



2027 LRTP Load Assumptions and Scenarios

Assumptions - EVs

Time-of-Use Rates

- TOU customers are quantified and their impacts forecasted and included in the forecast
 - BED TOU
 - GMP Rate 74
 - Accounting for VEC and WEC EV numbers – GMP shape will apply to those units as well
 - Currently don't have specific data to use for VEC and WEC
 - Load zones do not split cleanly so difficult to apply VEC/WEC/GMP specific programs to appropriate locations
- Event based Charger Control Programs
 - GMP Rate 72 historical hourly data was used to reconstitute the load
 - The size of this program is forecasted but no events will be built into the forecast
 - Received no data on other DU event based charger programs

Assumptions – Batteries and FLM

Where data was provided, impacts of residential and grid scale batteries and flexible load management programs were reconstituted and impacts removed from the load forecast

- GMP provided 3 years historical hourly data for load reductions and increases by zone that were created by battery usage and FLM programs

Load Scenarios

VELCO will base the study on a “medium” scenario

ITRON developed a “high” and a “medium” forecast

Only difference between the two is the EV adoption rate