



City Light Review Panel Meeting Meeting Minutes

Date of Meeting: October 16, 2024 | 9:00 – 11:00 AM

Meeting held in SMT 3204 and via Microsoft Teams “Approved”

MEETING ATTENDANCE					
Panel Members:					
Mikel Hansen	✓	Leo Lam	✓	Oksana Savolyuk	✓
Joel Paisner	✓	Amy Altchuler	✓	Bruce Florey (<i>appointment pending</i>)	✓
Kerry Meade	✓	Thien-Di Do			
Dawn Lindell (<i>GM</i>)	✓	Jen Chan		Julie Ryan (Consultant /RP Facilitator)	✓
Mike Haynes	✓	Andrew Strong	✓	Craig Smith	✓
Kirsty Grainger		DaVonna Johnson		Maura Brueger	✓
Julie Moore	✓	Chris Ruffini	✓	Leigh Barreca	✓
Greg Shiring	✓	Carsten Croff	✓	Angela Bertrand	✓
Eric McConaghy		David Logsdon		Brian Taubeneck	✓
Jeff Wolf		Caia Caldwell		Bridget Molina	✓
Siobhan Doherty	✓	Karin Estby	✓	Nina Park	
Marcus Jackson	✓	Melissa Bookwalter	✓	Brittney Garcia Stubbs	✓
Grant Emery (resident)	✓				

Welcome and Introductions. The meeting was called to order at 9:03 a.m.

Public Comment. There was no public comment.

Standing Items:

Chair’s Report. There was no report.

Review Agenda. Julie Ryan reviewed the agenda.

Approval of September 25, 2024, Meeting Minutes. Minutes were approved as presented.

Communications to Panel. There was no communication to the Panel.

General Manager’s Update. GM Dawn Lindell presented.

1. Cruise ship Electrification – In late September, we saw another milestone in a multi-year project to bring shore power to Pier 66, allowing cruise ships to turn off their diesel-powered engines while at berth and plug into the local electrical grid. The Port of Seattle completed the first full



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commissioning shore power connection of a cruise ship at Pier 66. The Port estimates that each ship on shore power reduces diesel emissions by 80% and greenhouse gas emissions at berth by 66% on average. To put things into perspective, a ship connected to shore power eliminates the emissions equivalent of an average car driving round trip from Seattle to New York 30 times.

Earlier in the month, City Light provided initial energization for the project, which includes a Port-owned, one-mile submarine cable under Elliott Bay stretching from Terminal 46 to Pier 66, the first of its kind in City Light's service area. Pier 66 is the final of 3 three cruise ship terminals in Seattle to offer shore power. In an email update to stakeholders, the Port's project manager gave shout outs to the various partners, including this one for City Light: "...the dedicated support of Seattle City Light staff from the project manager to design staff to field crews. They are to be commended for their commitment to the work and problem-solving attitude to find a way to get it done."

2. Transportation Electrification - The week of September 27th – October 6th was National Drive Electric Week, an annual celebration to raise awareness of the benefits of all-electric mobility solutions. This annual campaign to increase education and awareness about electric vehicles (EVs) kicked off in 2011. Back then, early models like the Nissan Leaf and the Chevy Volt were among the few EVs available, with only 22,000 EVs on U.S. roads. Today, more than 3 million EVs are driving across the nation, and by the end of this year, consumers will have 134 different EV models to choose from.

In Seattle, EV adoption exceeds the national average, thanks to affordable carbon-neutral energy, supportive state and regional policies, and the customer education and incentives provided by Seattle City Light. One in four (26.2%) new vehicles sold in Seattle is a plug-in electric. Our service area includes more than 40,000 EVs, with the count projected to climb to more than 200,000 EVs by 2030.

We strengthened our support of our customers and communities in their transportation electrification journey following the Seattle City Council's approval of City Light's Transportation Electrification Strategic Investment Plan (TESIP) in October 2020. Under this plan we support all sectors of transportation electrification through community outreach and engagement, partnerships, incentive programs, charging infrastructure, process improvements, and investments to upgrade and modernize the grid. The Transportation Electrification team is currently deep in the thick of working with local community organizations to update and revise TESIP for City Council review later this year.

The 200,000 EVs is why we did a study on how many EV chargers we need in the city. The first study said we needed 8,000. That seemed like a lot, so we did another and that one said we needed 11,000. That is why we have a goal to increase the number of chargers in our service territory.

3. USDOE Hydropower Incentive Grants Update: On October 3rd, City Light successfully submitted 4 negotiation packages for capital improvement projects at Ross, Diablo, Cedar Falls and Boundary



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dams. Due to the \$5M cap per hydropower project (facility) we decided not to pursue the dam safety project at Cedar Falls and prioritized the following projects:

- a. Powerhouse Automation Project at Cedar Falls Dam
- b. Station Service Transformer Replacement Project at Boundary Dam
- c. AC/DC Upgrade at Ross Dam
- d. Powerhouse Roof and HVAC Replacement at Diablo

We hope to have final agreements with USDOE in Q1 2025.

