

MINUTES FROM THE ELECTRIC VEHICLE PROGRAM RATE WORKSHOP  
THE UTILITY BOARD OF THE CITY OF KEY WEST, FLORIDA,  
WEDNESDAY, FEBRUARY 9, 2022 - 3:00 P.M.  
KEYS ENERGY SERVICES BOARD ROOM  
1001 JAMES STREET, KEY WEST, FLORIDA

The above referenced workshop of the Utility Board of the City of Key West, Florida, convened at 3:00 P.M., on the above date and was called to order by Utility Board Chair Ms. Mona Clark.

**Utility Board Members Present**

Mona Clark, Utility Board Chair (in-person)  
Timothy Root, Utility Board Vice Chair (in-person)  
Robert Barrios, Member (in-person)  
Pat Labrada, Member (in-person)  
Steve Wells, Member (in-person)

**Staff Present**

Lynne Tejada, General Manager/CEO (in-person)  
Nathan Eden, Utility Board Attorney(in-person)  
Dan Sabino, Engineering/Control Center Director (in-person)  
Erica Zarate, Customer Services Director (in-person)  
Jessie Perloff, Finance Director/ CFO (in-person)  
Edee Delph, Executive Assistant to GM/CEO & UB (in-person)

**Others Present**

Max Bernt, New Gen Strategies Task Lead (in-person)  
Karen Massey, AECOM Project Manager (virtual)  
Allison Higgins, City of Key West Sustainability Coordinator (virtual)  
Joelle Deese, City of Key West Adaptation and Energy Coordinator(virtual)

Mrs. Tejada stated that today's workshop is to continue the discussion regarding one of the Utility Board's Strategic Plan Initiatives to determine the Board's role in bringing Electric Vehicles (EV) into the community.

Mrs. Tejada stated that the Utility Board has had a series of EV Workshops and today Mr. Max Bernt will provide the Board with specific information on rates for the potential program.

Mr. Bernt said that the information provided today is based industry standards which currently used within the industry.

Mr. Bernt informed the Board that there are three charging types, level 1 (1kW-18kW), level 2 (3kW to 19kW) and DC Fast Charger (50kW to 350kW). He said the majority of charging currently occurs at home when residents return home (4pm-11pm), work charging most commonly occurs early in work period (9am-1pm) and public charging can occur all day.

Mr. Bernt reported that currently Key West has 16 known "public" charging stations, 15 at various hotels/inns and 1 DC fast charger at Bank of America.

Mr. Bernt stated that most of the users choose EV to protect environment and business with EV in their fleets is part of organization sustainability or environmental responsibility plans.

Mr. Bernt provided the Board with an overview of KEYS cost structure based on a cost of service (COS) study from 2020.

Mr. Bernt said that to use KEYS distribution system, customers must first connect to the system and pay:

- Impact Fee (Commercial Only)
  - COS Impact Fee: \$113.72/kW
    - Level 2 Charger Impact Fee: \$341 to \$2,160 per charger
    - DC Fast Charger Impact Fee: \$5,686 to \$39,802 per charger
- Line Extension Cost
  - Varies
- Initial Permanent Service Charge (IPSC)
  - \$635 (Level 2 Charger)
  - \$2,930 for (DC fast charger)
- Deposits
- KEYS approximate distribution cost of service: \$8.43/kW per month
  - Level 2 Charger: \$25.29/month to \$160.17/month
  - DC Fast Charger: \$421.40/month to \$2,950.50/month

Mr. Bernt stated an EV Load can either be metered separately from or in aggregate with customer's other load:

- Most residential and small commercial customers, cost of additional meter does not make up for potential savings of having an EV Time of Use (TOU) rate with low off-peak charging rates
- Whole home/business plans are currently most common industry practice
- Most whole home/business solutions based on TOU rate with moderate differential between on and off-peak prices that do not significantly disrupt necessary load

Mr. Bernt informed the Board that Fleet load management charging technology is already developed, and most fleet charger providers have technology that allows for flexible charging that can optimize charging to account for TOU rates, max demand, and Coincident Peak (CP) demand. He said that fleet loads may significantly increase customer's current demands, depending on charger type used.

Mr. Bernt and the Board discussed numerous case studies based on other utilities.

Mr. Bernt informed the Board that the largest barrier to entry for EV fleets is typically demand charges and the charging load factor is typically low at start of fleet EV transition as there are fewer vehicles charging to spread fixed cost over. The TOU demand component sends strong pricing signal and gives ability for chargers to be utilized at low cost outside peak.

After Board discussion it was the consensus of the Board to move forward with the Electric Vehicle Pilot Program and which could then be fully deployed upon implementation of KEYS' Automated Meter Infrastructure project.

(Power point presentation is available upon request)

**ADJOURNMENT**

The Utility Board Electric Vehicle Program Workshop of Wednesday, February 9, 2022, was adjourned by Utility Board Vice Chair Mr. Timothy Root at 4:48 p.m.

APPROVE:

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Mona C. Clark, Utility Board Chair

ATTEST:

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Lynne E. Tejeda, General Manager/CEO & Secretary

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