



Maryland Utility NEVI Incentive Proposal

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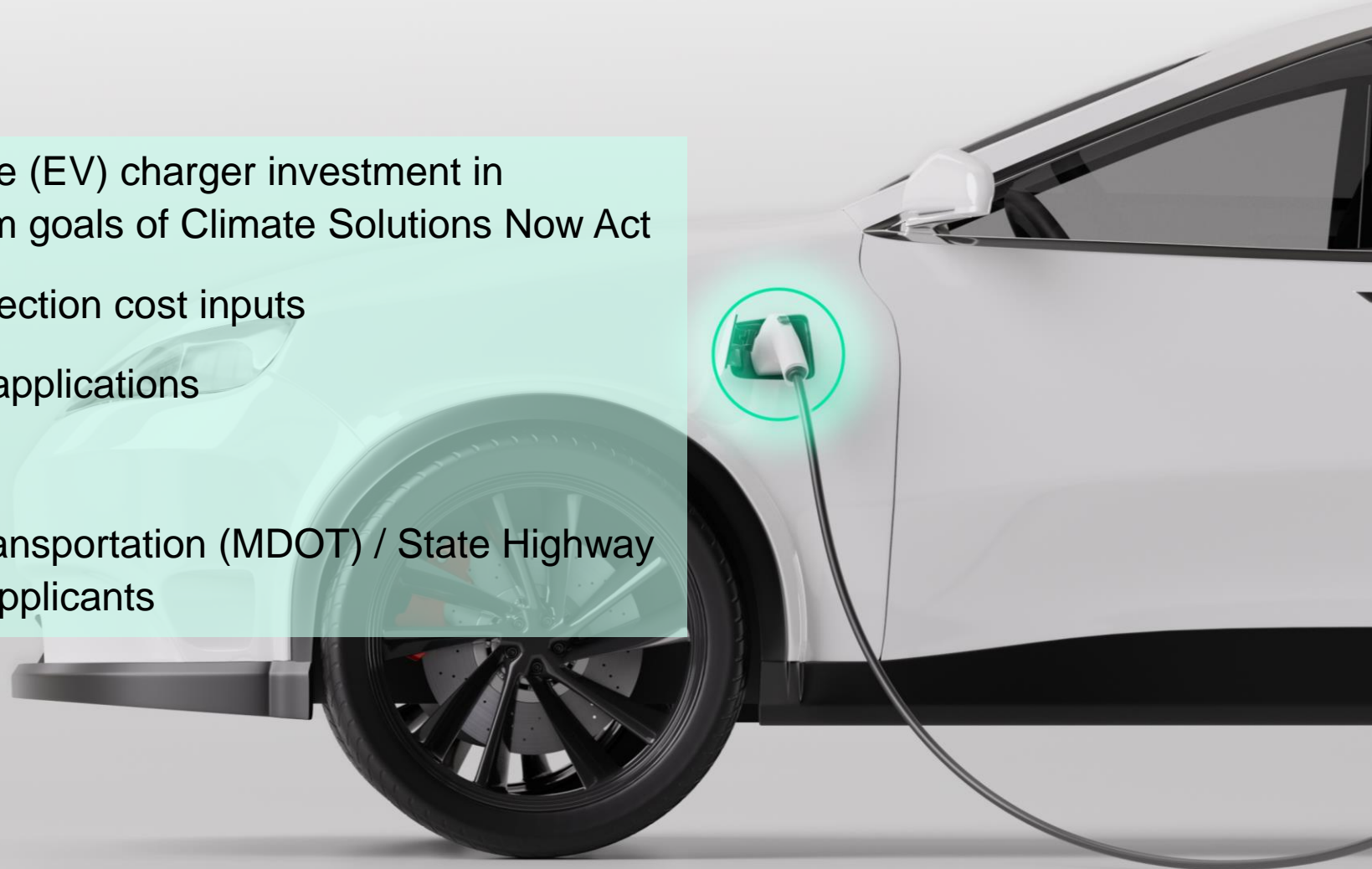
Overview Resources ▾ Stay Engaged ▾



Maryland Zero Emission Vehicle Infrastructure Plan

National Electric Vehicle Infrastructure (NEVI) Challenges to Address

- Drive private network electric vehicle (EV) charger investment in Maryland to better support near term goals of Climate Solutions Now Act
- NEVI Applicants' need for interconnection cost inputs
- Utility caseload for interconnection applications
- Ease of incentive administration
- Complexity for Maryland Dept of Transportation (MDOT) / State Highway Administration (SHA), utilities and applicants



