

1                   \* \* \* PEV Electric Distribution Utility Rate Design \* \* \*

2       Sec. 21. PEV ELECTRIC DISTRIBUTION UTILITY RATE DESIGN

3           (a) This section serves to encourage efficient integration of PEVs and  
4       EVSE into the electric system and the timely adoption of PEVs and public  
5       charging through managed loads or time-differentiated price signals.

6           (b) Unless an extension is granted pursuant to subsection (e) of this section,  
7       all State electric distribution utilities shall implement PEV rates, which may  
8       include rates for electricity sales to an entire customer premises, for public and  
9       private EVSE not later than June 30, 2024. These rates shall, pursuant to 30  
10       V.S.A. § 225, be filed for review and approval by the Public Utility

11       Commission and encourage:

12           (1) efficient use of PEV loads consistent with objectives of least-cost  
13       integrated planning, set out in 30 V.S.A. § 218c, and 30 V.S.A. § 202(b)  
14       and (c);

15           (2) participation in the PEV rates;

16           (3) travel by PEV relative to available alternatives; and

17           (4) greater adoption of PEVs.

18       (c) PEV rates approved by the Public Utility Commission under  
19       subdivisions (1) and (2) of this subsection comply with subsection (b) of this  
20       section.

1           (1) The Public Utility Commission shall approve PEV rates that it finds,  
2           at a minimum:

3                   (A) support greater adoption of PEVs;

4                   (B) adequately compensate PEV operators and owners of EVSE  
5                   available to the public for the value of grid-related services, including costs  
6                   avoided through peak management;

7                   (C) adequately compensate the electric distribution utility and its  
8                   customers for the additional costs that are directly attributable to the delivery  
9                   of electricity through a PEV rate;

10                  (D) include a reasonable contribution to historic or embedded costs  
11                  required to meet the overall cost of service;

12                  (E) do not discourage EVSE available to the public; and

13                  (F) do not have an adverse impact to ratepayers not utilizing the PEV  
14                  rate.

15                  (2) The Public Utility Commission may approve PEV rates that utilize  
16                  direct load control, third-party managed load control, static or dynamic time-  
17                  varying rates, or other innovative practices that accomplish the goals set forth  
18                  in subsection (a) of this section.

19                  (d) Electric distribution utilities with PEV rates approved by the Public  
20                  Utility Commission prior to July 1, 2021 currently implemented as tariffs by  
21                  those electric distribution utilities are exempt from subsection (b) of this

1 section for the relevant rate classes, market segments, or customer segments in  
2 which the PEV rates are offered.

3 (e) The Public Utility Commission may grant a petitioning electric  
4 distribution utility an extension of the June 30, 2024 implementation deadline.  
5 An extension may only be granted in response to a petition if the Public Utility  
6 Commission finds that the electric distribution utility’s inability to meet the  
7 June 30, 2024 implementation deadline is due to a technical inability to  
8 implement a PEV rate, adverse economic impacts to ratepayers that would  
9 result from the implementation of a PEV rate, or other good cause  
10 demonstrated. The length of the extension shall be directly related to the  
11 demonstrated need for the extension.

12 (f) The Public Utility Commission, in consultation with the Department of  
13 Public Service and State electric distribution utilities, shall file written reports  
14 with the House Committees on Energy and Technology and on Transportation  
15 and the Senate Committees on Finance and on Transportation that address the  
16 goals delineated in subdivisions (c)(1)(A)–(F) of this section, as applicable,  
17 and any progress barriers towards the goals contained in subsections (a) and  
18 (b) of this section not later than January 15, 2022, January 15, 2023, January  
19 15, 2024, and January 15, 2025.