



Charging Ahead: Rate Design & Electric Vehicles

EV Pilot Programs in Maryland

Jeannette M. Mills

Commissioner, Maryland Public Service Commission

November 2016

NARUC Annual Meeting

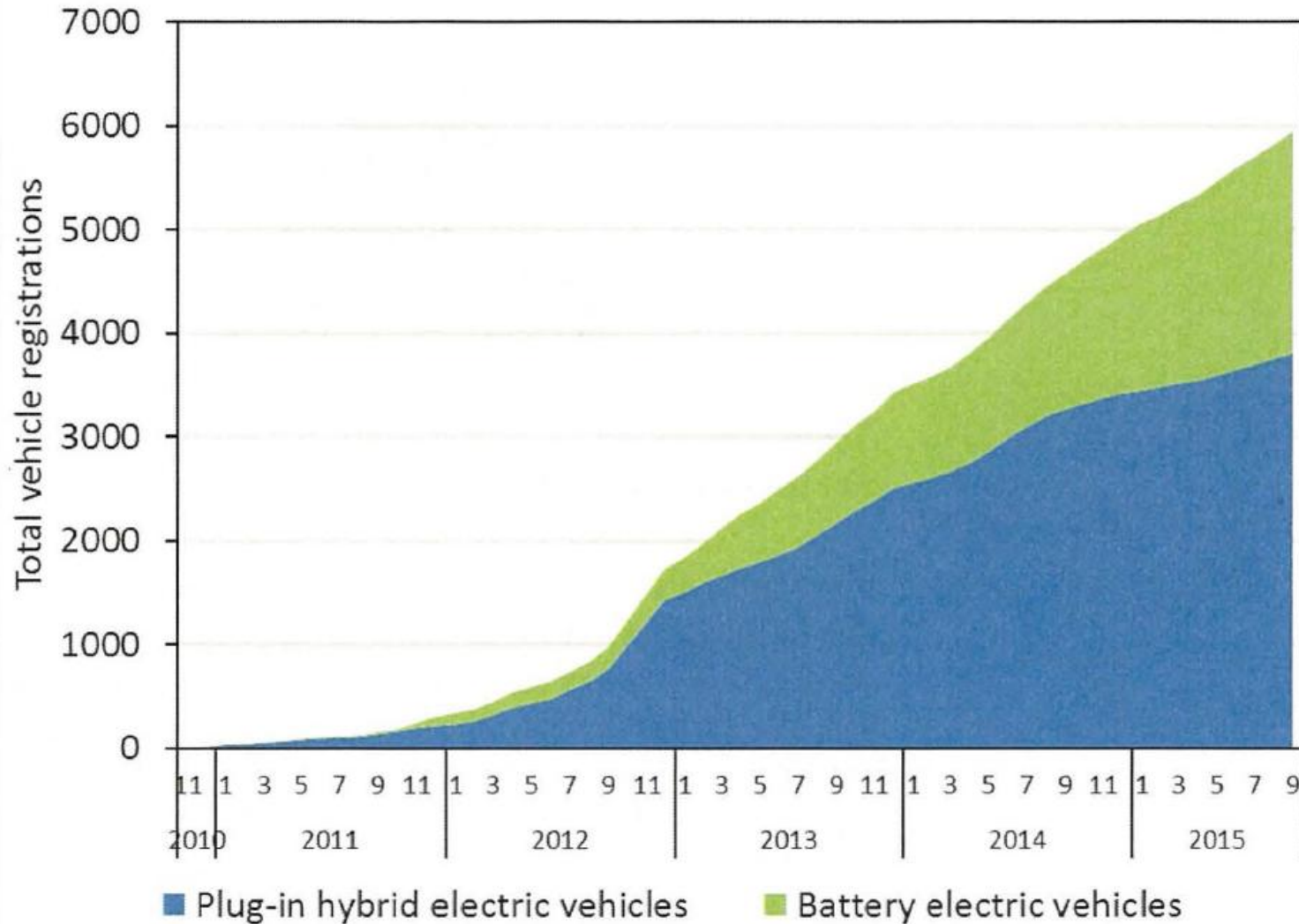
*Disclaimer: Views expressed are my own and do not necessarily
reflect those of the Maryland Public Service Commission*



Background

- Maryland's Legislature authorized EV pilot programs in 2011 via SB179
 - Baltimore Gas & Electric
 - Pilot began August 2013
 - Pepco
 - Pilot began January 2014
 - Other utilities do not have EV-specific tariffs
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Maryland EV Registrations from Nov. 2010 to Sept. 2015



Baltimore Gas & Electric's EV Pilot Program

- Whole house Time of Use
 - Includes household and EV charging station use
- Off Peak rate
 - Reduced from SOS ~40%
- On Peak rate
 - Summer → increased from SOS ~78%
 - Winter → increased from SOS ~ 110%
- Revenue Neutral
 - Typical SOS customer would be no worse off on Schedule EV

Baltimore Gas & Electric's Results

- 83% of customers saved money
 - Incentivized shift
 - \$6.75 monthly average saved
- 91% reported “Extremely Satisfied” or “Satisfied” with EV Rate Program
- Pilot program made permanent: June 2016

Pepco's EV Pilot Programs

Schedule PIV

- Charging station and household-use separately billed on TOU and traditional SOS, respectively
- Pepco either...
 - installed second AMI meter on property or
 - allowed customer to purchase discounted charging station with embedded AMI meter
- PIV-Green option for all renewable energy

