

**BEFORE THE
PUBLIC SERVICE COMMISSION
OF MARYLAND**

IN THE MATTER OF THE PETITION *
OF THE ELECTRIC VEHICLE WORK *
GROUP FOR IMPLEMENTATION OF *
A STATEWIDE ELECTIC VEHICLE *
PORTFOLIO *

CASE NO. 9478

**POST-ORDER COMPLIANCE FILING OF BALTIMORE GAS AND ELECTRIC
COMPANY, DELMARVA POWER & LIGHT COMPANY, AND POTOMAC
ELECTRIC POWER COMPANY REGARDING IMPLEMENTATION OF APPROVED
ELECTRIC VEHICLE CHARGING PROGRAM OFFERINGS**

Baltimore Gas and Electric Company (“BGE”), Delmarva Power & Light Company (“Delmarva”), and Potomac Electric Power Company (“Pepco”) (collectively the “Exelon Joint Utilities”), hereby submit to the Maryland Public Service Commission (the “Commission”) this compliance filing in response to Commission Order No. 88997 issued on January 14, 2019 in the above-captioned matter. Through this filing, the Exelon Joint Utilities provide the Commission with specific information regarding BGE’s, Delmarva’s, and Pepco’s plans to implement the electric vehicle charging program offerings approved by the Commission in Order No. 88997, as well as revised program budgets. Also included herein are proposed tariffs associated with certain approved program offerings. The Exelon Joint Utilities respectfully request that the Commission approve the proposed tariffs on or before June 30, 2019 so that the tariffs have an effective date of July 1, 2019, the date that BGE, Delmarva, and Pepco plan to begin offering the associated programs to the public.

I. INTRODUCTION

In Order No. 88997, the Commission approved in part, and denied in part, the “Statewide Electric Vehicle Portfolio” proposal that was filed in January 2018. In reaching its decision in

Order No. 88997, the Commission appropriately balanced efforts to limit costs and bill impacts while at the same time positioning Maryland to meet its goal of having 300,000 zero-emission electric vehicles on Maryland roadways by 2025 in support of Maryland's Greenhouse Gas Reduction Act. In Order No. 88997, the Commission recognized the extensive level of stakeholder support, with over 65 stakeholders filing comments in support of the proposal, while also addressing concerns raised by the Commission's Technical Staff, the Maryland Office of People's Counsel, the Maryland Energy Administration ("MEA"), and other intervenors. The Exelon Joint Utilities are making this compliance filing to implement the programs approved by the Commission in Order No. 88997.

In Section II below, the Exelon Joint Utilities describe implementation plans for the residential program offerings. Section III contains details regarding implementation of the non-residential programs, and Section IV describes plans related to the public charging program offerings. Section V provides an overview of the Technology program offerings, while Section VI describes planned customer education and outreach efforts. Finally, Section VII details the Exelon Joint Utilities' plans for evaluation, measurement, and verification ("EM&V") of the program implementation results.

The Exelon Joint Utilities are coordinating implementation efforts to ensure a consistent customer experience across BGE, Pepco and Delmarva. The Exelon Joint Utilities have issued common requests for proposals and plan to select common vendors for the public charging network and eligible charging equipment under the rebate programs. Similarly, BGE, Pepco and Delmarva will have the same public charging rates, joint marketing plans, and common websites. The program updates provided below are generally summarized by utility to assist in tracking actual progress by utility.

II. RESIDENTIAL PROGRAM OFFERINGS

The Exelon Joint Utilities' approved residential sub-portfolio consists of three offerings: (1) a Whole House EV Time-of-Use ("TOU") rate to interested residential customers; (2) 1,000 residential "Smart Charger" rebates for 50% of the cost of the charging equipment and the cost of installation, up to \$300, as well as a Delmarva and Pepco offering of a discounted EV charger program for 137 residential applicants installing a second meter to expand its existing EV-only time-of-use program to more customers; and (3) BGE, Delmarva, and Pepco will offer residential customers a separate TOU rate or credit for their EV charging infrastructure using the EV charger as a submetering device, and Delmarva and Pepco will test the impact of directly managed charging during peak times on residential accounts.

A. BGE

1. Whole House Time-of-Use Rate

BGE will continue to offer its Whole House EV TOU Rate, known as Schedule EV, to residential customers, as currently approved by the Commission. Schedule EV is available, at a customer's request, for BGE Standard Offer Service residential customers who purchase or lease a plug-in EV and charge the vehicle through a connection to BGE's electric distribution system. The EV must be charged at the customer's primary residence on a single TOU meter that is also used to measure electricity consumption at the whole house level. Net energy metered customers or energy generating customers interconnected to BGE's electric distribution system are not eligible for the rate. As of March 31, 2019, BGE had 240 customers enrolled in the Schedule EV rate offering.

2. Residential Rebate Program

BGE will offer 1,000 rebates to residential customers for an applicable “Smart Charger” who provide proof of purchase and share EV charging data with BGE. BGE will provide a list of rebate-eligible chargers on BGE.com in June 2019. This list will be updated periodically as new EV charging equipment comes to market and technology advances.

A request for proposals (“RFP”) was released on March 12, 2019 for a program implementation vendor that will receive and process customer applications, and issue rebates. The RFP closed on April 5, 2019. BGE is currently evaluating submitted proposals and will make the final vendor selection in May 2019. The selected implementation vendor will be expected to begin accepting rebate applications on July 1, 2019.

BGE also issued a separate RFP on March 15, 2019 to various EV charging manufacturers to collect information on “Smart Charging” capabilities and to determine EV charger models that will be eligible for a rebate. The RFP closed on April 12, 2019. BGE is in the process of evaluating the submissions received and will release the list of eligible EV charger models in May 2019.

BGE plans on accepting rebate applications submitted by mail and online through a website currently being developed. Pursuant to the Commission’s directive in Order No. 88997, BGE will be rebating \$300 per eligible residential customer for their purchase and installation of an EV “Smart Charger”. In BGE’s initial proposal, it was contemplated that any issued EV charger rebate would be net of available EV charger rebates offered by MEA. It has come to BGE’s attention, however, that MEA has been exhausting available rebate funding at a rapid pace, paying out all rebate funds for FY19 by early February 2019 and already subscribing a large portion of FY20 rebate funds. BGE does not wish to delay EV charger rebate processing

due to MEA funding constraints. Accordingly, BGE now plans to issue rebates independently of the MEA rebate process. Additionally, a standard \$300 rebate per eligible residential customer will increase efficiency and customer experience with rebate processing. Attached hereto as part of Exhibit A are the proposed BGE tariff sheets (clean and redline) (to be known as Rider 33) for the residential rebate program.¹

BGE is currently conducting market research and a brand study for marketing and outreach material. This information will be reviewed by the Commission's EV Work Group in upcoming meetings. BGE (in conjunction with Delmarva and Pepco) issued a third RFP on April 10, 2019 to select an EV education and outreach digital tool. The RFP will close on April 19, 2019, after which BGE, Delmarva, and Pepco will make a final selection. BGE expects to launch the EV education and outreach campaigns on June 1, 2019.

BGE's revised total estimated program cost for the residential rebate program is \$600,000. Due to the ongoing RFP process, BGE is unable at this time to provide more detailed cost information related to the program but will provide a detailed cost breakdown to support the estimated total in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

3. EV-Only Time-of-Use Rate

BGE will offer a residential EV-only TOU rate for customers with an installed eligible Level 2 ("L2") EV charger. BGE is currently evaluating potential IT solutions for implementing the EV-only TOU rate to allow the rate to be offered to customers. BGE will provide an

¹ Attached hereto as Exhibit B are proposed tariff sheet revisions (clean and redline) for all other existing BGE rate schedules that will change with Commission approval of proposed Rider 33 and proposed Schedule EVP (public EV charging) described below.

implementation schedule for the rate program in its first semi-annual report, due to be filed with the Commission on August 1, 2019.

BGE is also researching the appropriate time/rate differentials to encourage off-peak charging. BGE plans to file associated proposed tariffs with the Commission when the IT solution is ready. BGE will offer the EV-only TOU rate to any residential customer who has an eligible L2 EV smart charger.

B. Delmarva

1. Whole House Time-of-Use Rate

Delmarva will offer for the first time a Whole House EV TOU Rate to residential customers with an EV. The proposed rate, to be known as R-PIV Rate, will be available, at a customer's request, for Delmarva Standard Offer Service residential customers who purchase or lease a plug-in EV and charge the vehicle through a connection to Delmarva's electric distribution system. The EV must be a registered Maryland plug-in EV and be charged at the customer's primary residence on a single TOU meter that is also used to measure electricity consumption at the whole house level. Net energy metered customers or energy generating customers interconnected to Delmarva's electric distribution system will not be eligible to receive the R-PIV rate. The R-PIV rate will include on-peak and off-peak rate differences to incentivize customers to charge EVs during off-peak times, decreasing energy costs. Attached hereto as Exhibit C are the proposed Delmarva R-PIV rate tariff sheets. Delmarva respectfully requests that the Commission approve the proposed tariff on or before June 30, 2019 so that the R-PIV rate has an effective date of July 1, 2019, the date that Delmarva plans to begin offering the R-PIV rate to its customers.

2. Residential Rebate Program /Off-Peak, Off-Bill Credit

Pursuant to the Commission's directive in Order No. 88997, Delmarva will offer 250 rebates valued at \$300 each to interested residential customers for the purchase of an applicable L2 EV "Smart Charger." Rebate applicants may receive their energy supply from either a competitive energy supplier or through Delmarva's Standard Offer Service. Applicants may also be net energy metered customers. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share their EV charging data with Delmarva. Delmarva will provide a list of eligible EV chargers on delmarva.com in June 2019 for use by customers in making decisions about EV charger purchases. This list will be updated periodically as new EV charging equipment comes to market and technology advances. In light of MEA rebate funding constraints, Delmarva plans to issue rebates independently of the MEA rebate process. Additionally, a standard \$300 rebate per eligible residential customer will increase efficiency and customer experience with rebate processing. Attached hereto as part of Exhibit D are the proposed Delmarva tariff sheets for the residential rebate program.

Delmarva will also offer as part of this program, on a voluntary basis, an off-bill kWh credit, based on off-peak charging data received from the EV charger. This credit will be administered by a third party, who will receive monthly kWh data for the off-peak charging associated with a resident's eligible smart charger. The third-party vendor will then provide the customer a credit on a periodic basis for all off-peak charging. To participate in this part of the program, customers must agree to allow Delmarva full access to their EV charging data. Customers must also sign a customer participation agreement with Delmarva regarding program terms, conditions, and duration. The EV charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. In order to receive a

rebate, a customer must have at least one plug-in vehicle registered in Maryland with at least an electric range greater than 30 miles.

Interested customers will be able to find information about registering for a rebate at delmarva.com, where customers will find an online form for submitting applications. Applications will be processed on a first-come, first-served capacity by an internal dedicated Delmarva team and customers will be notified by mail when an application is complete. Delmarva issued an RFP on March 15, 2019 to various EV charging manufacturers to collect information on “Smart Charging” capabilities and to determine EV charger models that will be eligible for a rebate. The RFP closed on April 12, 2019. Delmarva is in the process of evaluating the submissions received and will release the list of eligible EV charger models in May 2019. The rebate program will be open to Delmarva residential customers effective July 1, 2019. Delmarva also issued an RFP to select a vendor for the off-peak credit process. Delmarva plans on making a final vendor selection in June 2019 and offering the credits for approved customers on August 1, 2019.

Delmarva (in conjunction with BGE and Pepco) is working to conduct market research and a brand study for marketing and outreach material. This information will be reviewed by the Commission’s EV Work Group in upcoming meetings. Delmarva expects to launch the EV education and outreach campaigns on June 1, 2019.

