

Sec. 35 (amendment v. 2.3)	A. Perchlik Proposed Changes
<p style="text-align: center;">* * * Public Utility Commission Report * * *</p> <p>Sec. 35. PUBLIC UTILITY COMMISSION TARIFF SETTING AND ELECTRIC VEHICLE INCENTIVE PROGRAM REPORT</p> <p><u>As a follow up to the report due on or before July 1, 2019, the Public Utility Commission, in consultation with those Vermont electric distribution utilities that wish to participate, the Agency of Transportation, the Department of Public Service, and Efficiency Vermont, shall report back to the Senate Committees on Transportation and on Natural Resources and Energy and the House Committees on Transportation and on Energy and Technology on or before December 15, 2019 concerning the steps necessary to implement fees on PEV charging, as well as facilitating the extension of the Electric Vehicle Incentive Program established in Sec. 27 of this act in order to achieve the levels of electric vehicle adoption in Vermont’s Comprehensive Energy Plan, which calls for 10 percent of the fleet in Vermont to be PEVs by 2025 advancing to 25 percent of the fleet by 2030. This report shall consider the following factors:</u></p> <p><u>(1) Fees and assessments. Whether or not electric distribution utilities should collect both a transportation efficiency fee, as defined in subdivision (1) of this subsection, and a transportation infrastructure assessment, as defined in subdivision (2) of this subsection, or just a transportation infrastructure assessment and how best to implement:</u></p>	<p>Sec. 35. PUBLIC UTILITY COMMISSION TARIFF DESIGN REPORT</p> <p><u>As a follow up to the report due on or before July 1, 2019, the Public Utility Commission, in consultation with those Vermont electric distribution utilities that wish to participate, the Agency of Transportation, the Department of Public Service, and Efficiency Vermont, shall report back to the Senate Committees on Transportation and on Natural Resources and Energy and the House Committees on Transportation and on Energy and Technology on or before December 15, 2019 concerning the steps necessary to implement fees on PEV charging:</u></p> <p><u>(1) Fees and assessments. Whether or not electric distribution utilities should collect both a transportation efficiency fee, as defined in subdivision (A) of this subsection, and a transportation infrastructure assessment, as defined in subdivision (B) of this subsection, or just a transportation infrastructure assessment and how best to implement:</u></p>

(A) A transportation efficiency fee. A per-kWh transportation efficiency fee on electricity provided by an electric distribution utility for electric vehicle supply equipment equal to the energy efficiency charge rate set by the Commission, and to be charged instead of an energy efficiency charge; and

(B) A transportation infrastructure assessment. A per-kWh transportation infrastructure assessment on electricity provided by an electric distribution utility for electric vehicle supply equipment.

(2) An electric vehicle charging tariff setting. The setting of an electric vehicle charging tariff for electric utilities with more than 17,000 customers, and other electric utilities at their discretion, that allows a customer, including a company that owns and operates electric vehicle supply equipment, to purchase electricity solely to charge a plug-in electric vehicle. The report should consider whether the tariff should:

(A) contain either a time-of-day or off-peak rate, as elected by the electric utility that takes advantage of lower-cost electricity and minimizes adverse grid effects and investment costs, maximizes the grid benefits of PEV charging, including electric distribution utility control of charging, and reduces the negative environmental effects of burning fossil fuels for transportation and electrical generation;

(B) include the per-kWh transportation efficiency fee;

(2) **Electric vehicle charging tariff design.** The **design** of an electric vehicle charging tariff for electric utilities with more than 17,000 customers, and other electric utilities at their discretion, that allows a customer, including a company that owns and operates electric vehicle supply equipment, to purchase electricity solely to charge a plug-in electric vehicle. The report should consider whether the tariff should:

(C) include the per-kWh transportation infrastructure assessment;

(D) offer a customer the option to purchase electricity from the utility's current mix of energy supply sources or entirely from renewable energy sources;

(E) include a mechanism to allow the recovery of costs reasonably necessary to comply with electric vehicle charging tariff setting, such as costs to inform and educate customers about the financial, energy conservation, and environmental benefits of electric vehicles and to publicly advertise and promote participation in a customer-optional tariff;

(F) provide for clear and transparent customer billing statements including the amount of energy consumed under the tariff;

(G) incorporate any necessary costs of metering or submetering within the rate charged to the customer; and

(H) factor in other considerations as the Commission deems appropriate.

(3) Reporting by electric distribution utilities. A mandatory periodic report to the Commission, as established by the Commission and on a form prescribed by the Commission, on the following aspects of a separate electric vehicle charging tariff:

(3) Reporting by electric distribution utilities. **Whether there should be a mandatory periodic report from electric distribution utilities to the Commission and what should be included in those reports, consideration should be given to:**

<p><u>(A) participation and impact highlights including participants that switch to tariff, frequency of daily charging, length of daily charging, timing of daily charging, and new electric vehicle supply equipment installed by county;</u></p> <p><u>(B) the overall success of the tariff, including any changes or issues encountered during the reporting period;</u></p> <p><u>(C) a total implementation cost breakdown by capital costs, operation costs, maintenance costs, and total costs; and</u></p> <p><u>(D) other data required by the Commission.</u></p> <p><u>(4) Incremental revenue and costs. The amount of incremental revenue to electric distribution utilities expected to be generated by PEVs and all other financial benefits that PEVs may bring to electric distribution utilities over the next ten years, whether there are necessary costs and technical feasibility problems to meter PEV charging separate from other electrical demand on the same account, and if there are other costs expected to be incurred by the electric distribution utilities related to PEV deployment and associated infrastructure.</u></p> <p><u>(5) Net metering. How to address the use of net metering energy and net metering energy credits for electric vehicle supply equipment.</u></p>	<p><u>(A) participation and impact highlights including participation levels and new electric vehicle supply equipment installed by county;</u></p> <p><u>(B) the overall costs and benefits of the tariff, including any changes or issues encountered during the reporting period; and</u></p> <p>[Deleted.]</p> <p><u>(C) other data required by the Commission.</u></p> <p><u>(4) Incremental revenue and costs. The amount of incremental revenue to electric distribution utilities expected to be generated by PEVs and all other financial benefits that PEVs may bring to electric distribution utilities over the next ten years, whether there are necessary costs and technical feasibility problems to meter PEV charging separate from other electrical demand on the same account, and all other costs expected to be incurred by the electric distribution utilities related to PEV deployment and associated infrastructure.</u></p>
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