MARYLAND ZERO EMISSION

Electric Vehicle Infrastructure Council

October 23, 2024

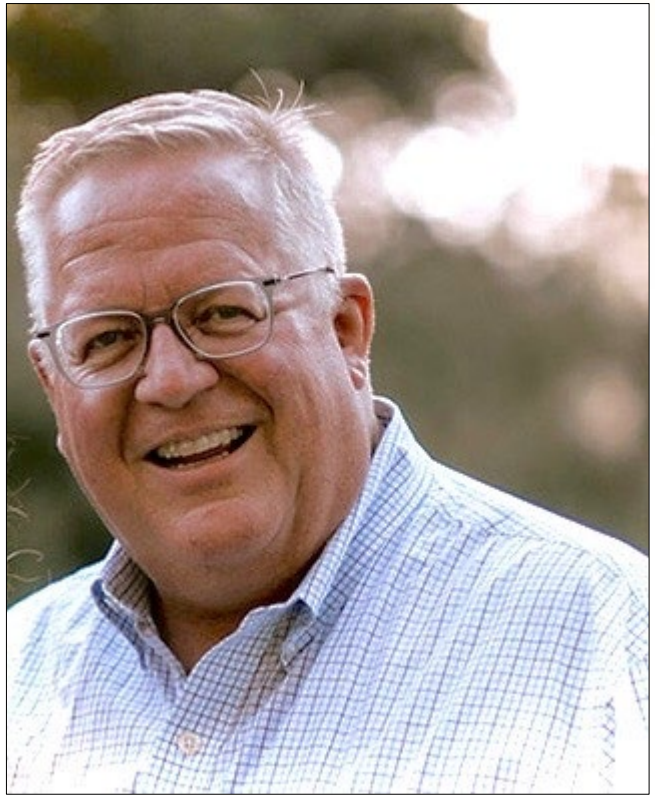
Agenda

- Welcome and Announcements
- Public Comments
- Update – Governor's Executive Order Implementing Maryland's Climate Pollution Reduction Plan
- 2024 By the Numbers – 2024 ZEEVIC Annual Report
- Utility Proposals – EV Pilot Phase 2
- Closing Remarks

Welcome and Announcements

Deron Lovaas, ZEEVIC Chair & MDOT Chief of Environment and Sustainable Transportation

ZEEVIC New Member Welcome



Marcel Heuver

ZEEVIC Seat: Zero Emission Vehicle Automotive Dismantler and Recycler

Affiliation: LKQ Corporation

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Announcements

- ZEEVIC Communications Working Group – **Launching**
- Facilitates requirement to "Increase consumer awareness and demand for ZEVs through public outreach"
- Leverages educational outreach via MarylandEV.org
- First meeting: November 2024 (date TBD)
- Look for more info… coming soon!

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Announcements - MDOT

Charging and Fueling Infrastructure (CFI) Program

Round 2 Application Submitted (September 2024)

MDOT submitted the *MD-NJ-PA-WV Charging Ahead Partnership: I-81 and I-78 Freight Corridor* project, which if funded will enable MDOT, in partnership with PennDOT, NJDEP, and WVDOT (through the MD-NJ-PA-WV Charging Ahead Partnership) to align interjurisdictional plans, public outreach and emission reduction priorities to strategically and holistically deploy alternative fueling infrastructure along the I-81 and I-78 corridors.

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Announcements - PSC

SB951/HB1028 (2024) established the EVSE WG

- Required to
  (1) develop a framework for reliability and reporting standards for EV charging stations;

  (2) study and make recommendations regarding which government entities have responsibility for ensuring accountability regarding EV charging stations; and

  (3) make recommendations regarding adopting and implementing regulations that cover a several topics listed within the legislation. These topics generally pertain to uptime/reliability of EVSE, accuracy standards, customer service, reporting, and enforcement. Deference is supposed to be given to federal NEVI standards.

- Report is Due Nov 1, 2025
- Final Meeting – Oct. 28 (1 – 3 PM)

Announcements - MEA

EVSE equity (multifamily and community)

- Increase access to affordable and reliable EVSE in low and moderate income, overburdened, and underserved communities in Maryland.
- $23 million, 2 rounds ($10 million each round), max of $250k per project
- First Come First Serve grant covers 75-85% of project costs
- Please provide feedback https://energy.maryland.gov/Pages/EVSEEquity.aspx

Electric School Bus Grant

- $17 million, Max $2 million per school or project.
- Competitive funding for training, planning, buses, vehicles, and infrastructure.
- Please provide feedback https://energy.maryland.gov/Pages/ElectricSchoolBus.aspx

Announcements - MDE

- Electric School Bus Grant
  - $3 million in legislative funds
  - Grant will provide $300,000 towards purchase of electric school bus
  - Grant should open by the end of October
  - Proposal period will be approx. three months
  - Awards made in Spring of 2025
- ACT Needs Assessment Report
  - Proposal reviews completed
  - MDE working through procurement process
  - Award will go to BPW in December for final approval
  - Kickoff meeting in January 2025
  - Study completed in Fall of 2025

Announcements - MDE

- Volkswagen Settlement-Three funding opportunities
  - Electric School Buses: Approx. $4 to $5 million
  - Electric MHD Trucks: Approx $4 to $5 million
  - Light Duty EVSE Program-Third Round (ECGP/CAGP): Approx. $3.7 million
  - All VW Programs will open-up late November/Early December

Announcements

Seeks input in four areas related to MHD EVs including:

- unique EV charger and station needs;
- vehicle charging patterns;
- MHD EV charger technology and standardization;
- workforce, supply chain, and manufacturing to support charging of MHD battery EVs.