Delmarva’s revised estimated cost for the residential L2 EV charger rebate program is \$75,000 and for the off-bill, off-peak credit program is \$172,000.² Overall program management costs (which includes administrative costs) for all of Delmarva’s residential offers are estimated to be \$521,000. Due to the ongoing RFP process, Delmarva is unable at this time to provide

² Please note that Delmarva is currently evaluating the level of the off-bill, off-peak credit. The current budget estimate for the cost of the off-bill, off-peak rate assumes a credit equal to 5 cents per kWh.

more detailed cost information related to the program costs but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

3. *EV-Only Time-of-Use Rate/Managed Demand Residential Discounted L2 Charger*

Delmarva will offer a residential EV-Only TOU rate plus a discounted L2 EV charger, discounted EV charger installation, and no cost to the customer for a second meter for 37 customer subscriptions. Delmarva is researching the appropriate time/rate differentials to encourage off-peak charging. Delmarva will, subject to Commission approval, provide the EV-Only TOU rate to residential customers who subscribe to this offer when subscriptions open in July 2019. Additionally, Delmarva plans to perform managed charging through the second meter on peak energy saving days for the subscribed customers.

Customers must belong to Standard Offer Supply to participate in this offer and receive the on-bill TOU rate. Customers must agree to allow Delmarva to manage EV charging and gather data from the EV charger. Customers must also sign a participation agreement with Delmarva regarding the program's terms, conditions, and duration. The EV charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. Customers must also agree to an electrical survey of their property prior to enrollment (to be paid for by Delmarva through this program offer). The electric panel at the property must be in compliance with electrical standards and local jurisdictional codes. In order to participate, a customer must have at least one plug-in vehicle registered in Maryland with an electric range greater than 30 miles.

Delmarva's revised estimated offer cost for the discounted L2 EV charger and EV-only TOU rate program is \$192,000. Overall program management costs (which includes administrative costs) for all of Delmarva's residential offers are estimated to be \$521,000. Due to the ongoing RFP process, Delmarva is unable at this time to provide more detailed cost information related to the offer's program costs but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

4. Carbon Free Green Rider Add-On

Delmarva will offer, on a voluntary basis, a residential Green Rider rate that offers the option for zero emission EV charging for a customer's EV or whole house energy use. The Green Rider is an adder to a customer's rate ensuring that energy used by the customer is completely zero emissions. Delmarva will procure and retire renewable energy credits from its Maryland renewable portfolio standard mix to cover the generation mix for these EV chargers. A proposed tariff will be filed with the Commission prior to offering this rate.

C. Pepco

1. Whole House Time-of-Use Rate

Pepco will offer its Whole House EV TOU Rate, known as R-PIV, to residential customers, as currently approved by the Commission. This rate is available, at a customer's request, for Pepco Standard Offer Service residential customers who purchase or lease a plug-in EV and charge the vehicle through a connection to Pepco's electric distribution system. The EV must be charged at the customer's primary residence on a single TOU meter that is also used to measure electricity consumption at the whole house level. Net energy metered customers or

energy generating customers interconnected to Pepco's electric distribution system are not eligible for the rate. As of March 31, 2019, Pepco had 231 customers enrolled in the Schedule R-PIV rate offering. Attached hereto as Exhibit E are the proposed Pepco R-PIV rate tariff sheets. Pepco respectfully requests that the Commission approve the proposed tariff on or before June 30, 2019 so that the R-PIV rate has an effective date of July 1, 2019, the date that Pepco plans to begin offering the R-PIV rate to its customers.

2. Residential Rebate Program/Off-Peak, Off-Bill Credit

Pursuant to the Commission's directive in Order No. 88997, Pepco will offer 750 rebates valued at \$300 each to interested residential customers for the purchase of an applicable L2 EV "Smart Charger." Rebate applicants may receive their energy supply from either a competitive energy supplier or through Pepco's Standard Offer Service. Applicants may also be net energy metered customers. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share their EV charging data with Pepco. Pepco will provide a list of eligible EV chargers on pepco.com in June 2019 for use by customers in making decisions about EV charger purchases. This list will be updated periodically as new EV charging equipment comes to market and technology advances. In light of MEA rebate funding constraints, Pepco plans to issue rebates independently of the MEA rebate process. Additionally, a standard \$300 rebate per eligible residential customer will increase efficiency and customer experience with rebate processing. Attached hereto as part of Exhibit F are the proposed Pepco tariff sheets for the residential rebate program.

Pepco will also offer as part of this program, on a voluntary basis, an off-bill kWh credit, based on off-peak charging data received from the EV charger. This credit will be administered by a third party, who will receive monthly kWh data for the off-peak charging associated with a

resident's eligible smart charger. The third-party vendor will then provide the customer a credit, based on their preferences, on a periodic basis for all off-peak charging. To participate in this part of the program, customers must agree to allow Pepco full access to their EV charging data. Customers must also sign a customer participation agreement with Pepco regarding program terms, conditions, and duration. The EV charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. In order to receive a rebate, a customer must have at least one plug-in vehicle registered in Maryland with an electric range greater than 30 miles.

Interested customers will be able to find information about registering for a rebate at pepco.com, where customers will find an online form for submitting applications. Applications will be processed on a first-come, first-served capacity by an internal dedicated Pepco team and customers will be notified by mail when an application is complete. Pepco issued an RFP on March 15, 2019 to various EV charging manufacturers to collect information on "Smart Charging" capabilities and to determine EV charger models that will be eligible for a rebate. The RFP closed on April 12, 2019. Pepco is in the process of evaluating the submissions received and will release the list of eligible EV charger models in May 2019. The rebate program will be open to Pepco residential customers effective July 1, 2019. Pepco also issued an RFP to select a vendor for the off-peak credit process. Pepco plans on making a final vendor selection in June 2019 and offer the credits for approved customers starting on August 1, 2019.

Pepco (in conjunction with Delmarva and BGE) is to conduct market research and a brand study for marketing and outreach material. This information will be reviewed by the Commission's EV Work Group in upcoming meetings. Pepco expects to launch the EV education and outreach campaigns on June 1, 2019.

Pepco's revised estimated offer cost for the residential L2 EV charger rebate program is \$225,000 and for the off-bill, off-peak credit program is \$515,000.³ Overall program management costs (which includes administrative costs) for all of Pepco's residential offers are estimated to be \$1,065,000. Due to the ongoing RFP process, Pepco is unable at this time to provide more detailed cost information related to the offer's program costs but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

3. *EV-Only Time-of-Use Rate/Managed Demand Residential Discounted L2 Charger*

Pepco will offer a residential EV-Only TOU rate plus a discounted L2 EV charger, discounted EV charger installation, and no cost to the customer for a second meter for 100 customer subscriptions. Pepco is researching the appropriate time/rate differentials to encourage off-peak charging. Pepco will, subject to Commission approval, provide the EV-Only TOU rate to residential customers who subscribe to this offer when subscriptions open in July 2019. Additionally, Pepco plans to perform managed charging through the second meter on peak energy saving days for the subscribed customers.

Customers must belong to Standard Offer Supply to be eligible to participate in this offer and receive the on-bill TOU rate. Customers must agree to allow Pepco to manage EV charging and gather data from the EV charger. Customers must also sign a participation agreement with Pepco regarding the program's terms, conditions, and duration. The EV charger must be located

³ Please note that Pepco is currently evaluating the level of the off-bill, off-peak credit. The current budget estimate for the cost of the off-bill, off-peak rate assumes a credit equal to 5 cents per kWh.

on customer-owned property, or in the case of rental property, with approval from the owner of record. Customers must also agree to an electrical survey of their property prior to enrollment (to be paid for by Pepco through this program offer). The electric panel at the property must be in compliance with electrical standards and local jurisdictional codes. In order to participate, a customer must have at least one plug-in vehicle registered in Maryland with at least an electric range greater than 30 miles.

Pepco's revised estimated offer cost for the discounted L2 EV charger and EV-only TOU rate program is \$512,500. Overall program management costs (which includes administrative costs) for all of Pepco's residential offers are estimated to be \$1,065,000. Due to the ongoing RFP process, Pepco is unable at this time to provide more detailed cost information related to the offer's program costs but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

4. Carbon Free Green Rider Add-On

Pepco will offer, on a voluntary basis, a residential Green Rider rate that offers the option for zero emission EV charging for a customer's EV or whole house energy use. The Green Rider is an adder to a customer's rate ensuring that energy used by the customer is completely zero emissions. Pepco will procure and retire renewable energy credits from its Maryland renewable portfolio standard mix to cover the generation mix for these EV chargers. A proposed tariff will be filed with the Commission prior to offering this rate.

III. NON-RESIDENTIAL PROGRAM OFFERINGS

The Exelon Joint Utilities' approved non-residential sub-portfolio consists of two offerings: (1) rebates for EV charging infrastructure installed at multi-family and multi-unit dwelling ("MUD") market segments; and (2) a 30-month demand charge credit for 50% of the nameplate capacity of the installed EV charging infrastructure, for both L2 and DC fast charge ("DCFC") EV chargers, at MUD, workplace, and fleet locations.

A. BGE

1. Non-Residential Rebate Program (MUD Rebates)

BGE will offer 700 rebates to non-residential customers for an applicable "Smart Charger" who provide proof of purchase and share EV charging data. BGE will provide a list of eligible EV chargers on BGE.com in June 2019. This list will be updated periodically as new EV charging equipment comes to market and technology advances.

The same implementation contractor that will process residential EV charger rebates will process non-residential customer applications and issue rebates. The RFP closed on April 5, 2019. BGE will make the final vendor selection in May 2019. The implementation vendor will be expected to begin accepting rebate applications on July 1, 2019.

BGE also issued an RFP on March 15, 2019 to EV charging manufacturers to collect information on "Smart Charging" capabilities and determine eligible models. The RFP closed on April 12, 2019. BGE will release the list of eligible EV charger models in May 2019.

BGE plans on accepting rebate applications submitted by mail and online through a website currently being developed. BGE will be rebating 50% of the total cost of EV chargers and installation up to \$5,000 for L2s and \$15,000 for DCFC, with a maximum rebate of \$25,000 per eligible site. In BGE's initial proposal, it was contemplated that any issued EV charger

rebate would be net of available EV charger rebates offered by MEA. Given the MEA rebate funding constraints discussed above in Section II, however, BGE does not wish to delay EV charger rebate processing due to MEA funding constraints. Accordingly, BGE now plans to issue rebates independently of the MEA rebate process. Attached hereto as part of Exhibit A are the proposed BGE tariff sheets (to be known as Rider 33) for the non-residential rebate program.

BGE is currently conducting market research and a brand study for marketing and outreach material. This information will be reviewed by the Commission's EV Work Group in upcoming meetings. BGE issued a third RFP on April 10, 2019 to select an EV education and outreach digital tool. The RFP will close on April 19, 2019, after which BGE will make a final selection. BGE expects to launch the EV education and outreach campaigns on June 1, 2019.

BGE's revised total estimated program cost for the non-residential rebate program is \$5,800,000. Due to the ongoing RFP process, BGE is unable at this time to provide more detailed cost information related to the program but will provide a detailed cost breakdown to support the estimated total in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

2. Demand Charge Credit

To further encourage EV charging, BGE will be offering a 30-month demand charge credit to MUD, workplace, and fleet customers for 50% of the nameplate capacity of installed EV charging infrastructure. Due to the IT work that needs to be completed by BGE before implementing this demand charge credit, BGE plans to offer this credit beginning on January 1, 2020. A proposed tariff will be filed with the Commission prior to offering this credit.

Given the Commission's approval of a 5-year EV charging program, BGE will enroll customers in this demand charge credit between January 1, 2020 and June 30, 2021, to ensure that all 30-month demand charge credits expire before the end of the approved program on December 31, 2023.

