



VPSC Load Forecast Subcommittee Meeting

3/25/2026

Draft Meeting Minutes

Attendees: **BED:** Tom Lyle; **DPS:** Lou Cecere, TJ Poor, Philip Picotte; **EVT:** Jay Pilliod; **GMP:** Kamran Hassan, Cam Twarog, Jeremy Ravenelle, Kathleen Cohen; **Ludlow:** Chris Recchia; **VEC:** Michael Beaulieu, Brian Hall, Paul Pikna; **VPPSA:** Heather D'Arcy; **VELCO:** Marc Allen, Zakia El Omari, Shana Louiselle, Khalid Osman, Lucas Looman; **WEC:** Brian Callnan; **Public Members:** Morgan Casella, Sam Lash, Leigh Seddon; **Itron:** Michael Russo, Brien Rissman, Eric Fox

- Minutes review/approval: LFS 2/18 meeting minutes – Marc Allen motioned to approve, Jay Pilliod seconded. Minutes were approved.
- Marc Allen presented updates to the load forecast assumptions and scenarios, noting that changes since the February meeting
 - Electric vehicle (EV) modeling now fully incorporates time-of-use charging impacts using available data from Green Mountain Power (GMP) and Burlington Electric Department.
 - Event-based charging programs, such as GMP's Rate 72, along with battery storage and flexible load management impacts, have been removed from historical load data to "reconstitute" the underlying demand. These resources are not embedded in the forecast itself but will instead be applied later in the reliability and non-transmission alternatives (NTA) analysis.
- Due to limited data availability from other distribution utilities, GMP data is being used as a proxy across the state, with acknowledgment from the group that this assumption should be clearly documented. Discussion highlighted that while this introduces some uncertainty, the overall impact is likely modest given that only a portion of EV charging is subject to managed or time-of-use rates.
- The subcommittee also reviewed the structure of the forecast scenarios. A medium scenario, based on regional projections from the Energy Information Administration, will serve as the primary planning case, while a high or "policy" scenario reflects Vermont's goal of 100% electric vehicle sales by 2035. The only difference between the scenarios is the rate of EV adoption, as all other assumptions remain consistent.

- Itron provided additional detail on the EV forecast methodology, explaining that the model accounts for total vehicle stock, turnover rates, and geographic variation in adoption based on income trends. By 2035, the medium scenario projects approximately 197,000 EVs statewide, while the policy scenario projects approximately 266,000. EV charging behavior is segmented into unmanaged, time-of-use, and managed charging categories, with participation rates adjusted over time to reflect expected changes in customer behavior and market maturity.
- Several participants emphasized the importance of documenting these assumptions, particularly the application of GMP-derived charging profiles statewide and the uncertainty associated with future participation in managed charging programs.
- Itron reviewed the current approach of the heat pump assumptions, which relies on whole-home advanced metering infrastructure data to infer heating load shapes, and compared it to new data from the Ridgeline study. The Ridgeline data suggests materially lower peak demand impacts, on the order of 30 to 40 percent lower than the current model, and indicates less variability during extreme cold conditions. This discrepancy could translate to a difference of approximately 100 megawatts in peak demand, which the group agreed is substantial.
- Discussion indicated that this difference may be driven by both equipment limitations, such as heat pumps not being sized to meet full heating loads, and customer behavior, including reduced usage during the coldest periods. However, Itron noted that the Ridgeline dataset provided to date is not sufficient for direct modeling, as it lacks the underlying historical, weather-aligned data needed to properly integrate the load shapes into the forecast.
- The Department of Public Service agreed to follow up and provide the necessary data so that the updated heat pump profiles can be evaluated and potentially incorporated.
- Itron noted that differences between the medium and policy scenarios are driven primarily by EV adoption, with winter peak demand in the medium scenario projected to be approximately 17 megawatts lower by 2030, 53 megawatts lower by 2035, and 96 megawatts lower by 2040 compared to the policy scenario. Summer peak differences are of similar magnitude.
- The group discussed the importance of clearly communicating the drivers behind these differences, including the contribution of EVs by charging type, and ensuring transparency in how assumptions influence outcomes.
- Next steps include:
 - The Department of Public Service will provide the historical heat pump data underlying the Ridgeline study, enabling Itron to assess whether to revise the current load shapes.

- Itron and VELCO will further evaluate the implications of updated heat pump assumptions and consider additional detail in the documentation of EV impacts and program participation.
- The group expressed general alignment on the forecast framework, while recognizing that resolution of the heat pump data gap is critical to ensuring confidence in the final results.

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