Responses must be submitted by November 12, 2024.

More information can be found **here**.

MARYLAND ZERO EMISSION Electric Vehicle Infrastructure Council

Public Comments

Update – Governor's Executive Order Implementing Maryland's Climate Pollution Reduction Plan

Deron Lovaas, MDOT Chief of Environment and Sustainable Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION

Overview: MDOT's Role Implementing the Climate EO

Fall 2024

Implementing the Executive Order

The Executive Order requires MDOT to do the following:

1. **Revise the Zero-Emission Vehicle Infrastructure Plan (ZEVIP) < - -** Today's Update
2. Evaluate and Reduce GHGs transportation as part of the Consolidated Transportation Program (CTP)
3. Invest in programs and projects that reduce vehicle miles traveled (VMT) and increase transportation choices
4. Establish annual GHG and VMT reduction targets
5. Implement the Carbon Reduction Strategy (CRS)

1. Revise ZEVIP

Revise Maryland's Zero-Emission Vehicle Infrastructure Plan (ZEVIP) to include the National Electric Vehicle Infrastructure (NEVI) program and a new multi-agency strategy to build out Maryland's electric vehicle charging infrastructure.

- NEVI is the marquee light-duty charging infrastructure deployment program included in the ZEVIP.
- ZEVIP will build on NEVI with a comprehensive MDOT-led, multi-agency strategy to prepare charging infrastructure for growth of light, medium and heavy-duty vehicles pursuant to Advanced Clean Cars II and Advanced Clean Trucks.
- MDOT will use Zero Emission Vehicle Infrastructure Council (ZEEVIC) meetings and other partner and stakeholder outreach to inform ZEVIP.
- Currently in development, ZEVIP is slated for release by mid-2025.

2024 By the Numbers

2024 ZEEVIC Annual Report

Rebecca Bankard, MDOT/MBI

By the Numbers: Electric Vehicles

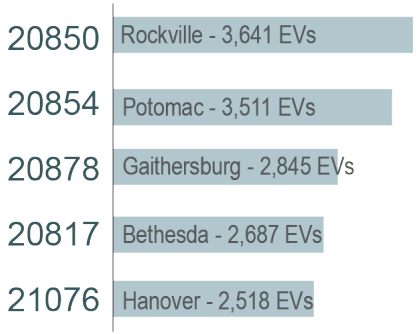
Electric Vehicles*

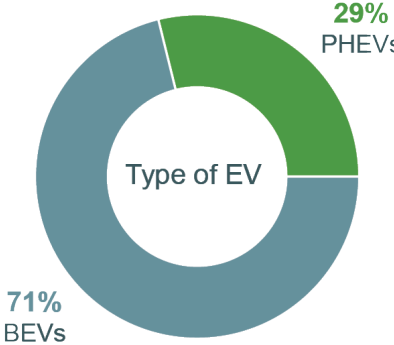
115,989
EVs Registered

250
out of 445
ZIP Codes
have at least 50 EVs registered

22
ZIP Codes with
more than 1,000 EVs Registered

Top 5 Zip Codes

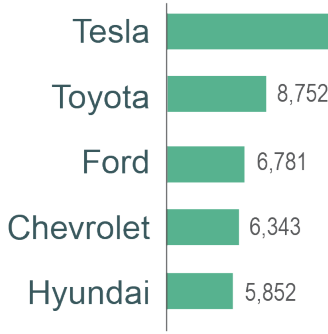




28,902
EVs Registered
within last 12 months

18.82
EVs per 1,000 people

Top 5 OEMs



Account for
66.8%
of EVs in Maryland

11% of Car Sales in Maryland are EVs

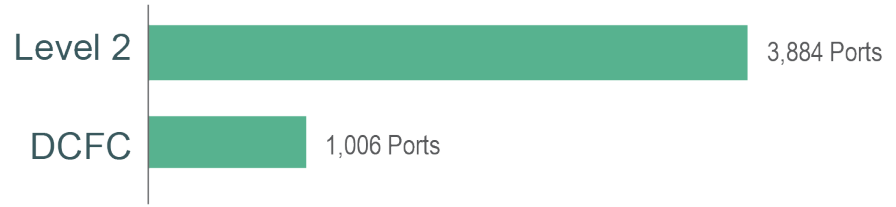
2.2% of all vehicles are EVs

Goal: **1.3 Million**
EVs Registered by 2031
to support Maryland's 60% GHG reduction goal