B. Delmarva

1. Non-Residential Rebate Program (MUD Rebates)

Delmarva will offer non-residential customers up to two discounted L2 EV Smart Chargers per site (with up to 2 ports per EV charger at the discretion of the property owner) and a single time discounted installation cost at a premise for 50 customer subscriptions that must share EV charging data. Delmarva will provide a list of eligible EV chargers on delmarva.com in May 2019. This list will be updated periodically as new EV charging equipment comes to market and technology advances. This program will become available July 1, 2019 and dedicated internal Delmarva personnel will process customer registrations for all offers and provide support as needed. Customer registration forms will be available on delmarva.com. Delmarva will support internally all MUD EV charger installations for this program, either directly or through qualified electricians. Attached hereto as part of Exhibit D are the proposed Delmarva tariff sheets for the non-residential rebate program.

Delmarva, (in conjunction with BGE and Pepco) is currently conducting market research and a brand study for marketing and outreach material. This information will be reviewed by the Commission's EV Work Group in upcoming meetings. Delmarva, in conjunction with Pepco and BGE, issued an RFP on April 10, 2019 to select an EV education and outreach digital tool. The RFP will close on April 19, 2019, after which Delmarva will make a final selection. Delmarva expects to launch the EV education and outreach campaigns on June 1, 2019.

Delmarva's revised estimated cost for the non-residential rebate program is \$595,000. Overall program management costs (which includes administrative costs) for all of Delmarva's non-residential offers are estimated to be \$308,000. Due to the ongoing RFP process, Delmarva is unable at this time to provide more detailed cost information related to the program costs but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

2. *Demand Charge Credit*

To further encourage EV charging, Delmarva will be offering a 30-month demand charge credit to MUD, workplace, and fleet customers for 50% of the nameplate capacity of installed EV charging infrastructure. Due to the IT work that needs to be completed by Delmarva before implementing this demand charge credit, Delmarva plans to offer this credit beginning on January 1, 2020. A proposed tariff will be filed with the Commission prior to offering this credit.

Given the Commission's approval of a 5-year EV charging program, Delmarva will enroll customers in this demand charge credit between January 1, 2020 and June 30, 2021, to ensure that all 30-month demand charge credits expire before the end of the approved program on December 31, 2023.

3. *Carbon Free Green Rider Add-On*

Delmarva will offer, on a voluntary basis, a commercial Green Rider rate that offers the option for zero emission EV charging for a customer's EV. The Green Rider is an adder to a customer's rate ensuring that energy used by the customer is completely zero emissions.

Delmarva will procure and retire renewable energy credits from its Maryland renewable portfolio standard mix to cover the generation mix for these EV chargers. A proposed tariff will be filed with the Commission prior to offering this rate.

C. Pepco

1. *Non-Residential Rebate Program (MUD Rebates)*

Pepco will offer non-residential customers up to two discounted L2 EV Smart Chargers per site (with up to two ports per EV charger at the discretion of the property owner) and a discounted one time installation cost at a MUD premise for 200 customers. MUD property owners and participants must agree to share data with Pepco. In order to facilitate subscriptions, Pepco will provide a list of eligible EV chargers on pepco.com in May 2019. This list will be updated periodically as new EV charging equipment comes to market and technology advances. This program will become available July 1, 2019 and dedicated internal Pepco personnel will process customer registrations for all offers and provide support as needed. Customer registration forms will be available on pepco.com. Pepco will support internally all MUD EV charger installations for this program, either directly or through qualified electricians. Attached hereto as part of Exhibit F are the proposed Pepco tariff sheets for the non-residential rebate program.

Pepco, in conjunction with BGE and Delmarva, is currently conducting market research and a brand study for marketing and outreach material. This information will be reviewed by the Commission's EV Work Group in upcoming meetings. Pepco, in conjunction with BGE and Delmarva, issued an RFP on April 10, 2019 to select an EV education and outreach digital tool. The RFP will close on April 19, 2019, after which Pepco will make a final selection. Pepco expects to launch the EV education and outreach campaigns on June 1, 2019.

Pepco's revised estimated cost for the non-residential rebate program is \$2,370,000. Overall program management costs (which includes administrative costs) for all of Pepco's non-residential offers are estimated to be \$469,000. Due to the ongoing RFP process, Pepco is unable at this time to provide more detailed cost information related to the offer but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

2. *Demand Charge Credit*

To further encourage EV charging, Pepco will be offering a 30-month demand charge credit to MUD, workplace, and fleet customers for 50% of the nameplate capacity of installed EV charging infrastructure. Due to the IT work that needs to be completed by Pepco before implementing this demand charge credit, Pepco plans to offer this credit beginning on January 1, 2020. A proposed tariff will be filed with the Commission prior to offering this credit.

Given the Commission's approval of a 5-year EV charging program, Pepco will enroll customers in this demand charge credit between January 1, 2020 and June 30, 2021, to ensure that all 30-month demand charge credits expire before the end of the approved program on December 31, 2023.

3. *Carbon Free Green Rider Add-On*

Pepco will offer, on a voluntary basis, a commercial Green Rider rate that offers the option for zero emission EV charging for a customer's EV. The Green Rider is an adder to a customer's rate ensuring that energy used by the customer is completely zero emissions. Pepco will procure and retire renewable energy credits from its Maryland renewable portfolio standard

mix to cover the generation mix for these EV chargers. A proposed tariff will be filed with the Commission prior to offering this rate.

IV. PUBLIC PROGRAM OFFERINGS

The Exelon Joint Utilities' approved public sub-portfolio consists of one offering: the installation, ownership, and operation of a public-facing EV charger network that allows for EV charging (both L2 and DCFC) on property leased, owned, or occupied by a unit of state, county, or municipal government. The Exelon Joint Utilities propose market-based rates for L2 and DCFC EV charging.

A. BGE

1. *Public EV Charging Network*

BGE will install, own, and operate 500 L2 and DCFC EV chargers throughout the BGE electric distribution service territory. Government entities will be able to submit applications to BGE for EV charger placement on property owned or controlled by the entities. Selected sites must be available to the public for EV charging at all times.

BGE will accept applications starting on July 1, 2019. The implementation contractor selected to administer the residential and non-residential rebate application programs will also accept and prioritize applications for the public EV charging network. BGE will accept, process, and approve applications to ensure geographic diversity of EV chargers throughout its electric distribution service territory.

An RFP for the Exelon Joint Utilities was released on March 15, 2019 to purchase EV charging equipment and secure a network provider. The Exelon Joint Utilities will select EV charging equipment and a network provider in May 2019. Selecting one network provider will ensure interoperability between the BGE, Delmarva, and Pepco public EV charger networks.

Attached hereto as Exhibit G is BGE's proposed public EV charging tariff (clean and redline versions), to be known as Schedule EVP, containing market-based public EV charging rates for L2 and DCFC EV chargers. BGE, in coordination with a consultant, conducted research on 100 separate EV charger locations across Maryland to determine an average price per kWh. This research informed BGE's proposed market-based rates.

BGE's estimated program costs for the public EV charger program are \$12,800,000. Due to the ongoing RFP process, BGE is unable at this time to provide more detailed cost information related to the program but will provide a detailed cost breakdown to support the estimated total in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

B. Delmarva

1. Public EV Charging Network

Delmarva will install, own, and operate 100 L2 and DCFC EV chargers throughout the Delmarva electric distribution service territory. Government entities will be able to submit applications to Delmarva for EV charger placement on property owned or controlled by the entities. Selected sites must be available to the public for EV charging at all times.

Delmarva will accept applications starting on July 1, 2019 utilizing internal resources. Delmarva will accept, process, and approve applications to ensure geographic diversity of EV chargers throughout its electric distribution service territory.

An RFP for the Exelon Joint Utilities was released on March 15, 2019 to purchase EV charging equipment and secure a network provider. The Exelon Joint Utilities will select EV

charging equipment and a network provider in May 2019. Selecting one network provider will ensure interoperability between the BGE, Delmarva, and Pepco public EV charger networks.

Attached hereto as Exhibit H is Delmarva's proposed public EV charging tariff, containing market-based public EV charging rates for L2 and DCFC EV chargers. This tariff will eventually include a mandatory Green Rider adder that ensures environmentally-friendly EV charging. In coordination with BGE, Pepco and Delmarva conducted research on market rates for public EV chargers to determine an average price per kWh, which informed Delmarva's proposed rates. Delmarva's original filing included cost estimates using a cost-based rate to charge customers for public EV charging infrastructure owned by the utility. Delmarva is now proposing to use a market-based rate that is commensurate with competitive charging companies operating in Maryland.

Delmarva's estimated costs for the public EV charger program are \$2,760,000. Overall program management costs (which includes administrative costs) for all of Delmarva's public offers are estimated to be \$724,000. Due to the ongoing RFP process, Delmarva is unable at this time to provide more detailed cost information related to the program costs but will provide a detailed cost breakdown to support the estimated total costs in the semi-annual filing, due to be filed with the Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

C. Pepco

1. Public EV Charging Network

Pepco will install, own, and operate 250 L2 and DCFC EV chargers throughout the Pepco electric distribution service territory. Government entities will be able to submit applications to

Pepco for EV charger placement on property owned or controlled by the entities. Selected sites must be available to the public for EV charging at all times.

Pepco will accept applications starting on July 1, 2019 utilizing internal resources. Pepco will accept, process, and approve applications to ensure geographic diversity of EV chargers throughout its electric distribution service territory.

An RFP for the Exelon Joint Utilities was released on March 15, 2019 to purchase EV charging equipment and secure a network provider. The Exelon Joint Utilities will select EV charging equipment and a network provider in May 2019. Selecting one network provider will ensure interoperability between the BGE, Delmarva, and Pepco public EV charger networks.

Attached hereto as Exhibit I is Pepco's proposed public EV charging tariff, containing market-based public EV charging rates for L2 and DCFC EV chargers. This tariff will eventually include a mandatory Green Rider adder that ensures environmentally-friendly EV charging. In coordination with BGE, Pepco and Delmarva conducted research on market rates for public EV chargers to determine an average price per kWh, which informed Pepco's proposed rates. Pepco's original filing included cost estimates using a cost-based rate to charge customers for public EV charging infrastructure owned by the utility. Pepco is now proposing to use a market-based rate that is commensurate with competitive charging companies operating in Maryland.

Pepco's estimated costs for the public EV charger program are \$7,215,000. Overall program management costs (which includes administrative costs) for all of Pepco's public offers are estimated to be \$1,693,000. Due to the ongoing RFP process, Pepco is unable at this time to provide more detailed cost information related to the program costs but will provide a detailed cost breakdown to support the estimated total in the semi-annual filing, due to be filed with the

Commission on August 1, 2019. The information provided at that time will include the cost of incentives, marketing and outreach, utility administration, EM&V, and other deployment costs.

V. **TECHNOLOGY PROGRAM OFFERINGS**

A. **BGE**

1. *Managed Charging*

BGE is drafting a plan to demonstrate managed charging using BGE's employee EV charging network. BGE will provide more details on a specific demonstration timeline in the August 1, 2019 semi-annual filing, including employee messaging and possible throttling of EV charging, the findings from which will help inform a future customer-facing program. This technology demonstration was proposed as level-of-effort work that will not be of an incremental cost to the program portfolio.

B. **Delmarva and Pepco**

Delmarva and Pepco will demonstrate managing demand charging through its discounted residential charger program. The 137 residential smart L2 EV charging stations with a second meter program will automatically be incorporated into a Demand Response program that will reduce the output of the L2 chargers by 50% in concert with Delmarva and Pepco's Peak Energy Savings Events. Managed charging will occur first with notification to the customer via an automated phone message and email notifying of the peak event. Delmarva and Pepco will then throttle the EV charger output down to the equivalent of a Level 1 charger for the duration of the peak event.

VI. CUSTOMER EDUCATION AND OUTREACH

Customer Research

The Exelon Joint Utilities will conduct market research in BGE, Delmarva, and Pepco service territories. The research is expected to be completed by early June 2019. The primary objectives of the research are to explore barriers, accelerators, and motivators to EV purchasing, understanding the current EV buying process, including desired features and current point-of-sale experience, revealing customer attitudes toward utility company roles in the electrification of transportation, exploring key issues in depth, and evaluating current creative communications. The research efforts will include a quantitative study whereby approximately 1,200 residential customers across the Exelon Joint Utilities' service territories will take an online survey, as well as a qualitative study whereby customer focus groups, who currently own an EV or would consider purchasing an EV in the next 12-18 months, answer various questions posed by the Exelon Joint Utilities and offer thoughts and impressions on test education and outreach materials.

