


# Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) Meeting

October 23, 2024


Potomac Edison's 5-year Phase II Proposal  
PSC Order 91297

# Maryland EV DRIVEN Phase II Proposal

## UPDATES TO EXISTING PROGRAM ELEMENTS



**Phase I**



**Proposed<sup>1</sup>**



**Why**

**01 Residential**

Rebates toward charging port and installation

EV-Only Time of Use Rate<sup>2</sup>  
 \$0.02/kWh credit for off-peak charging  
 \$0.02/kWh addition for on-peak charging

Rebates have been fulfilled and will not be included in Phase II Proposal

EV-Only Time of Use Rate continuation  
**Expanding to include Net Energy Metering**

**Introduce residential active managed charging pilot**

PE agrees rebates served purpose

Expansion of EV-Only TOU allows for more customer participation

Active managed charging pilot allows PE to study how this program can reduce grid impacts of EV charging

**02 Company Owned and Operated**

Installation, ownership, and operation of 59 public stations including 39 L2 and 20 DCFC. All stations have been installed and currently maintained by PE

Continue to own and maintain all 59 public stations

**Upgrade port connectors on 20 existing DCFC stations to include J3400 at each site**

PE's public charging network provides essential service to customers and drivers in Western MD as charging options are still limited in PE's service territory

PE wants to keep up with marketplace changes and ensure positive customer experience

**03 Multifamily Housing**

Rebates of 50% of cost to acquire and install eligible L2 station

- Up to \$5,000/ port (max \$20,000 per site)
- Maximum 50 ports

Install up to 7 company owned stations at MFH locations

Rebate offering continuation  
**"Claw back" provision to be added**

Install up to remaining 4 utility owned L2 chargers in underserved communities<sup>3</sup>

**MFH-EV Rate, Resi Rate Comparability**

PE is committed to continuing offering an array of charging solutions for our customers at multi-family housing locations.

Important segment to reach to provide equitable access to charging for our customers

1. All numbers contained under 'Proposed' are from the original Phase II filing and subject to change after further review in preparation for the December filing.  
 2. EV TOU was an interim change. Off-peak charging credit was utilized until PE was able to implement the EV-Only TOU Rate  
 3. The Commission previously approved a total of 7 Level 2 charger installations. Three have already been installed, remaining are reserved for underserved communities. Directed to work with ZEEVIC to identify market gap and where chargers are needed.

# Maryland EV DRIVEN Phase II Proposal

## NEW PROGRAM ELEMENTS



### Proposed<sup>1</sup>



### Why

04

#### Charger as a Service

##### Incentives for site hosts to pay for a third-party service plan

Available for EV charging on commercial property open to the public or which service multifamily communities

Quarterly incentive payments up to \$500

Available for up to 150 Level 2 ports at a cost of \$10,000 per port

PE recognizes commercial customer concerns with cost, confusion, and uncertainty when installing EVSE. This framework is designed to assist in those areas.

05

#### Government Site Assessment

##### Site-specific assessments informing customers of options related to EVSE design, permitting, and construction

Up to \$15,000 per site assessment

Available for up to 35 site assessments for federal, state, and local government entities

PE is offering this element to support government entities in their efforts of deploying EVSE infrastructure

Targeting public entities ensures that the additional services benefit entire communities rather than individual entities

06

#### Government Fleet

##### Incentives up to \$15,000/port for behind-the-meter make ready and EVSE

Incentives up to \$22,500/port for underserved communities

Up to 50 incentives for federal, state, and local government entities, limited to EVSE for vehicles owned or leased by public entities or dedicated to public use

PE is offering this element in support of advancing MD's vehicle conversion initiatives such as Clean Trucks Act of 2023<sup>2</sup>

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2. Md. Code, Envir. § 2-1103. The Clean Trucks Act requires the Maryland Department of the Environment ("MDE") to adopt regulations that, among other things, (1) establishes requirements for the sale of new zero-emission medium- and heavy-duty vehicles in the State; (2) updates existing regulations and incorporates by reference the California Air Resources Board's ("CARB") Advanced Clean Trucks ("ACT") regulations, as revised and updated; and (3) takes effect starting with model year 2027.

# Maryland EV DRIVEN Phase II Proposal

## NEW PROGRAM ELEMENTS

07

**Grant Assistance**



**Proposed<sup>1</sup>**

**Incentives to support services such as writing, reviewing, and submitting grant applications**

Post-award reporting and monitoring for fleet conversion and charging  
Up to \$50,000 per grant



**Why**

PE is offering this element in effort to increase likelihood of success in bringing investment capital to MD and to highlight opportunities and benefits of transportation electrifications

08

**Program Management**

**Onboard two dedicated full-time employees to support program elements and expand suite of offerings**

Perform functions including developing program materials, conducting customers outreach, ensuring requirements are met and approving requests

Based on Phase I findings, PE is aware of the time-intensive undertaking and significant outreach/assistance required to successfully deliver transportation electrification initiatives

## POTENTIAL PROGRAM ELEMENTS

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**Workplace Charging**

**PE intends to consult with MDOT and ZEEVIC to develop workplace programs that provide incentives and technical assistance**

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**Fleet & M/HDV Load**

**PE intends to consult with MDOT, ZEEVIC, and DSP to address impact of fleet and M/HDV load**

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Focused on Our Future

Thank You

QA