By the Numbers: Infrastructure & Build-Out

Charging Infrastructure*

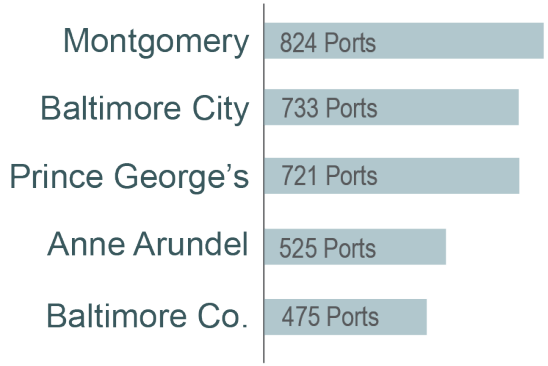
1,699
Charging Stations



4,890
Charging Ports

491
Ports Added
within last 12 months

Top 5 Counties



0.79
Ports per 1,000
people in Maryland

17
Charging Network
Providers Active in Maryland

EV Corridor Build-Out

23
Sites Awarded
NEVI Round 1 Funding

$12.1 Million
Awarded in Round 1

29
Sites Awarded
Under CFI Grant Program

23
EV AFCs
Designated in Maryland

By the Numbers: State Investment & Infrastructure

State Infrastructure Investment & Incentives

2,751
Vehicles Receiving
Excise Tax Credit in FY 24

2,662
Residential EVSE
Rebates Awarded in FY 24
Total Awarded:
$1.6 Million

2 Projects
Awarded in FY 24
for OPEN Energy Grant Program
Totaling
$403,000
in FY 24 Funding

225
Commercial EVSE
Rebates Awarded in FY 24
Total Awarded:
$860,476

10 Communities
Awarded in FY 24
for the Maryland Smart Energy Communities Program
Receiving
$649,750
in FY 24 Funding

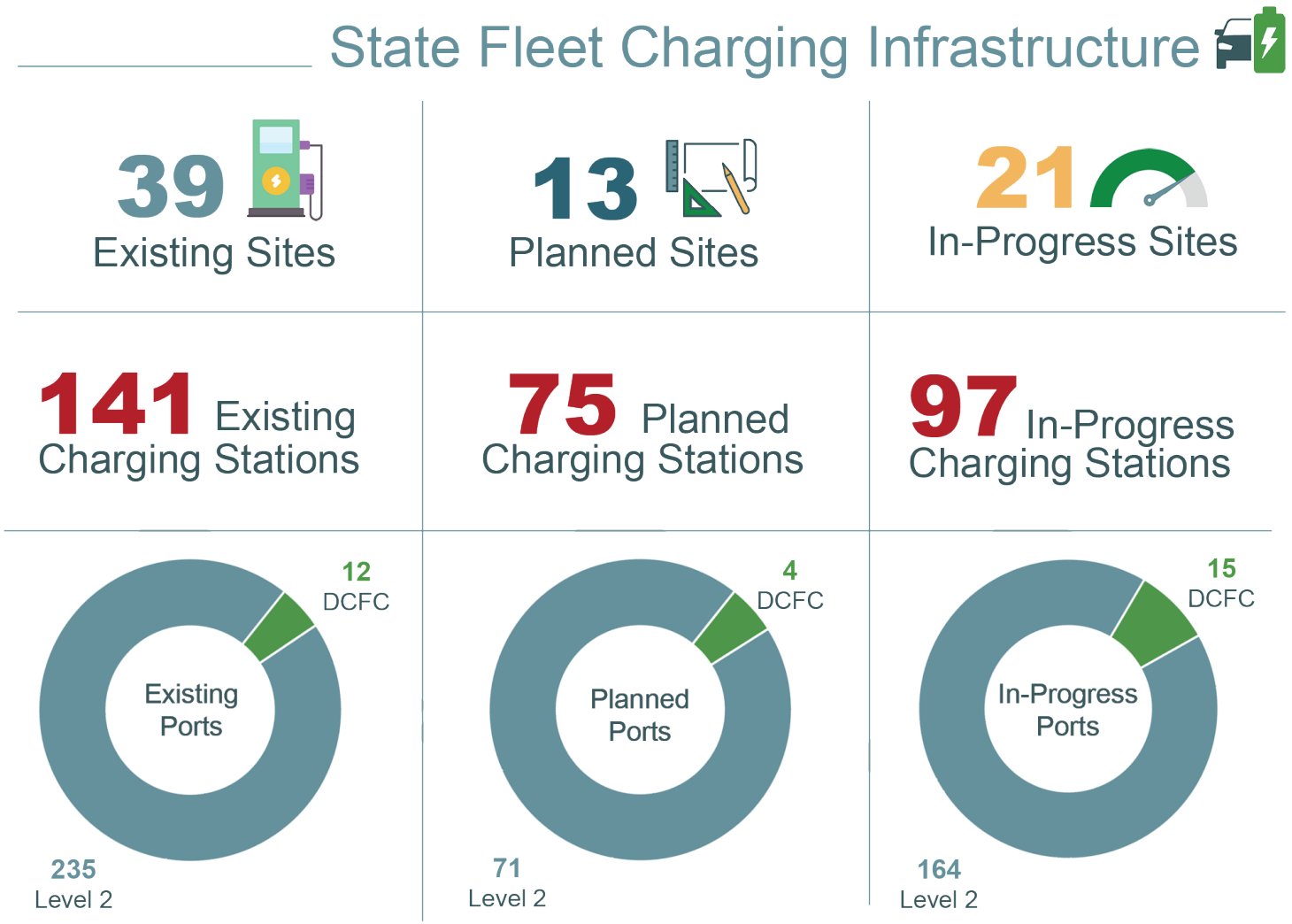
Funds & Incentives Budgeted

ExciseTax Credit (FY 25)	$8.25 Million
EVSE Rebate Program (FY 25)	$2.5 Million
OPEN Energy Grant Program (FY 25)	$3.5 Million
MHD ZEV Grant Program (FY 25)	$10 Million
Maryland Smart Energy Communities (FY 25)	$9.5 Million
ECGP and CAGP (Round 3)	$3.7 Million
Maryland Electric School Bus Fund	$3 Million
VW Electric School Bus Program	$4-5 Million
Electric School Bus Grant Program	$17 Million
Low & Moderate Income Communities	$23 Million
MUDs, Hospitals, Schools & Other Buildings	$50 Million