Creative Development

The Exelon Joint Utilities will be working with a creative agency to develop benefits messaging with supporting imagery based on customer research findings. Marketing concepts and layouts will be shared with the EV Work Group during planned meetings. Work Group feedback will be considered and incorporated where possible before finalization of the approved marketing plan.

Webpage Development

The Exelon Joint Utilities will create a new webpage within BGE.com, delmarva.com and pepco.com where customers can submit rebate applications and learn more about the EV

charging program. The website will be designed by a creative agency and built by the Exelon Joint Utilities' IT and channels teams. The webpage will be available by June 2019.

An RFP to select an EV education digital tool was released on April 10, 2019 and will conclude on April 19, 2019. The scope of work in the RFP includes the following capabilities:

1. **Car Comparison Tool:** The Supplier will provide a tool for customers to compare EV models to other EVs as well as gas-engine cars. The Car Comparison tool should include fuel savings, maintenance savings and environmental impact.
2. **EV Rate Advisor:** The Supplier shall provide a tool that educates customers on the various rates offered by BGE, Delmarva, and Pepco, as well as a calculator to determine which rates provide the most savings to the customer.
3. **Auto Dealer Outreach:** The Supplier should have a network of local dealers within the BGE, Delmarva, and Pepco service territories to refer customers interested in purchasing an EV. The Supplier is responsible to ensure all dealer information is up-to-date and accurate, on an ongoing basis.
4. **EV Charger Information:** The Supplier should provide information regarding the EV chargers rebated under the Exelon Joint Utilities' programs as well as information on EV charging behavior.
5. **EV Public Charging Map:** The Supplier should provide a map for users to determine where public EV charging infrastructure is located including non-utility owned public chargers
6. **Incentive Information/Enrollment:** The Supplier will provide information and links for the Exelon Joint Utilities' rebate programs as well as available federal, state and other relevant incentives.
7. **Phone/Email/Live Chat Support:** The Supplier will provide call, email, and live chat support to customers that have questions regarding the content offered on the digital education tool.
8. **Event Support:** The Supplier will provide event support as needed including event management, vehicle sourcing and tech support.

A. BGE

BGE's customer education and outreach materials will be available with program launch on July 1, 2019. BGE's marketing efforts will focus on three components of the EV charging

program: residential rebates, MUD rebates, and the utility-owned EV charging network, as well as general EV and EV charging awareness. Marketing and communications will include customer talking points, press releases and media outreach, employee communications, targeted customer emails, direct mail, paid search ads, digital media, social media, and customer outreach through BGE's State and External Affairs team along with Large Customer Services.

B. Delmarva

DPL's customer education and outreach materials will be available with program launch on July 1, 2019. DPL's marketing efforts will focus on three components of the EV charging program: residential rebates, MUD rebates, and the utility-owned EV charging network, as well as general EV and EV charging awareness. Marketing will cover e-channels, customer talking points, press releases and media outreach, employee communications, targeted customer emails, direct mail, paid search ads, digital media, social media, and customer outreach through Delmarva and Pepco's Government and External Affairs team. Education and marketing budgets will be 5% of total Delmarva EV program costs as approved in Commission Order No. 88997, an amount which is currently estimated to be \$277,558. Delmarva is also working its marketing plans through Maryland's Electric Vehicle Infrastructure Council ("EVIC") for stakeholder coordination.

C. Pepco

Pepco's customer education and outreach materials will be available with program launch on July 1, 2019. Pepco's marketing efforts will focus on three components of the EV charging program: residential rebates, MUD rebates, and the utility-owned EV charging network, as well as general EV and EV charging awareness. Marketing will cover e-channels, customer talking points, press releases and media outreach, employee communications, targeted customer emails,

direct mail, paid search ads, digital media, social media, and customer outreach through Delmarva and Pepco's Government and External Affairs team. Education and marketing budgets will be 5% of total Pepco EV program costs as approved in Commission Order No. 88997, an amount which is currently estimated to be \$709,250. Pepco is also working its marketing plans through EVIC for stakeholder coordination.

VII. EM&V


The Exelon Joint Utilities will use a common third-party vendor for securing an independent, third-party EM&V contractor, consistent with nationwide best practices. The Exelon Joint Utilities will select this vendor in September 2019. The Exelon Joint Utilities understand that determining and validating the impacts of the EV Portfolio represents a critical component of this Proposal, and one which the Exelon Joint Utilities are committed to conducting in a transparent and public manner. This vendor will be selected based on demonstrable industry expertise and recognized credentials with respect to this subject matter, and at the lowest cost possible. The Exelon Joint Utilities commit to providing the independent EM&V contractor with unfettered access to EV Portfolio-related data and expenditures and will subsequently file the resulting EM&V reports in the Commission's established EV Portfolio public docket.

Respectfully submitted,



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April 19, 2019

Exhibit A

33. Electric Vehicle Charging Rider

A. Program Availability and Operation

The Company's Electric Vehicle (EV) Charging Rider includes: (1) a rebate program for residential customers to install a smart charger, and (2) a rebate program for customers to install EV chargers at Multi-Unit Dwellings.

- 1. Residential L2 Smart Charger Rebates** – the Company provides rebates to customers on Schedules R, RD, RL, and EV who install a qualifying EV L2 smart charger. The smart charger would be located behind-the-meter and would be owned and operated by the BGE customer receiving the rebate. The Company shall offer one rebate per premise covering 50% of the smart charger cost, network, warranty, and installation, up to \$300.

The Customer must submit an application with all necessary supporting documentation within 30 days of installation (including receipts and/or invoices of the smart charger, as well as proof of the installation from a certified electrician) in order to qualify for the Company rebate. Qualifying smart chargers and models are listed on BGE.com/ElectricVehicles. The Customer is responsible for enabling the charger's smart capabilities. Once the Company receives the Customer's completed application and confirms that the Customer's smart charger has been installed and is available for service, the Company shall issue the applicable rebate. The maximum number of total rebates available to residential customers is 1,000. Rebates will be provided to customers on a first-come, first-serve basis based on the completed application date. The program only applies to L2 smart chargers purchased and installed on or after July 1, 2019 and the program will end no later than December 31, 2023.

- 2. Level 2 and DCFC EV Charger Rebates** – the Company provides rebates to customers who install qualifying L2 or DCFC chargers at a Multi-Unit Dwelling. The L2 or DCFC charger would take service on Schedules G, GS, or GL and would be owned and operated by the customer receiving the rebate. The Company shall offer rebates up to \$25,000 per site, covering 50% of the charger cost, network fees, warranty, and installation, with a cap of \$5,000 per port for L2 chargers and \$15,000 per port for DCFC chargers.

The Customer must submit an application with all necessary supporting documentation within 30 days of installation (including receipts and/or invoices of the L2 or DCFC Charger, as well as proof of installation from a certified electrician) in order to qualify for the Company rebate. Qualifying chargers and models are listed on BGE.com/ElectricVehicles. Once the Company receives the Customer's completed application and confirms that the Customer's charger has been installed and is available for service, the Company shall issue the applicable rebate. The maximum number of total rebates available under this program is 700. Rebates will be provided to customers on a first-come, first-serve basis based on the completed application date. The program only applies to L2 or DCFC chargers purchased and installed on or after July 1, 2019 and the program will end no later than December 31, 2023.

B. Cost Recovery

Cost recovery will be consistent with Commission Order No. 88997 in Case No. 9478. All EV program costs incurred by the Company, including rebates, program administration, education and outreach (but excluding capital, or fixed assets, and associated costs such as depreciation), shall be deferred to a regulatory asset and amortized over a five-year period.

33. Electric Vehicle Charging Rider

A. Program Availability and Operation

The Company's Electric Vehicle (EV) Charging Rider includes: (1) a rebate program for residential customers to install a smart charger, and (2) a rebate program for customers to install EV chargers at Multi-Unit Dwellings.

- 1. Residential L2 Smart Charger Rebates** – the Company provides rebates to customers on Schedules R, RD, RL, and EV who install a qualifying EV L2 smart charger. The smart charger would be located behind-the-meter and would be owned and operated by the BGE customer receiving the rebate. The Company shall offer one rebate per premise covering 50% of the smart charger cost, network, warranty, and installation, up to \$300.

The Customer must submit an application with all necessary supporting documentation within 30 days of installation (including receipts and/or invoices of the smart charger, as well as proof of the installation from a certified electrician) in order to qualify for the Company rebate. Qualifying smart chargers and models are listed on BGE.com/ElectricVehicles. The Customer is responsible for enabling the charger's smart capabilities. Once the Company receives the Customer's completed application and confirms that the Customer's smart charger has been installed and is available for service, the Company shall issue the applicable rebate. The maximum number of total rebates available to residential customers is 1,000. Rebates will be provided to customers on a first-come, first-serve basis based on the completed application date. The program only applies to L2 smart chargers purchased and installed on or after July 1, 2019 and the program will end no later than December 31, 2023.

- 2. Level 2 and DCFC EV Charger Rebates** – the Company provides rebates to customers who install qualifying L2 or DCFC chargers at a Multi-Unit Dwelling. The L2 or DCFC charger would take service on Schedules G, GS, or GL and would be owned and operated by the customer receiving the rebate. The Company shall offer rebates up to \$25,000 per site, covering 50% of the charger cost, network fees, warranty, and installation, with a cap of \$5,000 per port for L2 chargers and \$15,000 per port for DCFC chargers.

The Customer must submit an application with all necessary supporting documentation within 30 days of installation (including receipts and/or invoices of the L2 or DCFC Charger, as well as proof of installation from a certified electrician) in order to qualify for the Company rebate. Qualifying chargers and models are listed on BGE.com/ElectricVehicles. Once the Company receives the Customer's completed application and confirms that the Customer's charger has been installed and is available for service, the Company shall issue the applicable rebate. The maximum number of total rebates available under this program is 700. Rebates will be provided to customers on a first-come, first-serve basis based on the completed application date. The program only applies to L2 or DCFC chargers purchased and installed on or after July 1, 2019 and the program will end no later than December 31, 2023.

B. Cost Recovery

Cost recovery will be consistent with Commission Order No. 88997 in Case No. 9478. All EV program costs incurred by the Company, including rebates, program administration, education and outreach (but excluding capital, or fixed assets, and associated costs such as depreciation), shall be deferred to a regulatory asset and amortized over a five-year period.

Exhibit B

**RETAIL ELECTRIC SERVICE TARIFF
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Schedule R continued

Minimum Charge: Net Delivery Service Customer Charge.

Billing Seasons: Summer rates are billed for the four billing periods ending June through September. Non-Summer rates are billed for the eight billing periods ending October through May.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
12. Prepaid Pilot
13. Change of Schedule
14. Qualified Rate Stabilization Charge
15. Demand Response Service
16. Nuclear Decommissioning and Standard Offer Service Return Credits
18. Net Energy Metering
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
25. Monthly Rate Adjustment
26. Peak Time Rebate
27. Smart Meter Opt-Out
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule R continued

Minimum Charge: Net Delivery Service Customer Charge.

Billing Seasons: Summer rates are billed for the four billing periods ending June through September. Non-Summer rates are billed for the eight billing periods ending October through May.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
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26. Peak Time Rebate
27. Smart Meter Opt-Out
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule RL continued**Rating Periods:****Summer**

Peak - Between the hours of 10 am and 8 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 7 am and 10 am, and the hours of 8 pm and 11 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

Non-Summer

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 11 am and 5 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: One year and thereafter until terminated by the Customer.

