



RATE & PILOT PROGRAM ORDINANCES

HHEWR Committee Meeting
September 24, 2019



Seattle City Light

Rate Redesign



Rate design of the future:

- 1) Demand response rates help reduce costs
- 2) Different rates targeting decarbonization, affordability, etc.
- 3) Customers choose rate plan that is right for them

Pilot Programs Ordinance

Grants authority to offer pilot programs to test new approaches to:

1. Low income assistance
2. Demand response

Requirements for all Pilot Programs

- Defined research objective and evaluation criteria
- Terms and conditions publicly documented in DPP
- Opt-in only, recruitment strategies to reach under-represented populations
- Participants held harmless compared to standard rates
- Less than three years long
- Regular reporting to City Council on status and performance

Four Pilots Being Developed

Energy Equity

- Wraparound services to reduce energy burden
- For very low-income residential customers

Residential Time of Day

- Incentivize shifting consumption to off-peak times
- For high use households and potentially EV owners

Commercial Charging

- Incentivize electrification and charging off-peak
- For fleets and commercial charging providers

Industrial Demand Response

- Incentive for voluntary curtailment
- For large/industrial customers

Technical Rate Ordinance

Three technical changes to rates:

1. **Burien Rates.** Increase rates for Burien customers by approximately 2% per request by City of Burien
2. **Public Charging.** Clarify process for setting fees for use of EV charging stations
3. **BPA Pass-through.** Ease financial and timeline parameters for implementing rate changes



Seattle City Light