14
Awards in FY 24
for the MHD ZEV Grant Program
Totaling Over
$8.6 Million
in FY 24 Funding for
54 EVs

OVER $134 Million
In State Funding & Incentives Budgeted

By the Numbers: State Fleet



By the Numbers: PSC & Utilities

PSC & Utilities

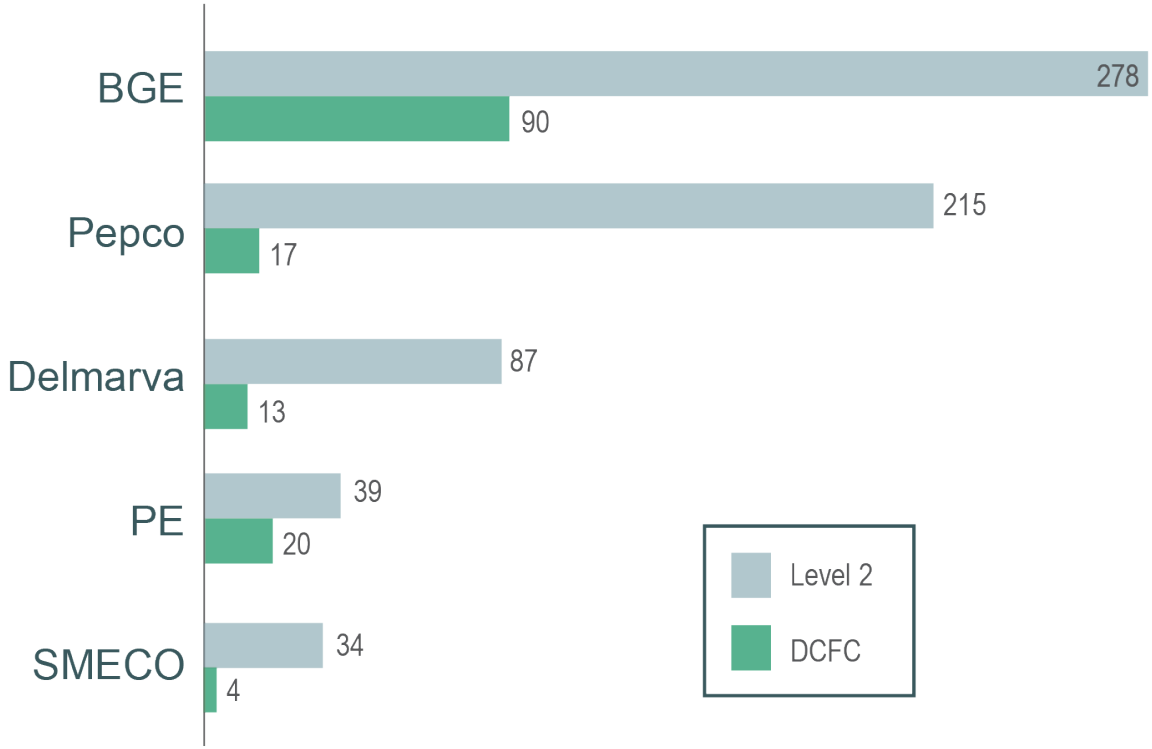
797
Public Chargers

120
MUD Sites with
utility-owned chargers

138 Stations
Installed on MUD Properties

4,666
Customers Enrolled
In the EV TOU Rate Program

Public Charging Stations by Utility



By the Numbers: Outreach

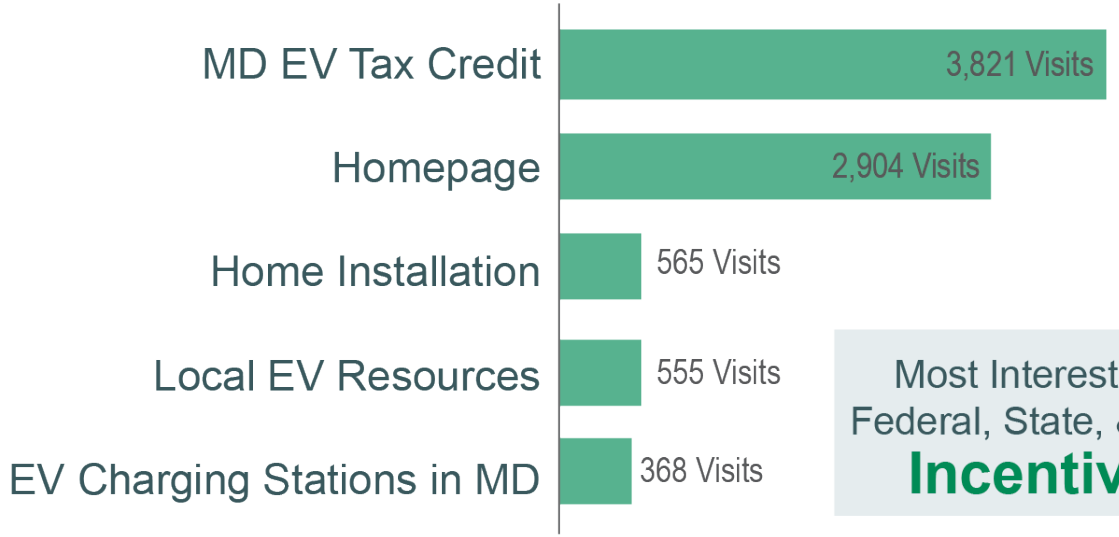
Outreach & Education

50 Events
Attended or hosted by ZEEVIC Member Organiztions

10,126
MarylandEV Website
Views per month (Aug 24)

1,418
NEVI Survey Responses
April 17 - May 15, 2024

Top 5 Visited MarylandEV Pages



Most Interested in Federal, State, & Utility **Incentives**

290+ Participants in NEVI Outreach Webinars (June 2024)