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
12. Prepaid Pilot
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26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule RL continued**Rating Periods:****Summer**

Peak - Between the hours of 10 am and 8 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 7 am and 10 am, and the hours of 8 pm and 11 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

Non-Summer

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 11 am and 5 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: One year and thereafter until terminated by the Customer.

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
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28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

GENERAL SERVICE – ELECTRIC
SCHEDULE G

Availability: For use for all purposes where the Customer does not qualify for any of the Company's other rate schedules.

Delivery Voltage: Service at Secondary Distribution Systems voltages. It is also available for customers receiving Primary service under this Schedule on or before January 1, 1987 or for a new customer who locates to an existing facility served at Primary Systems voltages where the customer does not qualify for other Primary service rate schedules.

Monthly Net Rates:

Delivery Service Customer Charge:	\$ 12.10 per month,
Less: Competitive Billing (where applicable) (see Section 7.7 for details)	\$ 0.47 per month, plus,

Energy Charges:

Generation and Transmission Market-Priced Service Charges can be found on www.bge.com and [Rider 1 – Standard Offer Service](#).

Delivery Service Charge (Secondary):	0.02885 \$/kWh
Delivery Service Charge (Primary): (Excludes Rider 10 – Administrative Cost Adjustment)	0.02770 \$/kWh

Minimum Charge: Net Delivery Service Customer Charge.

Billing Seasons: Summer rates are billed for the four billing periods ending June through September. Non-Summer rates are billed for the eight billing periods ending October through May.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: The initial term of contract is 2 years where additional main facilities are required for supply. Otherwise, the term of contract is one year. After the initial term of contract, the contract may be terminated by at least 30 days' notice from the Customer.

Subject to Riders applicable as listed below:

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Standard Offer Service 2. Electric Efficiency Charge 3. Miscellaneous Taxes and Surcharges. 4. Budget Billing 8. Energy Cost Adjustment 9. Customer Billing and Consumption Data Request 10. Administrative Cost Adjustment 13. Change of Schedule 18. Net Energy Metering 19. Demonstration and Trial Installation 21. Billing in Event of Service Interruption | <ol style="list-style-type: none"> 22. Minimum Charge for Short-Term Uses 23. Advanced Meter Services 24. Economic Development 25. Monthly Rate Adjustment 26. Peak Time Rebate 27. Smart Meter Opt-Out 28. Small Generator Interconnection Standards 30. Demand Resource Surcharge 31. Electric Reliability Investment Initiative Charge 32. Community Energy Pilot Program 33. Electric Vehicle Charging Rider |
|---|---|

GENERAL SERVICE – ELECTRIC
SCHEDULE G

Availability: For use for all purposes where the Customer does not qualify for any of the Company's other rate schedules.

Delivery Voltage: Service at Secondary Distribution Systems voltages. It is also available for customers receiving Primary service under this Schedule on or before January 1, 1987 or for a new customer who locates to an existing facility served at Primary Systems voltages where the customer does not qualify for other Primary service rate schedules.

Monthly Net Rates:

Delivery Service Customer Charge:	\$ 12.10 per month,
Less: Competitive Billing (where applicable)	\$ 0.47 per month, plus,
(see Section 7.7 for details)	

Energy Charges:

Generation and Transmission Market-Priced Service Charges can be found on www.bge.com and [Rider 1 – Standard Offer Service](#).

Delivery Service Charge (Secondary):	0.02885 \$/kWh
Delivery Service Charge (Primary):	0.02770 \$/kWh
(Excludes Rider 10 – Administrative Cost Adjustment)	

Minimum Charge: Net Delivery Service Customer Charge.

Billing Seasons: Summer rates are billed for the four billing periods ending June through September. Non-Summer rates are billed for the eight billing periods ending October through May.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: The initial term of contract is 2 years where additional main facilities are required for supply. Otherwise, the term of contract is one year. After the initial term of contract, the contract may be terminated by at least 30 days' notice from the Customer.

Subject to Riders applicable as listed below:

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Standard Offer Service 2. Electric Efficiency Charge 3. Miscellaneous Taxes and Surcharges. 4. Budget Billing 8. Energy Cost Adjustment 9. Customer Billing and Consumption Data Request 10. Administrative Cost Adjustment 13. Change of Schedule 18. Net Energy Metering 19. Demonstration and Trial Installation 21. Billing in Event of Service Interruption | <ol style="list-style-type: none"> 22. Minimum Charge for Short-Term Uses 23. Advanced Meter Services 24. Economic Development 25. Monthly Rate Adjustment 26. Peak Time Rebate 27. Smart Meter Opt-Out 28. Small Generator Interconnection Standards 30. Demand Resource Surcharge 31. Electric Reliability Investment Initiative Charge 32. Community Energy Pilot Program 33. Electric Vehicle Charging Rider |
|---|---|

Schedule GL continued**Non-Summer**

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 11 am and 5 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays:

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Billing Demand: The maximum 30-minute measured demand, adjusted to the nearest whole kW, in each applicable rating period for the month. Measured demand is the Customer's rate of use of electric energy as shown by or computed from readings of the Company's demand meter. Generation and Transmission Demand are billed for each kW of billing demand occurring during the Peak rating period. Delivery Service Demand is for each kW of Billing Demand recorded during any rating period.

Primary Service Customers: For Customers taking service at Primary Systems voltages, Type II Secondary Service rates apply for Generation and Transmission Services. The Delivery Service Demand and Energy Charge rates are as follows.

Delivery Service Demand Charge: \$ 3.51/kW
Delivery Service Energy Charge: 0.01433 \$/kWh
 (Excludes Rider 10 – Administrative Cost Adjustment)

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: The initial term of contract is 2 years where additional main facilities are required for supply. Otherwise, the term of contract is one year. After the initial term of contract, the contract may be terminated by at least 30 days' notice from the Customer.

Subject to Riders applicable as listed below:

- | | |
|---|---|
| 1. Standard Offer Service | 18. Net Energy Metering |
| 2. Electric Efficiency Charge | 19. Demonstration and Trial Installations |
| 3. Miscellaneous Taxes and Surcharges | 21. Billing in Event of Service Interruption |
| 7. Economic Development (Closed to New Customers) | 22. Minimum Charge for Short-Term Uses |
| 8. Energy Cost Adjustment | 23. Advanced Meter Services |
| 9. Customer Billing and Consumption Data Requests | 24. Economic Development |
| 10. Administrative Cost Adjustment | 25. Monthly Rate Adjustment |
| 11. Measured Demand | 26. Peak Time Rebate |
| 13. Change of Schedule | 28. Small Generator Interconnection Standards |
| 17. Best Efforts Service | 30. Demand Resource Surcharge |
| | 31. Electric Reliability Investment Initiative Charge |
| | 32. Community Energy Pilot Program |
| | 33. Electric Vehicle Charging Rider |

Schedule GL continued**Non-Summer**

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 11 am and 5 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays:

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Billing Demand: The maximum 30-minute measured demand, adjusted to the nearest whole kW, in each applicable rating period for the month. Measured demand is the Customer's rate of use of electric energy as shown by or computed from readings of the Company's demand meter. Generation and Transmission Demand are billed for each kW of billing demand occurring during the Peak rating period. Delivery Service Demand is for each kW of Billing Demand recorded during any rating period.

Primary Service Customers: For Customers taking service at Primary Systems voltages, Type II Secondary Service rates apply for Generation and Transmission Services. The Delivery Service Demand and Energy Charge rates are as follows.

Delivery Service Demand Charge: \$ 3.51/kW
Delivery Service Energy Charge: 0.01433 \$/kWh
 (Excludes Rider 10 – Administrative Cost Adjustment)

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: The initial term of contract is 2 years where additional main facilities are required for supply. Otherwise, the term of contract is one year. After the initial term of contract, the contract may be terminated by at least 30 days' notice from the Customer.

Subject to Riders applicable as listed below:

- | | |
|---|---|
| 1. Standard Offer Service | 18. Net Energy Metering |
| 2. Electric Efficiency Charge | 19. Demonstration and Trial Installations |
| 3. Miscellaneous Taxes and Surcharges | 21. Billing in Event of Service Interruption |
| 7. Economic Development (Closed to New Customers) | 22. Minimum Charge for Short-Term Uses |
| 8. Energy Cost Adjustment | 23. Advanced Meter Services |
| 9. Customer Billing and Consumption Data Requests | 24. Economic Development |
| 10. Administrative Cost Adjustment | 25. Monthly Rate Adjustment |
| 11. Measured Demand | 26. Peak Time Rebate |
| 13. Change of Schedule | 28. Small Generator Interconnection Standards |
| 17. Best Efforts Service | 30. Demand Resource Surcharge |
| | 31. Electric Reliability Investment Initiative Charge |
| | 32. Community Energy Pilot Program |
| | <u>33. Electric Vehicle Charging Rider</u> |

Schedule GS continued**Rating Periods:****Summer**

Peak - Between the hours of 10 am and 8 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 7 am and 10 am, and the hours of 8 pm and 11 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

Non-Summer

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 11 am and 5 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays:

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: One year and thereafter until terminated by the Customer.

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
13. Change of Schedule
18. Net Energy Metering
19. Demonstration and Trial Installations
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
24. Economic Development
25. Monthly Rate Adjustment
26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule GS continued**Rating Periods:****Summer**

Peak - Between the hours of 10 am and 8 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 7 am and 10 am, and the hours of 8 pm and 11 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

Non-Summer

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Intermediate - Between the hours of 11 am and 5 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak and Intermediate-Peak rating periods.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays:

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: One year and thereafter until terminated by the Customer.

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
13. Change of Schedule
18. Net Energy Metering
19. Demonstration and Trial Installations
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
24. Economic Development
25. Monthly Rate Adjustment
26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule EV continued**Rating Periods:****Summer**

Peak - Between the hours of 10 am and 8 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

Non-Summer

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
12. Prepaid Pilot
13. Change of Schedule
14. Qualified Rate Stabilization Charge
15. Demand Response Service
16. Nuclear Decommissioning and Standard Offer Service Return Credits
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
25. Monthly Rate Adjustment
26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule EV continued**Rating Periods:****Summer**

Peak - Between the hours of 10 am and 8 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

Non-Summer

Peak - Between the hours of 7 am and 11 am, and the hours of 5 pm and 9 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
12. Prepaid Pilot
13. Change of Schedule
14. Qualified Rate Stabilization Charge
15. Demand Response Service
16. Nuclear Decommissioning and Standard Offer Service Return Credits
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
25. Monthly Rate Adjustment
26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

Schedule RD continued**Rating Periods:****Summer**

On-Peak - Between the hours of 2 pm and 7 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

Non-Summer

On-Peak - Between the hours of 6 am and 9 am, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: Customers have the ability to request service under this schedule through April 1, 2021. This rate schedule will remain effective until April 1, 2022 and thereafter the Customer can choose to stay on this schedule if continued by the Maryland Public Service Commission, or return to Schedule R.

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
13. Change of Schedule
14. Qualified Rate Stabilization Charge
15. Demand Response Service
16. Nuclear Decommissioning and Standard Offer Service Return Credits
18. Net Energy Metering
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
25. Monthly Rate Adjustment
26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
33. Electric Vehicle Charging Rider

Schedule RD continued**Rating Periods:****Summer**

On-Peak - Between the hours of 2 pm and 7 pm on weekdays, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

Non-Summer

On-Peak - Between the hours of 6 am and 9 am, excluding the National holidays listed below.

Off-Peak - All times other than those defined for the On-Peak rating period.

The Non-Summer time periods shown above will begin and end one hour later for the period between the second Sunday in March and the first Sunday in April, and for the period between the last Sunday in October and the first Sunday in November.

Holidays

All hours on Saturdays and Sundays and the following National holidays are Off-Peak: New Year's Day, President's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas, and the Monday following such of these as fall on Sunday.