Schedule R-PIV

- Whole house Time of Use
 - Mirrors BGE's Schedule EV

Pepco's Pilot Rate Schedules

Schedule PIV

Charging station & house separate

- Off Peak rate
 - Reduced from SOS ~40%

- On Peak rate
 - increased from SOS an average of 47%

Schedule R-PIV

Whole house TOU

- Off Peak rate
 - Reduced from SOS between 7% and 15%

- On Peak rate
 - increased from SOS an average of 47%

Pepco's Results

- Schedule PIV customers shift EV charging to Off Peak times
- Average monthly savings of \$7.43 for PIV and PIV-Green customers
- Almost 95% of customers were “very satisfied” or “satisfied”
- Pilot program made permanent: Sept. 2016
 - Only Schedule R-PIV is accepting new customers

Future Possibilities

- Public Conference 43
 - Exploration into the regulatory, technical, and financial barriers that affect the deployment of EVs in Maryland
 - Technical EV conference at PSC
 - July 2016
 - Up to \$3,000 tax credit for qualified EV purchase
 - Due to high demand, funds for credit depleted before June 2017 termination date
 - Should we be providing more options?
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Questions?



Public Service Commission
6 St. Paul Street, 16th Floor
Baltimore, MD 21202

410-767-8000

www.psc.state.md.us



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Citizens' Utility Board
of Oregon

Oregon's EV Framework



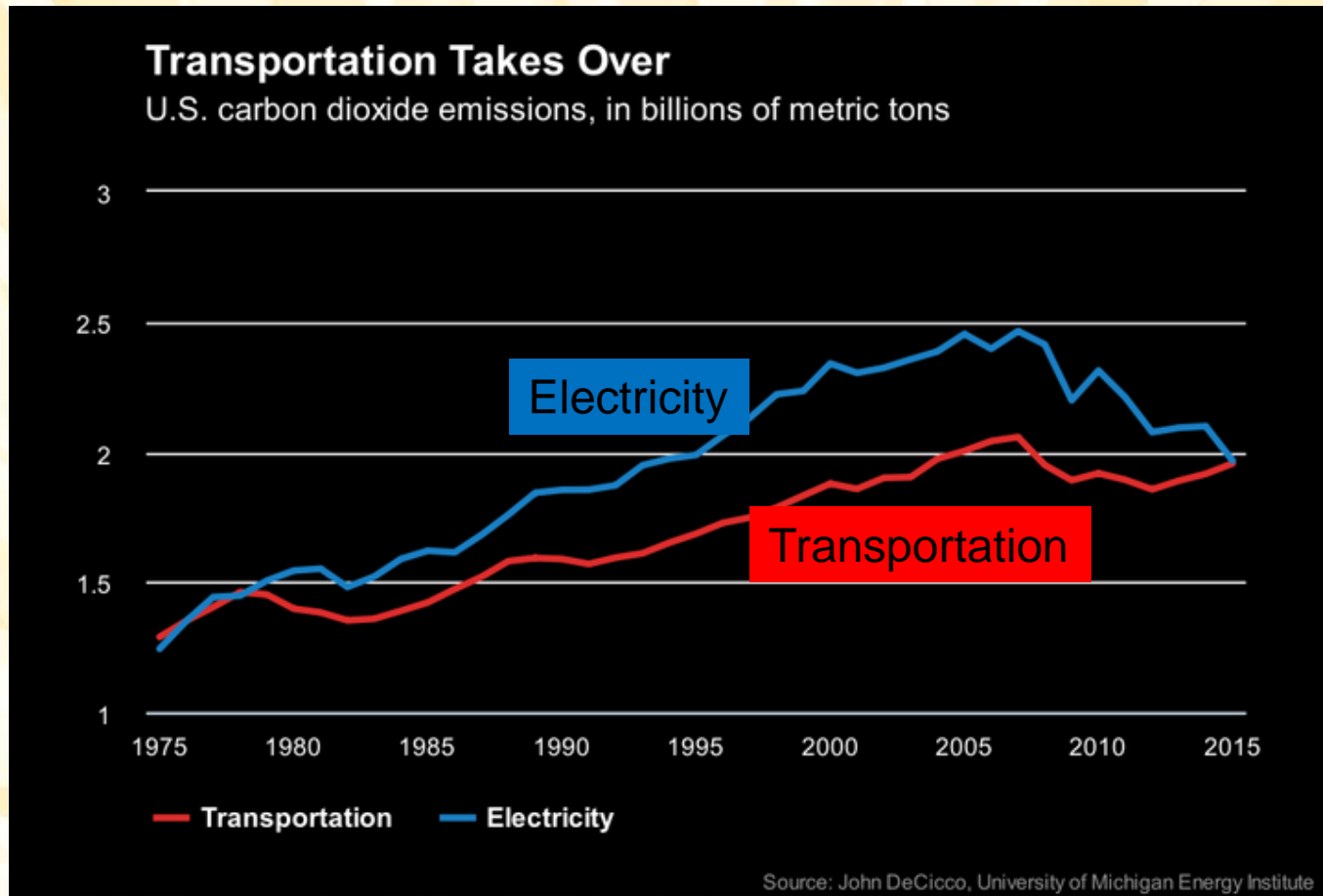
Bob Jenks

NARUC

November 14, 2016



Why Are We Talking About This?





Oregon Cost Recovery Considerations

1. Are within the service territory of the electric company;
2. Are prudent as determined by the commission;
3. Are reasonably expected to be used and useful as determined by the commission;



Oregon Cost Recovery Considerations

4. Are reasonably expected to enable the electric company to support the electric company's electrical system;

5. Are reasonably expected to improve the electric company's electrical system efficiency and operational flexibility, including the ability of the electric company to integrate variable generating resources;



Oregon Cost Recovery Considerations

6. Are reasonably expected to stimulate innovation, competition and customer choice in electric vehicle charging and related infrastructure and services.



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