2024 ZEEVIC Annual Report

- 2024 By the Numbers will be released in 2024 Annual Report (December 2024)

- Draft 2024 Annual Report will be shared with ZEEVIC Members for review and feedback
  - Reviews requested: Nov 1- Nov 8

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Utility EV Pilot Phase 2 Proposals

PSC Executive Order 91297

Ben Baker, Maryland PSC– Senior Commission Advisor

Order No. 91297 (Utility Phase I Pilots and Next Steps) Evaluation

- Assessed Utility Phase I pilots and required utilities to provide Phase II proposals
- Extended certain Phase I programs and BGE's Smart Charge Management Program
- Gave guidance on specific topics related to Phase II proposals.
  - Does not intend to approve new residential rebate, data sharing programs
  - Utilities may or are required to include EV-only TOU proposals, continue managed charging programs, MUD, make ready, and fleet programs.
  - Halt development of new utility owned charging stations
- Expect Utility Phase II filings in Dec. 2024.

Order No. 91297 – Workgroups

- Commission EV Workgroup
  - Evaluate distribution TOU rates and data sharing (Nov 15, 2024)
  - Efficacy and appropriateness of different load management options and incentive structures (May 1, 2025)

- Required the Commission's EV Workgroup and/or the utilities to coordinate with MDOT and ZEEVIC on specific topics which include:
  - Determine if the State has a process for determining ideal locations for public charging stations and to develop a process for determining when it is appropriate to permit utility incentives for or ownership of public charging stations. (May 1, 2025)
  - Identify underserved areas where a market gap is preventing needed MUD charger development. The Commission invites the utilities, MDOT, ZEEVIC, OPC, Staff and all EV related parties to suggest policies that the State can adopt to make EV charging available to the current residents of MUDs.
  - Utilities are directed to consult with MDOT and ZEEVIC in developing their EV fleet and workplace programs.

Baltimore Gas and Electric Company

Stephanie Leach & Alena Martinez-Hart & Sam duPont

bge℠
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October 23, 2024

Transportation Electrification

EV Phase 2 Portfolio Design: Engaging Key Stakeholders for Success

Goals

LEADING THE CHARGE FOR SUSTAINABLE MOBILITY

ALIGN WITH OBJECTIVES SET FORTH BY MARYLAND'S POLICIES that enable customers' decarbonization journey.

MANAGE THE ANTICIPATED SURGE IN DEMAND resulting from widespread adoption of EVs while promoting equity.

PROMOTE EV UPTAKE within the state through rebates, incentives, & enhanced public charging infrastructure accessibility.

CUSTOMER EDUCATION to raise awareness of EVs, charging options, and how to manage EV energy costs.

Customer Benefits

EMPOWERING CUSTOMERS FOR A GREENER FUTURE

FINANCIAL INCENTIVES
Access to rebates and incentives for EV adoption and infrastructure investments, making the transition to electric vehicles more affordable.

IMPROVED CHARGING INFRASTRUCTURE
Enhanced access to public charging stations reduces range anxiety, promotes widespread EV adoption, and improves air quality by lowering vehicle emissions.

EQUITABLE ACCESS
Programs designed to ensure that all communities, especially underserved ones, have access to EV resources and incentives, promoting inclusivity in the transition to clean transportation.

INFORMED DECISION-MAKING
Comprehensive customer education on EV benefits, charging options, and energy management, empowering consumers to make informed choices and optimize their energy costs.

Overview

EV CHARGING PORTFOLIOS

MANAGED CHARGING

Enhancing grid efficiency & stability

COMMUNITY CHARGING

Increasing public access to EV infrastructure

COMMERCIAL CHARGING

Enabling businesses to electrify their fleets

BGE EVsmart
Managed Charging Portfolio

Policy Manage Uptake

	HOME CHARGING INCENTIVE A passive managed charging program encouraging customers to charge 90% off-peak annually	VEHICLE CHARGING TIME OF USE (TOU) An on-peak/off-peak rate only applied to when a customer charges their EV	SMART CHARGE MANAGEMENT Active managed charging program prioritizing customer charging preference & grid signals	MULTIFAMILY MANAGED CHARGING Off-peak charging incentive for customers in multifamily homes	FLEET MANAGED CHARGING Charge management software (CMS) enabling fleets to interconnect quickly by limiting charging load
STATE	**Discontinue Dec 2024**	**Approved** 2023 Phase 2 Proposal	**Approved** 2023 Phase 2 Proposal	**New Program**	**In Development**
AUIDENCE	• Residential EV drivers who may not be eligible for the Vehicle Charging TOU rate.	• Residential EV drivers enrolled in BGE's Schedule R rate who have a smart L2 charge and/or vehicle with onboard telematics.	• Residential EV drivers who drive Tesla vehicles and charge at home.	• Residential EV drivers without access to dedicated home charging.	• Commercial fleet customers transitioning to electrification.
CHALLENGE	• Some EV owners can't participate in the EV TOU rate because of their electric rate but still want to take advantage of savings by charging during off-peak times.	• As more EV drivers charge on BGE's system, it increases peak demand for electricity. • By encouraged greater shift to off-peak times, BGE can ensure more reliable power for all customers.	• As more EV charging is occurring at the same time, demand for electricity will increase and require more costly, faster upgrades if charging is left unmanaged.	• About 25% of MF customers lack dedicated charging solutions. • Participation is limited in managed charging programs, creating inequities in savings opportunities.	• Many commercial customers struggle with electrification due to insufficient site capacity for fleet charging, leading to project delays and frustration.
PROGRAM STRUTURE	• Customers receive an annual $50 gift card for charging their vehicle >90% off-peak (9pm-7am) year-round. • Customers can participate through vehicle telematics or Level 2 smart charging.	• Customers can stay on schedule R rate and EV charging is placed on TOU rate. • Participation is through vehicle telematics or Level 2 smart charging. • Their credit appears on their monthly bill based on the kWh used for charging each billing cycle.	• Customers allow BGE to manage EV charging load in exchange for $10 monthly bill credit. • Participation occurs through vehicle telematics of Level 2 smart charger. • Managed charging spreads out EV charging load over a longer period, ensuring vehicle is still ready when needed.	• Enroll via vehicle telematics. • Customers can charge throughout our service area. • Earn a $5 incentive for every 100 kWh up to $20 a month. • For discussion: $5 monthly reward for charging >85% off-peak.	• Provide a list of CMS providers for fleet customers with capacity limits, who will set charger load limits accordingly. • Allow customers to interconnect more quickly by limiting chargers to not exceed nameplate capacity. • Provide incentive for setup fees and physical CMS device.