Late Payment Charge: Standard. (Sec. 7.4)

Payment Terms: Standard. (Sec. 7)

Term of Contract: Customers have the ability to request service under this schedule through April 1, 2021. This rate schedule will remain effective until April 1, 2022 and thereafter the Customer can choose to stay on this schedule if continued by the Maryland Public Service Commission, or return to Schedule R.

Subject to Riders applicable as listed below:

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
13. Change of Schedule
14. Qualified Rate Stabilization Charge
15. Demand Response Service
16. Nuclear Decommissioning and Standard Offer Service Return Credits
18. Net Energy Metering
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
25. Monthly Rate Adjustment
26. Peak Time Rebate
28. Small Generator Interconnection Standards
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
33. Electric Vehicle Charging Rider

RIDER INDEX

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
5. Reserved for Future Use
6. Reserved for Future Use
7. Economic Development (Closed to New Customers)
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
11. Measured Demand
12. Prepaid Pilot
13. Change of Schedule
14. Qualified Rate Stabilization Charge
15. Demand Response Service
16. Nuclear Decommissioning and Standard Offer Service Return Credits
17. Best Efforts Service
18. Net Energy Metering
19. Demonstration and Trial Installations
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
24. Economic Development
25. Monthly Rate Adjustment
26. Peak Time Rebate
27. Smart Meter Opt-Out
28. Small Generator Interconnection Standards
29. Reserved for Future Use
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

<u>Schedule</u>	<u>Riders Applicable</u>
R	1, 2, 3, 4, 8, 9, 10, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 25, 26, 27, 28, 30, 31, 32, 33
RD	1, 2, 3, 4, 8, 9, 10, 13, 14, 15, 16, 18, 20, 21, 22, 23, 25, 26, 28, 30, 31, 33
EV	1, 2, 3, 4, 8, 9, 10, 12, 13, 14, 15, 16, 20, 21, 22, 23, 25, 26, 28, 30, 31, 32, 33
RL	1, 2, 3, 4, 8, 9, 10, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 25, 26, 28, 30, 31, 32, 33
G	1, 2, 3, 4, 8, 9, 10, 13, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33
GU	1, 3, 8, 9, 10, 21, 30, 31, 32
GS	1, 2, 3, 4, 8, 9, 10, 13, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33
GL	1, 2, 3, 7, 8, 9, 10, 11, 13, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33
P	1, 2, 3, 7, 8, 9, 10, 11, 13, 18, 19, 21, 22, 23, 24, 26, 28, 30, 31, 32
T	1, 2, 3, 7, 8, 9, 10, 11, 18, 19, 21, 22, 23, 24, 26, 28, 30, 32
SL	1, 3, 8, 9, 10, 21, 32
PL	3, 9, 21, 32

RIDER INDEX

1. Standard Offer Service
2. Electric Efficiency Charge
3. Miscellaneous Taxes and Surcharges
4. Budget Billing
5. Reserved for Future Use
6. Reserved for Future Use
7. Economic Development (Closed to New Customers)
8. Energy Cost Adjustment
9. Customer Billing and Consumption Data Requests
10. Administrative Cost Adjustment
11. Measured Demand
12. Prepaid Pilot
13. Change of Schedule
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17. Best Efforts Service
18. Net Energy Metering
19. Demonstration and Trial Installations
20. Financing Credit
21. Billing in Event of Service Interruption
22. Minimum Charge for Short-Term Uses
23. Advanced Meter Services
24. Economic Development
25. Monthly Rate Adjustment
26. Peak Time Rebate
27. Smart Meter Opt-Out
28. Small Generator Interconnection Standards
29. Reserved for Future Use
30. Demand Resource Surcharge
31. Electric Reliability Investment Initiative Charge
32. Community Energy Pilot Program
33. Electric Vehicle Charging Rider

<u>Schedule</u>	<u>Riders Applicable</u>
R	1, 2, 3, 4, 8, 9, 10, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 25, 26, 27, 28, 30, 31, 32, <u>33</u>
RD	1, 2, 3, 4, 8, 9, 10, 13, 14, 15, 16, 18, 20, 21, 22, 23, 25, 26, 28, 30, 31, <u>33</u>
EV	1, 2, 3, 4, 8, 9, 10, 12, 13, 14, 15, 16, 20, 21, 22, 23, 25, 26, 28, 30, 31, 32, <u>33</u>
RL	1, 2, 3, 4, 8, 9, 10, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 25, 26, 28, 30, 31, 32, <u>33</u>
G	1, 2, 3, 4, 8, 9, 10, 13, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, <u>33</u>
GU	1, 3, 8, 9, 10, 21, 30, 31, 32
GS	1, 2, 3, 4, 8, 9, 10, 13, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31, 32, <u>33</u>
GL	1, 2, 3, 7, 8, 9, 10, 11, 13, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31, 32, <u>33</u>
P	1, 2, 3, 7, 8, 9, 10, 11, 13, 18, 19, 21, 22, 23, 24, 26, 28, 30, 31, 32
T	1, 2, 3, 7, 8, 9, 10, 11, 18, 19, 21, 22, 23, 24, 26, 28, 30, 32
SL	1, 3, 8, 9, 10, 21, 32
PL	3, 9, 21, 32

Exhibit C

MONTHLY CHARGES AND RATES

<u>SERVICE CLASSIFICATION</u>	<u>SUMMER</u> Billing Months <u>June Through September</u>	<u>WINTER</u> Billing Months <u>October Through May</u>
<u>RESIDENTIAL WITH PLUG-IN VEHICLE CHARGING "R-PIV"</u>		
<u>Delivery Service Charges:</u>		
Customer Charge	\$ 8.30/Month	\$ 8.30/Month
Distribution Rates:		
First 1,000 kWh Rate	\$ 0.058049/kWh	\$ 0.055013/kWh
Excess kWh Rate	\$ 0.058049/kWh	\$ 0.055013/kWh
Administrative Credit	Refer to the "AC" Rider	Refer to the "AC" Rider
Universal Service Program Rate	Refer to the "USP" Rider	Refer to the "USP" Rider
Franchise Tax	\$0.000620/kWh	\$0.000620/kWh
Environmental Surcharge	\$0.000145/kWh	\$0.000145/kWh
Bill Stabilization Adjustment	Refer to the "BSA" Rider	Refer to the "BSA" Rider
Empower Md. Charge	Refer to the "E-MD" Rider	Refer to the "E-MD" Rider
Demand Resource Surcharge	Refer to the "DRS" Rider	Refer to the "DRS" Rider
<u>Supply Service Charges with Transmission and Ancillary Services:</u>		
Transmission Rate	\$0.010980/kWh	\$0.010980/kWh
<u>Standard Offer Service for Residential</u>		
<u>With Plug-In Vehicle Charging Customers:</u>	<u>06/01/2019 – 09/30/2019</u>	<u>10/01/2018 – 05/31/2019</u>
On Peak	\$ 0.104203/kWh	\$ 0.131666/kWh
Off Peak	\$ 0.023075/kWh	\$0.033937/kWh
Procurement Cost Adjustment	Refer to the "SOS" Rider	Refer to the "SOS" Rider

Customers must receive Generation and Transmission Services from the Company under the provisions of Schedule "R-PIV." Supply Service Charges for Schedule "R-PIV" will be updated to reflect changes to Rider "SOS" rates.

Total Supply Service price is the sum of Standard Offer Service, Transmission, Ancillary and the Procurement Cost Adjustment.

In addition, to the charges and rates stated above, Maryland Sales Tax shall apply to all applicable services, rendered hereunder, unless the Customer is exempt from such tax.

**SERVICE CLASSIFICATION "R-PIV"
RESIDENTIAL SERVICE**

A. Availability

This rate applies throughout the territory served by the Company in the State of Maryland and is available for Standard Offer Service voltage electric service used for Plug-in Vehicle ("PIV") battery charging purposes in premises where other electric requirements are furnished under Schedule "R."

Customers without activated advanced metering infrastructure (AMI) capable of registering interval usage are excluded from being enrolled to this rate for operational reasons.

Customers taking service under the Net Energy Metering Rider "NEM" are not eligible for Schedule "R-PIV."

B. Rating Periods

On-peak hours are from 12:00 p.m. to 8 p.m. Monday through Friday. All other hours are off-peak.

C. Contract Term

Residential contracts are on a monthly basis until terminated.

D. Monthly Rate

The monthly charges and rates under this Service Classification are shown on Tariff Leaf No. 45 – 45a.

E. Standard Offer Service

Customers must receive Generation and Transmission Services from the Company under the provisions of Schedule "R-PIV."

F. Minimum Bills

The minimum monthly bill shall be the Customer Charge.

G. Public Service Company Franchise Tax

In addition to the charges provided for in this Service Classification, the Maryland Public Service Company Franchise Tax shall apply to all sales rendered hereunder before the application of the Maryland Sales Tax, unless the Customer is exempt from such tax.

H. Rules and Regulations

The Rules and Regulations set forth in this Tariff shall govern the provision of service under this Service Classification.

Exhibit D

RIDER "EVCP"
ELECTRIC VEHICLE CHARGING PROGRAM

A. Availability

The Company's Electric Vehicle (EV) Charging Program Rider (Rider "EVCP") includes: (1) rebate programs for eligible residential customers to install EV Level 2 (L2) Smart Chargers; and (2) a rebate program for eligible customers to install EV L2 Smart Chargers at Multi-Unit Dwellings (MUD), as defined below.

Residential L2 Smart Charger Rebate and Discount Programs

The Company has two residential program offerings under Rider "EVCP" to eligible customers who install a qualifying EV L2 Smart Charger and have at least one plug-in vehicle ("PIV") with a range greater than 30 miles:

1. **Residential Rebate Program:** The Company will offer 250 rebates valued at \$300 each to eligible residential customers for the purchase of a qualifying L2 Smart Charger. The Smart Charger would be located behind-the-meter and would be owned and operated by the customer receiving the rebate. The Smart Charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. This Program offers customers a maximum of one rebate per premise covering the Smart Charger costs of up to \$300. Applications can be made beginning July 1, 2019 and rebates will be awarded on a first-come basis based on the completed application date and the application meeting all of the program requirements. Customers will be notified by mail when an application is complete.

Customers are required to take electric service under Schedule "R" or Schedule "R-PIV" in order to be eligible for this program. Customers taking service under Rider "NEM" (Net Energy Metering) are eligible for this program under Rider "EVCP". Rebate applicants are not required to receive their energy supply through the Company's Standard Offer Service.

The Customer is required to submit an application with all of the necessary documentation within 30 days. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share the charging data from the Smart Charger with the Company. A list of qualified Smart Charger manufacturers and models is available on the Company's website as of June 2019 for use by customers in making decisions about qualifying EV charger purchases. Customers must also sign a customer participation agreement with the Company regarding program terms, conditions, and duration. Customers receiving this rebate are enrolled in Pepco's Demand Response program for EV charging, which allows Pepco to reduce charger output in concert with Pepco's Peak Energy Savings Events, subject to a customer's choice to opt out.

Customers may refer to the Company's website to find information about applying for a rebate under this program, the incentives offered, the complete list of eligibility and documentation requirements, and the online form for submitting applications. The program only applies to Smart Chargers purchased and installed on or after July 1, 2019 and the program will end on December 31, 2023.

2. **Discounted Level 2 Smart Charger Program:** The Company will offer a discounted L2 Smart Charger, discounted installation of the Smart Charger, and free installation of a second Advanced Metering Infrastructure (AMI) System smart meter for eligible customers. Customers participating in this program are enrolled in Pepco's Demand Response program for EV charging, which allows Pepco to reduce charger output in concert with Pepco's Peak Energy Savings Events, subject to a customer's choice to opt out. This Program is limited to 37 participating customers.

The Smart Charger would be located behind-the-meter and would be owned and operated by the customer receiving the program incentives under this offering. The Smart Charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. Applications will be awarded on a first-come basis based on the completed application date and the application meeting all the program requirements. Customers will be notified by mail when an application is complete.

