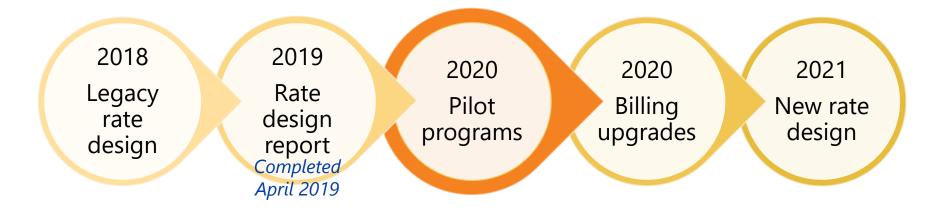


RATE & PILOT PROGRAM ORDINANCES

HHEWR Committee Meeting September 24, 2019



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 Seattle City Light

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 curtailmentFor large/industrial customers	



Technical Rate Ordinance

Three technical changes to rates:

- 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



