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**For Immediate Release**

## **Maryland PSC Approves Modified Utility Electric Vehicle Portfolio** *Decision expected to jump-start EV charging infrastructure in Maryland*

(BALTIMORE, MD-January 14, 2019) – In a decision expected to advance the adoption of electric vehicles in the state, the Maryland Public Service Commission has approved a modified version of a five-year electric vehicle charging infrastructure pilot program proposed by four of the state's largest electric utilities. The decision supports the deployment of more than 5,000 total Level 2 and DC fast charging stations in the service territories of Baltimore Gas and Electric Company, Delmarva Power and Light Company, Potomac Edison and Potomac Electric Power Company. The state has a goal of 300,000 zero-emission electric vehicles on Maryland roadways by 2025 and has targeted a reduction in greenhouse gas emissions by 40 percent (of 2006 levels) by 2030.

"Maryland is taking a significant step toward expanding electric vehicle adoption and reducing our harmful tailpipe emissions with our approval of a proposal to create a statewide EV charging network," said Jason M. Stanek, Chairman of the Public Service Commission. "Today's decision not only ensures that charging infrastructure will support Maryland's transition to electrified transportation, but also maximizes the benefits of smart charging while minimizing cost impacts to ratepayers."

In today's decision, the Commission noted that it is in the public interest to approve the modified pilot programs, which test a limited EV charging deployment at a reduced cost to lessen exposure by Maryland ratepayers. The utilities noted that their proposed offerings do not place all costs associated with the proposed charging infrastructure on ratepayers. For example, the proposed rebate incentives are designed to supplement other state and local programs covering a portion of EV charger costs. Overall, the order supports and encourages coordination with existing state programs and agencies to avoid duplication and promote efficiencies. The Commission directed the utilities to seek recovery of EV charging program costs in future base rate case proceedings, where the costs would be subject to a comprehensive review.

The Commission gave the green light to the utilities' plans to provide rebates to customers for the costs of chargers with advanced, or "smart," functionality. All four utilities must develop an EV time-of-use (TOU) rate design as part of the residential rebate offerings. TOU rates encourage EV customers to charge vehicles during off-peak

hours at a lower cost per unit of energy. In addition to residential customers, the utilities' proposed rebate incentive programs target apartments and condominiums in order to provide equitable access to EV charging for currently underserved multi-family and multi-unit dwellings.

The Commission's decision will also allow the utilities to own and operate a limited number of public charging stations to jumpstart the deployment of a public EV charging network, reduce EV owner 'range anxiety' in the near term and lay the foundation for a competitive market to develop in this space. The public chargers must be located at property leased, owned or occupied by a unit of state, county or municipal government for public use. The decision will require that the utilities establish a new and separate rate class to include the more than 900 public EV charging stations to ensure that customers who use them are covering part of the costs.

Each utility will be required to implement plans to evaluate the performance of the pilot programs, provide progress reports to the Commission every six months, and participate in mid-course and final reviews in hearings before the Commission. The EV pilot proposals were initiated as a result of the Commission's grid modernization proceeding, known as Public Conference 44.

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***About the Public Service Commission:***

*The Maryland Public Service Commission regulates electric and gas utilities, telephone companies (land lines), certain water and sewer companies, passenger motor vehicle carriers for hire (sedans, limousines, buses, Uber, Lyft), taxicab companies (in Baltimore City and County, Cumberland and Hagerstown) and bay pilot rates.*

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