Customers are required to take electric service under an EV-only TOU schedule in order to be eligible for this program. Customers taking service under Rider "NEM" (Net Energy Metering) are eligible for this Program under Rider "EVCP". Program applicants under Schedule "R" are not required to receive their energy supply through the Company's Standard Offer Service.

The Customer is required to submit an application with all of the necessary documentation within 30 days. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share the charging data from the Smart Charger with the Company. A list of qualified Smart Charger manufacturers and models is available on the Company's website as of June 2019 for use by customers in making decisions about qualifying EV charger purchases. Customers must also sign a customer participation agreement with the Company regarding program terms, conditions, and duration.

Customers may refer to the Company's website to find information about applying for this program, the incentives offered, the complete list of eligibility and documentation requirements, and the online form for submitting applications. The program only applies to Smart Chargers purchased and installed on or after July 1, 2019 and the program will end on December 31, 2023.

Multi-Unit Dwelling Smart Charger Rebates

The Company will offer eligible MUD customers up to two discounted L2 EV Smart Chargers per site (with up to 2 ports per EV charger at the discretion of the property owner) and a single time discounted installation cost at a premise for a maximum of 200 total customer subscriptions. The Smart Charger would be located behind-the-meter and would be owned and operated by the customer receiving the rebate. The Smart Charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. Applications will be awarded on a first-come basis based on the completed application date and the application meeting all the program requirements. Customers will be notified by mail when an application is complete.

Customers are required to take electric service under one of the following Schedules in order to be eligible for this program: R, GS, MGT LV II, MGT LV III, MGT 3A II, MGT 3A III, and GT. Customers taking service under Rider "NEM" (Net Energy Metering) are eligible for this Program under Rider "EVCP." Rebate applicants may receive their energy supply from either a competitive energy supplier or through the Company's Standard Offer Service.

The Customer is required to submit an application with all of the necessary documentation within 30 days. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share the charging data from the Smart Charger with the Company. A list of qualified Smart Charger manufacturers and models is available on the Company's website as of June 2019 for use by customers in making decisions about qualifying EV charger purchases. Customers must also sign a customer participation agreement with the Company regarding program terms, conditions, and duration. Customers may refer to the Company's website to find information about applying for a rebate under this program, the incentives offered, the complete list of eligibility and documentation requirements, and the online form for submitting applications. The program only applies to Smart Chargers purchased and installed on or after July 1, 2019 and the program will end on December 31, 2023.

B. Cost Recovery

Cost recovery will be consistent with Commission Order No. 88997 in Case No. 9478. All EV program costs incurred by the Company, including rebates, program administration, education and outreach (but excluding capital, or fixed assets, and associated costs such as depreciation), shall be deferred to a regulatory asset and amortized over a five-year period.

C. Rules and Regulations

The Rules and Regulations set forth in this Tariff shall govern the provision of service under this Service Classification.

Exhibit E

**RESIDENTIAL SERVICE - WITH PLUG-IN
VEHICLE CHARGING SCHEDULE "R-PIV"**

AVAILABILITY – Available for Standard Offer Service voltage electric service used for Plug-in Vehicle ("PIV") battery charging purposes in premises where other electric requirements are furnished under Schedules "R and RTM."

Customers taking service under Rider "NEM" (Net Energy Metering) are not eligible for Schedule "R-PIV".

CHARACTER OF SERVICE

The service supplied under this schedule normally will be alternating current, sixty hertz, either (i) single phase, three wire, 120/240 volts or 120/208 volts, or (ii) three phase, four wire, 120/208 volts.

Service will be supplied from the regular service connection facilities.

MONTHLY RATE

	Summer	Winter
Distribution Service Charge		
Customer Charge	\$ 7.80 per month	\$ 7.80 per month
Kilowatt-hour Charge	\$ 0.06345 per kwhr	\$ 0.03135 per kwhr
Generation Service Charge		
Kilowatt-hour Charge		
On Peak	\$ 0.09858 per kwhr	\$ 0.13709 per kwhr
Off Peak	\$ 0.02183 per kwhr	\$ 0.03534 per kwhr
Transmission Service Charge		
Transmission Peak Load Contribution (TPLC)	\$ 0.00869 per kwhr	\$ 0.00869 per kwhr

Procurement Cost Adjustment See www.pepco.com for currently effective rate

Generation and Transmission Service Charges – Customers must receive Generation and Transmission Services from the Company under the provisions of Schedule "R-PIV". Supply Service Charges for Schedule "R-PIV" will be updated to reflect changes to Rider "SOS" rates.

BILLING MONTHS

Summer – Billing months of June through October.

Winter – Billing months of November through May.

RATING PERIODS

On-peak hours are from 12:00 p.m. to 8 p.m. Monday through Friday. All other hours are off-peak.

SUPPLY CAPACITY REQUIREMENT

Should additional service capacity be required for the "off-peak" service, in excess of that provided for regular service, the customer will pay to the Company an amount equal to the estimated cost of the additional facilities. Such payment must be made prior to the commencement of service under this schedule.

GROSS RECEIPTS TAX

A surcharge of 2.0408% is applied to the transmission and distribution components of the customer's bill to recover the amount attributable to the Gross Receipt's Tax.

GENERAL TERMS AND CONDITION

This schedule is subject in all respects to the Company's "General Terms and Conditions for Furnishing Electric Service" and the Company's "Electric Service Rules and Regulations."

APPLICABLE RIDERS

Administrative Credit
Delivery Tax Surcharge
Montgomery County Surcharge
Maryland Environmental Surcharge
Bill Stabilization Adjustment
Empower MD Charge
Residential Direct Load Control
Demand Resource Surcharge
Dynamic Pricing – Peak Energy Savings Credit

Exhibit F

ELECTRIC VEHICLE CHARGING PROGRAM RIDER "EVCP"

RIDER "EVCP" – ELECTRIC VEHICLE CHARGING PROGRAM DESCRIPTION

The Company's Electric Vehicle (EV) Charging Program Rider (Rider "EVCP") includes: (1) rebate programs for eligible residential customers to install EV Level 2 (L2) Smart Chargers; and (2) a rebate program for eligible customers to install EV L2 Smart Chargers at Multi-Unit Dwellings (MUD), as defined below.

RESIDENTIAL L2 SMART CHARGER REBATE AND DISCOUNT PROGRAMS - AVAILABILITY AND OPERATION

The Company has two residential program offerings under Rider "EVCP" to eligible customers who install a qualifying EV L2 Smart Charger and have at least one plug-in vehicle ("PIV") with a range greater than 30 miles:

1. **Residential Rebate Program:** The Company will offer 750 rebates valued at \$300 each to eligible residential customers for the purchase of a qualifying L2 Smart Charger. The Smart Charger would be located behind-the-meter and would be owned and operated by the customer receiving the rebate. The Smart Charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. This Program offers customers a maximum of one rebate per premise covering the Smart Charger costs of up to \$300. Applications can be made beginning July 1, 2019 and rebates will be awarded on a first-come basis based on the completed application date and the application meeting all of the program requirements. Customers will be notified by mail when an application is complete.

Customers are required to take electric service under Schedule "R" or Schedule "R-PIV" in order to be eligible for this program. Customers taking service under Rider "NEM" (Net Energy Metering) are eligible for this program under Rider "EVCP". Rebate applicants are not required to receive their energy supply through the Company's Standard Offer Service.

The Customer is required to submit an application with all of the necessary documentation within 30 days. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share the charging data from the Smart Charger with the Company. A list of qualified Smart Charger manufacturers and models is available on the Company's website as of June 2019 for use by customers in making decisions about qualifying EV charger purchases. Customers must also sign a customer participation agreement with the Company regarding program terms, conditions, and duration. Customers receiving this rebate are enrolled in Pepco's Demand Response program for EV charging, which allows Pepco to reduce charger output in concert with Pepco's Peak Energy Savings Events, subject to a customer's choice to opt out.

Customers may refer to the Company's website to find information about applying for a rebate under this program, the complete list of eligibility and documentation requirements, and the online form for submitting applications. The program only applies to Smart Chargers purchased and installed on or after July 1, 2019 and the program will end on December 31, 2023.

2. **Discounted Level 2 Smart Charger Program:** The Company will offer a discounted L2 Smart Charger, discounted installation of the Smart Charger, and free installation of a second Advanced Metering Infrastructure (AMI) System smart meter for eligible. Customers participating in this program are enrolled in Pepco's Demand Response program for EV charging, which allows Pepco to reduce charger output in concert with Pepco's Peak Energy Savings Events, subject to a customer's choice to opt out. This Program is limited to 100 participating customers.

The Smart Charger would be located behind-the-meter and would be owned and operated by the customer receiving the program incentives under this offering. The Smart Charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. Applications will be awarded on a first-come basis based on the completed application date and the application meeting all the program requirements. Customers will be notified by mail when an application is complete.

Customers are required to take electric service under an EV-only Time of Use (TOU) schedule in order to be eligible for this program. Customers taking service under Rider "NEM" (Net Energy Metering) are eligible for this Program under Rider "EVCP". Program applicants under Schedule "R" are not required to receive their energy supply through the Company's Standard Offer Service.

The Customer is required to submit an application with all of the necessary documentation within 30 days. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share the charging data from the Smart Charger with the Company. A list of qualified Smart Charger manufacturers and models is available on the Company's website as of June 2019 for use by customers in making decisions about qualifying EV charger purchases. Customers must also sign a customer participation agreement with the Company regarding program terms, conditions, and duration.

Customers may refer to the Company's website to find information about applying for this program, the incentives offered, the complete list of eligibility and documentation requirements, and the online form for submitting applications. The program only applies to Smart Chargers purchased and installed on or after July 1, 2019 and the program will end on December 31, 2023.

MULTI-UNIT DWELLING SMART CHARGER REBATES - AVAILABILITY AND OPERATION

The Company will offer eligible MUD customers up to two discounted L2 EV Smart Chargers per site (with up to 2 ports per EV charger at the discretion of the property owner) and a single time discounted installation cost at a premise for a maximum of 200 total customer subscriptions. The Smart Charger would be located behind-the-meter and would be owned and operated by the customer receiving the rebate. The Smart Charger must be located on customer-owned property, or in the case of rental property, with approval from the owner of record. Applications will be awarded on a first-come basis based on the completed application date and the application meeting all the program requirements. Customers will be notified by mail when an application is complete.

Customers are required to take electric service under one of the following Schedules in order to be eligible for this program: R, GS, MGT LV II, MGT LV III, MGT 3A II, MGT 3A III, and GT. Customers taking service under Rider "NEM" (Net Energy Metering) are eligible for this Program under Rider "EVCP." Rebate applicants may receive their energy supply from either a competitive energy supplier or through the Company's Standard Offer Service.

The Customer is required to submit an application with all of the necessary documentation within 30 days. Applicants will be required to provide proof of purchase of an eligible EV charger and agree to share the charging data from the Smart Charger with the Company. A list of qualified Smart Charger manufacturers and models is available on the Company's website as of June 2019 for use by customers in making decisions about qualifying EV charger purchases. Customers must also sign a customer participation agreement with the Company regarding program terms, conditions, and duration. Customers may refer to the Company's website to find information about applying for a rebate under this Program, the incentives offered, the complete list of eligibility and documentation requirements, and the online form for submitting applications. The program only applies to Smart Chargers purchased and installed on or after July 1, 2019 and the program will end on December 31, 2023.

COST RECOVERY

Cost recovery will be consistent with Commission Order No. 88997 in Case No. 9478. All EV program costs incurred by the Company, including rebates, program administration, education and outreach (but excluding capital, or fixed assets, and associated costs such as depreciation), shall be deferred to a regulatory asset and amortized over a five-year period.

GENERAL TERMS AND CONDITIONS

This schedule is subject in all respects to the Company's "General Terms and Conditions for Furnishing Electric Service" and the Company's "Electric Service Rules and Regulations."