BGE EVsmart
Community Charging Portfolio

Policy Educate Uptake

	PUBLIC UTILITY OWNED Empowering widespread EV adoption through utility ownership.	MULTIFAMILY UTILITY OWNED Utility ownership for equitable at-home EV charging.	CHARGER-AS-A-SERVICE (CaaS) Flexible, subscription-based access to electric vehicle (EV) charging infrastructure.	PUBLIC MAKE-READY INCENTIVES Make-ready incentives for commercial property owners to deploy EV charger installation.
STATE	**Discontinue Dec 2025** **Continue Operate and Maintain**	**Continue New Installation** **Continue Operate & Maintain** 2023 Phase 2 Proposal	**In Development**	**New Program** 2023 Phase 2 Proposal
AUIDENCE	• State owned properties in which there is publicly available parking.	• Property Managers of apartments, condominiums, and HOA boards.	• Property Managers of apartments, condominiums, HOA boards, and Workplace.	• Commercial entities with publicly accessible parking, such as shopping centers, civic centers, garages, hotels, and other destination locations.
CHALLENGE	• Commission chargers where the private market was less likely to install. • Strategically place in environmental justice (EJ) communities.	• High upfront costs and installing complexity hinder charger deployment in communities. • Many communities lack the resources to own and operated EV stations	• High upfront costs and installing complexity hinder charger deployment in communities. • Some communities need additional financial support to operate EV stations.	• High upfront costs for EV charging infrastructure can be a significant barrier.
PROGRAM STRUTURE	• 372 chargers commissioned. • 127 of chargers strategically placed EJ communities, including 3 in Johnston Square and 12 planned at Coppin State University • Operate up to a total of 475 public charging stations. • Focused on enhancing charger reliability & transparency.	• 100 chargers currently approved. • Additional 200 chargers to continue to offer this service to more communities with this challenge.	• The rebate covers 50% of the subscription fee, up to $100 per port, with a minimum of four ports required per community over the five-year term. • Disadvantage communities can receive a higher subscription rebate.	• Rebates will cover 75% of upgrades, up to $30,000 per site. • Disadvantage communities can receive a higher subscription rebate.

BGE EVsmart
Commercial Charging Portfolio

Policy Educate Uptake

	COMMERCIAL REBATES Rebates and incentives for installing charging stations at their property	FLEET EVSE INCENTIVES Incentives for installing charging stations for business fleets	FLEET MAKE-READY INCENTIVES Incentives for infrastructure upgrades to install chargers	FLEET ASSESSMENTS Evaluation of fleet electrification needs, metrics, and infrastructure
STATE	**Discontinue Dec 2024**	**New Program** 2023 Phase 2 Proposal	**New Program** 2023 Phase 2 Proposal	**Part One Approved** **Part Two In Development**
AUIDENCE	• Multifamily, small business or non-profit workplace.	• All vehicle fleets, including commercial, non-profit, educational institutions, transit agencies, and other operators, excluding private individuals.	• All vehicle fleets, including commercial, non-profit, educational institutions, transit agencies, and other operators, excluding private individuals.	• All vehicle fleets, including commercial, non-profit, educational institutions, transit agencies, and other operators, excluding private individuals.
CHALLENGE	• High upfront costs and installing complexity hinder charger deployment.	• Fleets face internal and external mandates to electrify. • High upfront costs and installing complexity hinder charger deployment.	• Fleets face internal and external mandates to electrify. • High upfront costs and installing complexity hinder charger deployment.	• Fleet operators feel pressure to electrify from various sources but often lack a clear starting point. • Electrification efforts are delated without fleet & grid assessments.

PROGRAM STRUTURE	• Rebate for 50% of the cost of eligible EV charging equipment and installation:
	  • Up to $5,000 per port for L2 EV chargers
	  • Up to $15,000 per DCFC station for
	  • Maximum incentive of $30,000 per site.
		• Incentives of 50% of project cost up to:
		  • L2AC: $5k / port
		  • L3DC: $15k / port
		  • $30k max / location (limit 2)
		• Disadvantage communities can receive a higher subscription rebate.
			• Tiers for Light Duty (LD) and Medium/Heavy Duty (MHD) vehicles:
			  • LD → 90% project cost up to $15k
			  • MHD → 75% project cost up to $100K
			• Disadvantage communities can receive a higher subscription rebate.
				• Part 1: Focused on fleet needs: vehicle choice, charger options, total cost of ownership and CO2 impact analysis.
				• Part 2: Conducting site evaluation to install necessary equipment, including providing support for completing utility service application.