4. Green Jobs: Seattle City Light participated in the second annual Green Jobs, Green Futures Summit in late September, engaging with dozens of attendees, including college students and adults interested in green career opportunities. Our team highlighted electrification as a critical climate solution, explaining how the growing need for EV chargers and heat pump installations will create numerous jobs in the region. Many attendees were excited about the career paths in electrification, with questions focused on the training required to become an electrician and how these jobs support Seattle's climate goals. We also showcased demo EV chargers, giving participants a hands-on look at the technology they could soon be installing.
5. Customer Commitment – Earlier this month, City Light, in partnership with Seattle Public Utilities, published a customer commitment pledge. The principles guiding our service have long been at the heart of Seattle City Light and Seattle Public Utilities, and we are excited to bring them to the forefront by emphasizing our dedication to delivering exceptional service every day. A copy of this is included in the meeting notes below:

"Our Commitment to You" is not just a statement—it's a promise to our customers. It reflects our dedication to providing the highest level of service, ensuring we meet their needs with accuracy, reliability, and respect. This commitment includes:

Accurate, Timely Billing and Support: We promise to deliver accurate bills, flexible payment options, and responsive support whenever customers need it.

Helping Customers Manage and Reduce Utility Costs: We offer programs and resources, such as our Utility Assistance Programs and energy efficiency solutions, to help customers manage costs and contribute to environmental conservation.

Reliable and Accessible Customer Service: We are ready to assist through multiple channels, whether online, by phone, or in person, to ensure customers promptly get the help they need.

Support in Many Languages and Formats: We provide resources and assistance in many languages to meet the diverse needs of our communities, including free interpretation services and support for deaf or hard-of-hearing customers.

Transparent and Responsible Service: We commit to managing ratepayer funds responsibly and keeping customers informed with clear, transparent communication.

Building a Respectful and Trustworthy Relationship: We promise to be a partner our customers can trust by fostering a community where respect and helpfulness are paramount.



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Q: Is there any concern at City Light or the City in general about the grants you have received or the validity of the grants, if there is a change in administration?

A: That's always a concern. I know they are working to get the funds out this year. We will continue to pursue the individual grants as well as the group grant for the advanced distribution management system. These are infrastructure investments, that are part of the bipartisan Infrastructure Bill.

Review Panel Charter updates. Julie Ryan led this discussion. The Panel will have another opportunity to review the edited Charter at the November or January meeting.

Customer Assistance Program Updates. Marcus Jackson and Melissa Bookwalter presented. Presentation materials are included in the meeting packet.

Q: Where does the eligibility number come from?

A: We used to use census data, but we've been partnering with BlastPoint to access their data sources to estimate 113,000 eligible households.

Q: There's an increase in utilization of Emergency Bill Assistance (EBA) this year. Have you analyzed why?

A: The increase this year results from the resumption of disconnection policy. This spring we re-started this, after 6+ years of not sending notices. When customers receive those notices, they seek bill assistance. We expect the numbers to grow more as we return to our usual collection practices.

Q: How is Project Share different than EBA?

A: People who do not qualify for EBA qualify for Project Share. The maximum income range for EBA is the minimum for Project Share. Also, the funds available are limited to \$250 per year. This is also entirely customer donated funds; it's the last bucket of available assistance money to access for customer needs.

C: The three agencies have had contracts since May, and it has taken time to stand up the new SHEAP program.

Q: Is there a timeline for the redesign of the discount programs?

A: We are beginning work on this now and there are deliverables to meet in the Strategic Plan. We will deliver a workplan to the City Council in December. There is a second milestone of a more comprehensive -re-design due in April. We are starting the work now and are focusing on increasing enrollment. We will release updates over time, with core work starting in 2025 and increasing enrollment goals for 2025 and 2026.

Q: Will we also change the discount design?

A: Yes, possibly. We are shifting from a 70% state median income (SMI) to an 80% of the area median income (AMI) threshold. This could increase the eligible number of customers from 113,000 to 200,000. If all eligible customers participate in the program, it will be very expensive at the current 60% discount. We will look for ways to mitigate the impact on rates. For example, we are looking at a tiered program. Right now, all UDP participants get a 60% discount. We may offer a larger discount for lower-income



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customers and a smaller discount for those who qualify with higher incomes.

Q: Has there been a look at auto-enrolling all LIHEAP participants from other agencies?

A: Yes, we are tackling this from multiple directions, and we are ready to continuously learn and improve. Auto-enrollment is a great way to reach people we have not reached before. We are working with the Department of Neighborhoods to help connect communities where we have not had as much outreach. When customers are struggling, it is very hard for them to fill out paperwork over and over.

Q2 & Q3 2024 Strategic Plan Report. Leigh Barreca presented. Presentation materials are included in the meeting packet.

Q: Of the 20 programs that are delayed, what percentage do you estimate are due to macroeconomic or supply chain issues?

A: We would say about half. Permit delays also make up a portion. We also anticipate recent major storms, and geopolitical conflicts will exacerbate existing shortages, especially for transformers.

November 20th Agenda – Julie proposed that next month's meeting be held in person and be extended to three hours. During this meeting the panel will participate in a SWOT exercise; the results of which will inform the 10-year planning process that the utility began in October. There may be time for one other topic. The Panel agreed with this proposal.

Dawn assigned optional homework for the panel for them to think through our internal strengths and external opportunities and threats. Panel members will receive the 2023 Landscape Analysis and recommended pre-reading articles before the November 20th meeting.

Adjourn. The meeting was adjourned at 10:43 a.m.

Next meeting: November 20, 2024, 9:00 – 12:00 p.m.