Exhibit G

UTILITY OWNED ELECTRIC VEHICLE PUBLIC CHARGING**SCHEDULE EVP**

Availability: The Company shall own and operate electric vehicle (EV) Level 2 (L2) and Direct Current Fast Charge (DCFC) charging stations available for public use in accordance with Commission Order No. 88997 in Case No. 9478. All EV chargers would be sited on property either owned by government entities or government-associated organizations, or controlled by those entities and organizations (such as through easements, right-of-ways, or similar legal or equitable mechanisms). The chargers must be accessible to the public at all times. L2 charging stations shall cover all applications at 208/220/240 voltage levels with demand loads ranging from approximately 3 to 13 kW. DCFC charging stations cover applications with demand loads from approximately 50 to 150 kW.

To use the chargers, a user chooses to charge their EV at a Company-owned charging station. The user must register an account with the Company's network provider, including payment information, prior to using the charger. Applicable charging rates are shown below, and are subject to change periodically with Commission approval.

Schedule EVP is provided in conjunction with a contract for service under Schedules G or GL (the Controlling Schedule). Controlling Schedule provisions apply, including applicable Riders, unless they are specifically altered herein.

Charging Rates:

Level 2 Charging Station:	0.18 \$/kWh
DCFC Charging Station:	0.34 \$/kWh

Payment Terms: Users who charge their vehicle at a Company-owned station are subject to the payment terms of the Company's network provider.

UTILITY OWNED ELECTRIC VEHICLE PUBLIC CHARGING

SCHEDULE EVP

Availability: The Company shall own and operate electric vehicle (EV) Level 2 (L2) and Direct Current Fast Charge (DCFC) charging stations available for public use in accordance with Commission Order No. 88997 in Case No. 9478. All EV chargers would be sited on property either owned by government entities or government-associated organizations, or controlled by those entities and organizations (such as through easements, right-of-ways, or similar legal or equitable mechanisms). The chargers must be accessible to the public at all times. L2 charging stations shall cover all applications at 208/220/240 voltage levels with demand loads ranging from approximately 3 to 13 kW. DCFC charging stations cover applications with demand loads from approximately 50 to 150 kW.

To use the chargers, a user chooses to charge their EV at a Company-owned charging station. The user must register an account with the Company’s network provider, including payment information, prior to using the charger. Applicable charging rates are shown below, and are subject to change periodically with Commission approval.

Schedule EVP is provided in conjunction with a contract for service under Schedules G or GL (the Controlling Schedule). Controlling Schedule provisions apply, including applicable Riders, unless they are specifically altered herein.

Charging Rates:

<u>Level 2 Charging Station:</u>	<u>0.18 \$/kWh</u>
<u>DCFC Charging Station:</u>	<u>0.34 \$/kWh</u>

Payment Terms: Users who charge their vehicle at a Company-owned station are subject to the payment terms of the Company’s network provider.

Exhibit H

CHARGING RATES

CHARGING RATE FOR ELECTRIC VEHICLE
(EV) OPERATOR

Level 2 (L2)
Charging Stations

Direct Current Fast Charging
(DCFC) Charging Stations

PUBLIC ELECTRIC VEHICLE
CHARGING SERVICE "PC-PIV"

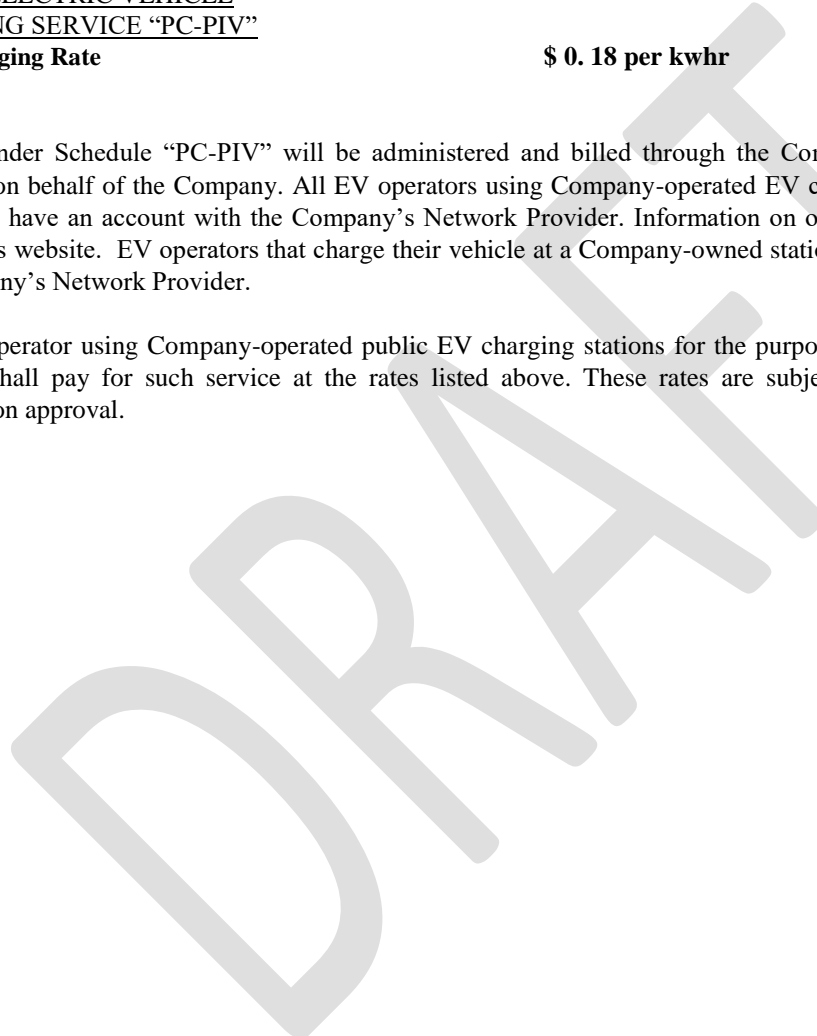
Charging Rate

\$ 0. 18 per kwhr

\$ 0. 34 per kwhr

Charges under Schedule "PC-PIV" will be administered and billed through the Company's third-party vendor (Network Provider) on behalf of the Company. All EV operators using Company-operated EV charging stations under Schedule "PC-PIV" must have an account with the Company's Network Provider. Information on opening an account is available on the Company's website. EV operators that charge their vehicle at a Company-owned station are subject to the payment terms of the Company's Network Provider.

Any EV operator using Company-operated public EV charging stations for the purpose of Plug-in Vehicle ("PIV") battery charging shall pay for such service at the rates listed above. These rates are subject to change periodically, subject to Commission approval.



SERVICE CLASSIFICATION "PC-PIV"
PUBLIC ELECTRIC VEHICLE (EV) CHARGING SERVICE

A. Availability

Available only for the purpose of Plug-in Vehicle ("PIV") battery charging from Company-operated Level 2 (L2) and Direct Current Fast Charging (DCFC) public electric vehicle (EV) charging stations. All public EV charging stations will be sited on property either owned by government entities or government-associated organizations or controlled by those entities and organizations (such as through easements, right-of-ways, or similar legal or equitable mechanisms). L2 charging stations shall cover applications with demand loads up to 19.2 kW. DCFC charging stations cover applications with demand loads greater than 19.2 kW.

The service provided under Schedule "PC-PIV" allows EV operators to charge their EV at a Company-owned public charging station. EV operators who reside either within the Company's service territory or outside the Company's service territory are eligible to charge their EV at a Company-owned station.

B. Charging Rate for EV Operator

Charges under Schedule "PC-PIV" will be administered and billed through the Company's third-party vendor (Network Provider) on behalf of the Company. All EV operators using Company-operated EV charging stations under Schedule "PC-PIV" must have an account with the Company's Network Provider. Information on opening an account is available on the Company's website. EV operators that charge their vehicle at a Company-owned station are subject to the payment terms of the Company's Network Provider.

C. Billing

Schedule "PC-PIV" is provided in conjunction with the contract for service under the applicable Rate Schedule (the Controlling Rate Schedule), as determined by the availability of each Rate Schedule. Controlling Schedule provisions apply, unless they are specifically altered herein.

D. Conditions

1. Schedule "PC-PIV" is designed for retail charging service to EV operators at Company-owned public charging stations. Customer-owned EV chargers are not eligible for service under Schedule "PC-PIV."
2. The rates listed in this tariff are subject to change periodically, subject to Commission approval.
3. Additional fees may apply based on siting location.
4. Operation, repair and maintenance of electric vehicle charging stations on this rate schedule will be the responsibility of the Company.
5. The Company may at its discretion install, relocate, modify, or remove electric vehicle charging stations. Potential modifications to Company operated electric vehicle charging stations may include adding, removing, or changing electric vehicle supply equipment available for charging service.

SERVICE CLASSIFICATION "PC-PIV"
PUBLIC ELECTRIC VEHICLE (EV) CHARGING SERVICE (Con't)

E. Public Service Company Franchise Tax

In addition to the charges provided for in this Service Classification, the Maryland Public Service Company Franchise Tax shall apply to all sales rendered hereunder before the application of the Maryland Sales Tax, unless the Customer is exempt from such tax.

I. Rules and Regulations

The Rules and Regulations set forth in this Tariff shall govern the provision of service under this Service Classification.

DRAFT

Exhibit I

**PUBLIC ELECTRIC VEHICLE CHARGING SERVICE
SCHEDULE "PC-PIV"**

AVAILABILITY – Available only for the purpose of Plug-in Vehicle ("PIV") battery charging from Company-operated Level 2 (L2) and Direct Current Fast Charging (DCFC) public electric vehicle (EV) charging stations. All public EV charging stations will be sited on property either owned by government entities or government-associated organizations or controlled by those entities and organizations (such as through easements, right-of-ways, or similar legal or equitable mechanisms). L2 charging stations shall cover applications with demand loads up to 19.2 kW. DCFC charging stations cover applications with demand loads greater than 19.2 kW.

The service provided under Schedule "PC-PIV" allows EV operators to charge their EV at a Company-owned public charging station. EV operators who reside either within the Company's service territory or outside the Company's service territory are eligible to charge their EV at a Company-owned station.

CHARGING RATE FOR EV OPERATOR

Charges under Schedule "PC-PIV" will be administered and billed through the Company's third-party vendor (Network Provider) on behalf of the Company. All EV operators using Company-operated EV charging stations under Schedule "PC-PIV" must have an account with the Company's Network Provider. Information on opening an account is available on the Company's website. EV operators that charge their vehicle at a Company-owned station are subject to the payment terms of the Company's Network Provider.

Any EV operator using Company-operated public EV charging stations for the purpose of PIV battery charging shall pay for such service at the rates listed below. These rates are subject to change periodically, subject to Commission approval.

L2 Charging Stations: **\$ 0. 18 per kwhr**

DCFC Charging Stations: **\$ 0. 34 per kwhr**

Schedule "PC-PIV" is provided in conjunction with the contract for service under the applicable Rate Schedule (the Controlling Rate Schedule), as determined by the availability of each Rate Schedule. Controlling Schedule provisions apply, unless they are specifically altered herein.

APPLICABLE RIDERS

The applicable Riders for Schedule "PC-PIV" are determined by the Controlling Rate Schedule, unless they are specifically altered herein.

CONDITIONS

1. Schedule "PC-PIV" is designed for retail charging service to EV operators at Company-owned public charging stations. Customer-owned EV chargers are not eligible for service under Schedule "PC-PIV."
2. The rates listed in this tariff are subject to change periodically, subject to Commission approval.
3. Additional fees may apply based on siting location.
4. Operation, repair and maintenance of electric vehicle charging stations on this rate schedule will be the responsibility of the Company.
5. The Company may at its discretion install, relocate, modify, or remove electric vehicle charging stations. Potential modifications to Company operated electric vehicle charging stations may include adding, removing, or changing electric vehicle supply equipment available for charging service.

GENERAL TERMS AND CONDITION

This schedule is subject in all respects to the Company's "General Terms and Conditions for Furnishing Electric Service" and the Company's "Electric Service Rules and Regulations."