Proposal Overview – Interconnection Cost Estimates

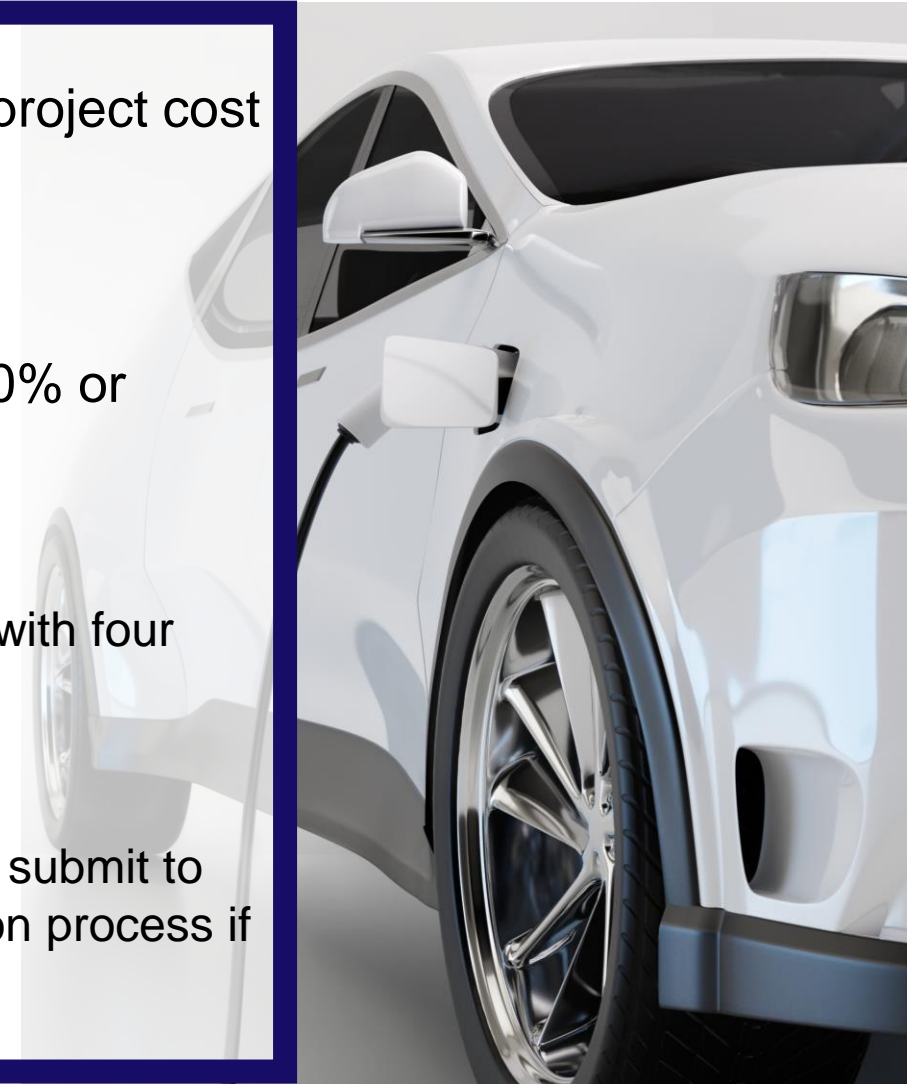
Utilize estimated **Standard Site Cost (SSC)** of \$600,000 in total project cost

- Established for a site with four (4) 150kW DCFC units

“Make-ready” costs within the SSC are estimated to be roughly 30% or \$180,000 (Make Ready Estimate or “MRE”)

- Roughly 5% / 25% split between line side / load side
- Consistent with BGE experience at BWI Airport public charging site with four 150kW DCFC units

NEVI Applicants may use MRE or 30% in preparing total project costs to submit to MDOT/SHA, and then will proceed through standard utility interconnection process if they are awarded NEVI funding by MDOT/SHA



