revenue models Strengthen rating factors to improve Moody's credit rating