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Pepco and Delmarva Power

Catherine Coyle & Eric Moberg

pepco[SM]
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delmarva power[SM]
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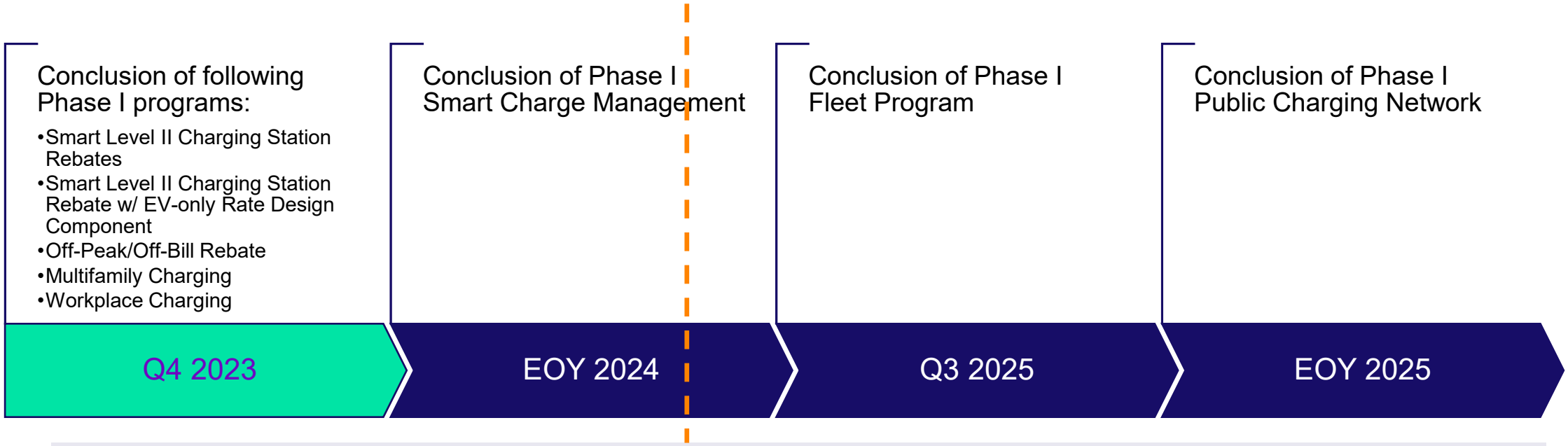
Pepco and Delmarva Power Maryland EV Phase II Programs

Advancing EV Adoption in Maryland

1. Committed to **advancing Maryland's** decarbonization, beneficial electrification and EV adoption goals
2. Developed a comprehensive portfolio of EV charging programs to **address barriers to EV adoption** and learn more about customer charging habits and future grid impacts
3. Embraced the **Utilities' role as active partners** in transportation electrification, accelerating infrastructure development while addressing load management and grid preparedness

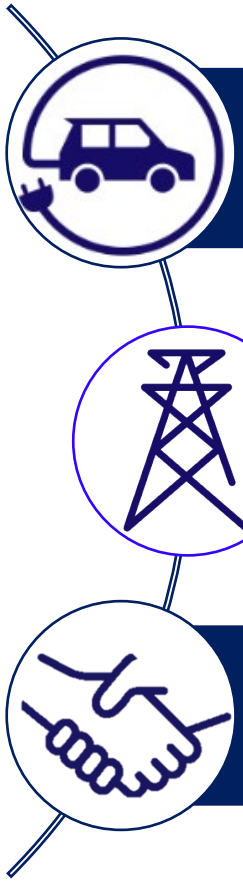
EV Phase I Offerings



Future Program Offerings Opportunities

1. Participate as an active partner in the transportation electrification shift by providing information and support to our customers
2. Manage impact to the grid through passive and active managed charging
3. Support infrastructure growth through targeted make-ready incentives with an emphasis on equity and accessibility

General Feedback from Intervenors on EV Transportation programs:



- Mitigate impact of new EV load through active load management to reduce overall impact to the grid infrastructure
- Utility-side costs should be recovered through traditional mechanisms
- Passively incentivize customers to align charging patterns with existing grid availability

Customer Benefits from Phase II Programs

Make-Ready & Support	• Increased access to and reduced cost of EV charging infrastructure • Increased incentives for small business customers and under-resourced communities • Improved air quality
Public Infrastructure	• Maintains public charger reliability at 97% uptime to bolster customer confidence in the availability of charging infrastructure • Accessible charging for individuals where charging at their residence is not presently feasible
Load Management	• Shifts and flattens EV charging load to reduce the burden on distribution assets while meeting driver mobility needs • Incentivize EV users to adapt charging habits to minimize impact to the grid

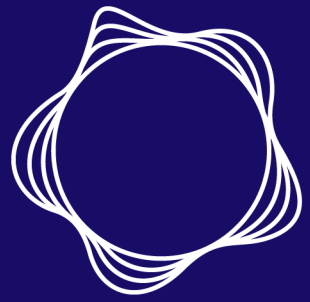
Phase II Portfolio Summary

Type	Market Segment	Program	Description
Make-Ready & Support	Commercial	**Destination Charging Make Ready**	Incentives to support installation of charging stations at commercial facilities/travel destinations.
		Public Transit Bus Make Ready	Incentives to address the infrastructure development needs of public transportation providers.
		Multi Family Make Ready	Incentives for charging ports installed at multifamily locations.
		Private Fleet Charging	Incentives to support private fleet customer installation of charging infrastructure for use by fleet vehicles operating in or serving Justice 40 (J40) communities.
		EV Make Ready Site Assessment Services	Provides a pre-application technical assessment for the siting of EV fleet conversions and DCFC locations.
Public Infrastructure	Public	**Utility-owned public charging**	Operate and maintain the existing Company-owned public EV charging stations.
Load Management	Residential	**Smart Charge Management**	Residential customers opt in to EV load management and are incentivized to let the utility shift load as needed.
		EV Time-of-Use	Residential customers opt into a passive EV load management schedule and are incentivized to charge off peak.