Proposal Overview – Utility NEVI Incentive

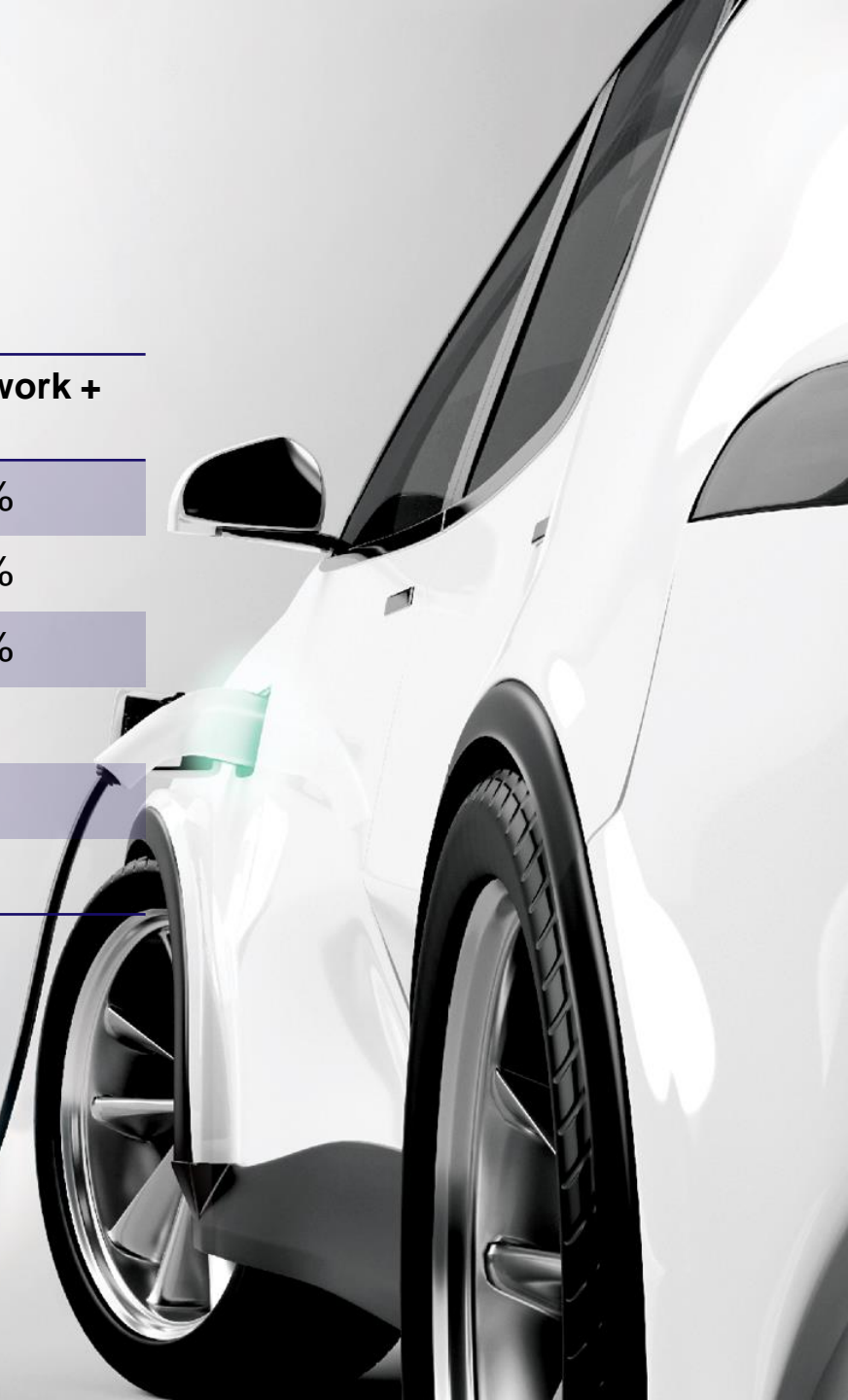
Utility NEVI Incentive: Rebate for NEVI Applicants to offset any of its total project costs, rather than to specifically offset make-ready costs

- Provide **lower of** 20% of SSC (\$120,000) or actual final project costs as the final Utility NEVI Incentive for sites located in Justice 40 communities
- Provide **only the lower of** 15% of SSC (\$90,000) or actual final project costs as the final Utility NEVI Incentive for sites not located in Justice 40 communities



Example Using BGE BWI Costs

	Line & Load Make Ready Cost % of Total Project Costs	4 DCFCs + 3 Yrs Network + Misc. Costs
NEVI Application Option 1	\$180,000 33%	\$360,000 67%
NEVI Application Option 2	\$154,286 30%	\$360,000 70%
Actual Project Costs	\$145,000 29%	\$360,000 71%
Actual Total Project Costs	\$505,000	
20% Incentive	\$101,000 (if in J40 area)	
15% Incentive	\$75,750 (if not in J40 area)	



Equity Challenge to Consider

Challenge: Customers in multifamily housing and low-income customers do not have equitable access to affordable charging available to those with home charging, whether through standard offer service rates, utility EV time-of-use rates or competitive retail supply. Maryland CSNA goals will require greater electrification access and involvement from *all* Marylanders.

Consider: Tie Utility NEVI incentive to a requirement for recipient to offer to Maryland low-income residents a percentage discount off network's standard fast-charging rates

- E.g., Incentive recipients could be required to offer a 25% discount on fast charging rates for customers enrolled to receive SNAP benefits
- Discount at point of sale, tied to customer's RFID card, or perhaps annual reconciliation with a gift card for future charging, etc.