

STATE OF MARYLAND

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PUBLIC SERVICE COMMISSION

IN THE MATTER OF THE EXPLORATION  
INTO THE REGULATORY, TECHNICAL  
AND FINANACIAL BARRIERS THAT  
AFFECT THE DEPLOYMENT OF  
ELECTRIC VEHICLES IN THE STATE

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BEFORE THE  
PUBLIC SERVICE COMMISSION  
OF MARYLAND

PC 43

Issue Date: June 7, 2016

NOTICE OF PUBLIC CONFERENCE

To: All Interested Persons

The Public Service Commission of Maryland (“Commission”) hereby initiates Public Conference 43 (“PC 43”) to explore the regulatory, technical, and financial barriers to the deployment of electric vehicles in the State. In furtherance of this objective, the Commission hereby provides notice of a public conference scheduled for July 14, 2016.

In 2011 the Maryland General Assembly enacted legislation requiring the Commission to establish, by June 30, 2013, “a pilot program for electric customers to recharge electric vehicles during off-peak hours.”<sup>1</sup> The applicable statute states that the pilot program is required to include incentives for customers to recharge electric vehicles (“EVs”) so as to increase the efficiency and reliability of the electric system and lower electricity use at times of high

<sup>1</sup> 2011 Md. Laws, Ch. 403, codified at Pub. Utils. § 7-211(m).

demand.<sup>2</sup> On August 12, 2013, the Commission issued Order No. 85776 approving residential EV pilot programs for Baltimore Gas and Electric Company (“BGE”) and Potomac Electric Power Company (“Pepco”).<sup>3</sup> Both pilots have been extended by the Commission until June 30, 2016, and are currently pending Commission consideration as to whether to transition the pilots into permanent tariff offerings.

As part of the Commission’s review of the EV pilot programs, BGE and Pepco submitted reports detailing the results, insights, and customer metrics associated with the EV pilot deployments between 2013 and 2015. Coordinated EV deployment strategies may alleviate the potential for adverse impacts to the electric grid associated with high penetrations of electric vehicles in the State. Therefore, the Commission is convening a public conference to explore some of these strategies and opportunities, as well as any potential barriers, consistent with the legislative directive to increase the efficiency and reliability of the electric system and lower electricity use at times of high demand in conjunction with electric vehicle deployment.

The public conference is scheduled for Thursday, July 14, 2016 beginning at 10:00 a.m. in the Commission’s 16<sup>th</sup> Floor Hearing Room, William Donald Schaefer Tower, 6 St. Paul Street, Baltimore, Maryland 21202. **Requests to present at the public conference, including a ranking of the preferred panel selections, must be received no later than June 30, 2016,** and

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<sup>2</sup> Possible incentives include time-of-use electricity pricing, credits on distribution service, rebates on charging system costs, demand response programs, and other incentives approved by the Commission. *See* Public Utilities Article (“PUA”) § 7-211(m).

<sup>3</sup> *In the Matter of the Investigation into the Regulatory Treatment of Providers of Electric Vehicle Charging Stations and Related Services*, Case No. 9261.

should be directed to the Chairman's Senior Advisor, Marissa Gillett, at [marissa.gillett@maryland.gov](mailto:marissa.gillett@maryland.gov).<sup>4</sup>

By Direction of the Commission,

*/s/ David J. Collins*

David J. Collins  
Executive Secretary

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<sup>4</sup> Descriptions of the three panels scheduled for the public conference are included as an attachment to this notice.

## **Panel Abstracts**

### **1) Utility Investment in Electric Vehicle Charging Infrastructure**

Certainty regarding the availability of public and semi-public charging infrastructure is often cited as a barrier to the widespread deployment of electric vehicles. One potential path forward to address this barrier is to consider a utility role in providing, investing in, and/or maintaining the EV charging infrastructure. After several years of proceedings, the California Public Utilities Commission is on the verge of approving proposals from all of its investor-owned utilities that would permit the investment of ratepayer money in charging infrastructure as a means to promote the accelerated adoption of EVs. This panel is designed to discuss the potential for Maryland utility involvement in the deployment of EV charging infrastructure, particularly whether associated costs are appropriately recoverable through utility base rates. Additionally, panelists are asked to address the potential standard by which the Commission would review such requests; for example, panelists could discuss whether such requests should be subjected to an initial cost-effectiveness review followed by a subsequent prudence review, or any combination thereof.

### **2) The Grid-Related Costs Associated with Vehicle Fleet Electrification**

The integration of new technologies into the planning and operations of the electric system must be assessed on the basis of both benefits and costs. This panel is designed to focus on the cost side of the equation associated with vehicle fleet electrification, particularly the utility infrastructure upgrades that may stem from electric vehicle deployment. In a report prepared by the Electric Power Research Institute (“EPRI”) on behalf of Pepco, it was noted that EPRI’s “hotspotter” tool projects that utility infrastructure upgrades will be required regardless of the EV penetration scenario modeled in the State. The report found, however, that shifting EV charging habits to off-peak times can delay or altogether avoid these identified upgrades. Therefore, panelists are asked to address strategies, such as time-of-use tariffs and other customer incentives, which may minimize or avoid grid-related costs associated with EV deployment. In the context of this discussion, panelists are also asked to address the quantification of delayed or avoided infrastructure upgrades and how such information could be used to assess the appropriateness of customer incentives for off-peak charging. Finally, it is requested that panelists discuss potential cost allocation options for the recovery of infrastructure

improvement costs that are attributable to the deployment of EVs and that cannot be avoided through cost-effective and coordinated customer engagement strategies.

**3) Energy Justice Spotlight: Access to Electric Vehicle Infrastructure and Charging Incentives in Limited-Income and Other Under-Served Communities**

The evolution of the energy sector is trending toward a more participatory grid in which consumers are encouraged to adopt new technologies and modify energy usage behaviors in an effort to promote both conservation and affordable electricity. Questions surface, however, regarding equitable access to these opportunities for enhanced participation in the electric grid, particularly in the event that the costs are transparent and shared across the ratepayer class but the tangible benefits are less readily identifiable. With respect to electric vehicles, equity concerns may arise if strategies to incentivize off-peak charging are not revenue neutral, or if the costs associated with electric vehicle infrastructure are transitioned into utility base rates. This panel is designed to focus on clean energy justice issues that may arise in the context of electric vehicle deployment. Panelists are asked to address these identified potential energy justice issues and to offer potential innovative methods by which these issues could be mitigated or avoided through coordinated EV deployment strategies in the State.