Filing Timeline

September/October 2024
Program design stakeholder engagement

December 2024
File EV Phase II programs



pepco℠

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delmarva power℠

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Potomac Edison

Brittani Smouse

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[1]	Why
01 Residential	Rebates toward charging port and installation EV-Only Time of Use Rate[2] $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[3] **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.

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Maryland EV DRIVEN **Phase II Proposal**

NEW PROGRAM ELEMENTS

	Proposed[1]	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[2]

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. 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

	Proposed[1]	Why
07 Grant Assistance	**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	PE is offering this element in effort to increase likelihood of success in brining 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

09 Workplace Charging	**PE intends to consult with MDOT and ZEEVIC to develop workplace programs that provide incentives and technical assistance**
10 Fleet & M/HDV Load	**PE intends to consult with MDOT, ZEEVIC, and DSP to address impact of fleet and M/HDV load**

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.

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Focused on Our Future

Thank You

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Southern Maryland Electric Cooperative

Natasha Law & Jeff Shaw

Southern Maryland Electric Cooperative, Inc.

EV Recharge Program Phase II

October 23, 2024

SMECO
People. Power. Progress.

Phase II Order

EV LV2 Charger Residential Rebates:

- Commission ordered this program to end 12/31/2025
- SMECO offered no type of LV2 charger rebate

Residential Data Sharing Programs

- Commission ordered this program to end 12/31/2025 unless there is an anticipated need
- SMECO sees no anticipated need to request expending past the 13/31/25 date.
- SMECO will be requesting those current customers that are participating to be allowed to be enrolled into either the Managed Charging Program or into the EV TOU rate with an opt-out provision. SMECO will choose the enrollment based on the OEM enrolled.

Public Charging

- **<u>Public Charging</u>**
  - To date SMECO has installed 40 Public Chargers for a total of 80 ports
    - 4 DCFC's
    - 36 LV2
    - SMECO isn't asking to install any more public facing chargers
    - Currently in the process of on-boarding Charger Help to assist SMECO to meet reliability measures.
  - Phase II – unless ordered SMECO has no plans to continue installing public chargers.

EV Residential Charging Programs

EV TOU

Current Pilot:

- Schedule EV-TOU to SMECO's Retail Electric Service Tariff approved by the MDPSC with an effective date of December 1, 2023 (Residential EV TOU for SOS supply rate)
- Currently continuing to work with OEMs to add chargers and vehicles to the participating vendor list.
  - Q4 2024 - Toyota and Lexus
  - Late Q4 / Q1 2025 Wallbox and Stellantis
  - 2025 GM and Volvo

Phase II

  - SMECO will be proposing changes to the EV TOU to allow NET customers to participate in the EV TOU rate

EV Residential Charging Programs

Managed Charging Program

- Currently under the EV Phase I Pilot there is a cap on the participation of 1,000. For Phase II, SMECO will be requesting to allow the managed charging program allow managed charging to become a full fledged program without the participation caps.
- Managed Charging currently uses the same on and off peak rates as the EV TOU tariff while also allowing SMECO to modify charging at any time.
- SMECO and our vendors are working with OEMs to add more vehicle and charger manufacturers to the program.
- OEM being added in 2025
  - Toyota, Lexus, GM, Volvo and Stellantis
  - Wallbox
- Currently Net Metering customers can participate in the managed charging program

Multi-unit Dwelling Chargers

- Commission approved chargers
  - First one under construction.
- Phase II
  - Tariff Schedules
    - SMECO will be amending current General Service Small (GS-S) and General Service Small TOU
      - Level one and Level two charging only

EV Residential Charging Programs

Additional Multi-Unit Charging Options

- Working to develop Level 1 charging tariff at multi-unit dwellings.

Fleet and Workplace Charging

- To date there are under 7,000 registered EVs in the SMECO service territory and few M/HDV vehicles registered.
- SMECO believes that most businesses that could electrify aren't ready to yet but the need is there to gage where our members and what their needs will be.
  - SMEC is working to engage commercial customers
    - SMECO will create a fleet and workplace charging registry and survey to see when, where, and how each individual member wants to electrify.
- Phase II EV Programs
    - Using those surveys, SMECO will built a EV Fleet/Workplace Resources page to point fleets to all relevant resources and tools. This website will be available Q1/Q2 2026
    - Develop a fleet customer facing education, marketing, engagement and outreach platform. These services could be available Q2/Q3 2026
    - Still developing the budget for Phase II

Utility EV Pilot Phase 2 Proposals

- Today's presentations will be posted at: MDOT.Maryland.Gov/ZEEVIC
- Written comments & questions are welcome & invited
- Submit comments by email to ZEEVIC@mdot.Maryland.gov
- Comments are most useful if received by October 31

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Questions?

Closing Remarks

2025 Quarterly Meeting Dates

- January 22
- April 23
- July 23
- October 22

To receive ZEEVIC Meeting Notices, email: ZEEVIC@mdot.maryland.gov

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council