

# Public Utility Commission (PUC)

EV rates report to Senate Transportation Committee

Friday, January 28

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# Agenda

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10:30-11:15

1. The Commission
2. Act 55, Section 33
3. Existing rates
4. Enrollment
5. Effectiveness
6. Barriers and challenges
7. Next steps



# Public Utility Commission (PUC)

The Public Utility Commission is a three-member, quasi-judicial commission that supervises the rates, quality of service, and overall financial management of Vermont's utilities: electric, natural gas, telecommunications, and private water companies. The Commission also reviews the environmental and economic impacts of proposals to purchase energy supply or build new energy facilities.

# Act 55, 2021

## Section 33, (a)-(b):

- (a) Encourage integration of plug-in electric vehicles (EVs) with the electrical system.
- (b) Electric utilities shall offer EV rates not later than June 30, 2024. Rates should encourage EVs to integrate with the electrical system and promote EV adoption.

## Section 33(f)

Directs the Commission to file written reports on progress and barriers towards the goals contained in subsections (a) and (b) of this section. We will file four reports in total. This first report focuses on an inventory of existing rates.

# Existing Rates



## Burlington Electric Department

<b>EV Charging Hours</b>	
Fixed EV Charging off-peak hours	10 p.m. – 12 p.m. (next day)
Flexible Load peak hours	Designated by Burlington Electric in advance
Flexible Real-Time Load peak hours	Designated by Burlington Electric
<b>EV Charging Credit</b>	
Energy credit – Residential Service	\$0.067735 per kWh
Demand credit – Large general service	\$20.03 per kW

## Green Mountain Power

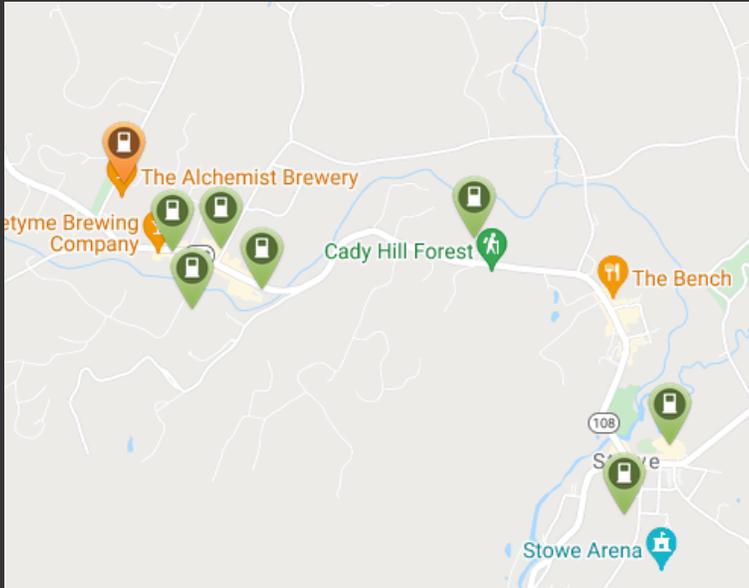
### Managed Charging Rate

Off-peak EV rate	\$0.13969 per kWh
Peak Event EV rate	\$0.71822 per kWh

### Time-of-use rate

<b>Hours</b>	
Peak	1:00 p.m. to 9:00 p.m., Monday through Friday
Off-peak	All other times
<b>Rates</b>	
Off-peak EV rate	\$0.13433 per kWh
Peak hours EV rate	\$0.17650 per kWh

# Existing Rates



## Stowe Electric Department

Rates at Stowe-owned public charging stations

Rates	
Flat fee regardless of actual charging time	\$2.03
Hourly fee for first 4 hours	\$0.51
Hourly fee thereafter	\$1.01

## Vermont Electric Cooperative

Managed load pilot program

\$250 bill credit when member either enrolls in the load-management program or otherwise avoids charging during peak times.

Members who enroll in the load-management platform receive an additional \$50 incentive and an additional \$8/month bill credit if they participate in load reduction during peak events, which VEC estimates occur 5-6 times per month, for up to 3-4 hours per event.

# Enrollment

Of customers who received a purchase incentive for an EV, how many enroll in an EV rate or program?

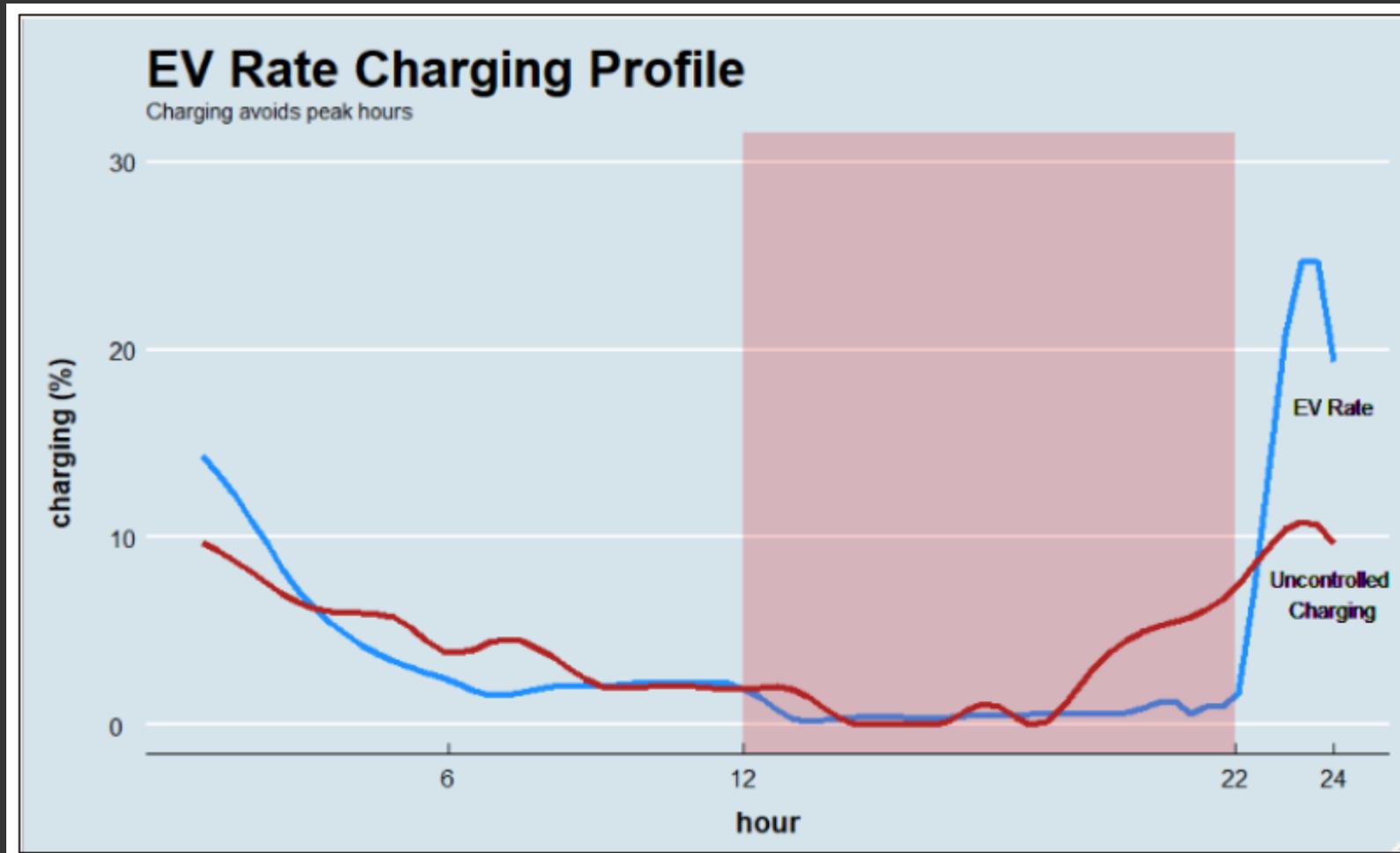
Burlington Electric Department: 28%

Green Mountain Power: 36%

Vermont Electric Cooperative: 42%

# Effectiveness

When customers enroll, rates are **highly effective** at directing loads away from costly peak times.



GMP:  
In 2021, approximately 2% of Rate 72 customers opted out of managed charging during a Peak Event.

For customers using GMP's time-of-use Rate 74, 95% of EV charging has occurred during off-peak hours.

BED charging profiles for enrolled and non-enrolled customers

# Barriers and Challenges

Some utilities described challenges they have encountered in implementing EV rates

## Metering

Customers need equipment to measure electricity used to charge their EV separately. For some, this is a barrier. Several utilities offer incentives.

## Changing Technology

As the field develops, there is rapid change in what technologies are available and affordable. Utilities are hesitant to invest in hardware and software that may soon be obsolete.

## Cost to the Utility

Implementing EV rates may cause costs to utilities. For example, costs to obtain data from chargers or other metering equipment, integrate that data with utility billing systems, and implement dynamic load control.

## Broadband Access

Most EV rates will require that data about vehicle charging be transmitted over the Internet. In areas with low connectivity, this is a barrier to customer adoption.

# Next steps

## Funding and Engagement

Department of Public Service is funding pilots for EV rates for smaller utilities and for Level 1 charger metering devices.

## Deadline for Filing Tariffs

Utilities will file tariffs for the Commission's consideration by June, 2024.

## Reporting

The Commission will continue to file reports each January for three more years.