



# Public Utilities Commission SB 575 Implementation Update

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New Hampshire Public Utilities Commission  
Electric/Legal Division

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# Docket Purpose and History

# SB 575: An Act Relative to Electric Vehicle Charging Stations

## Docket No. IR 20-004

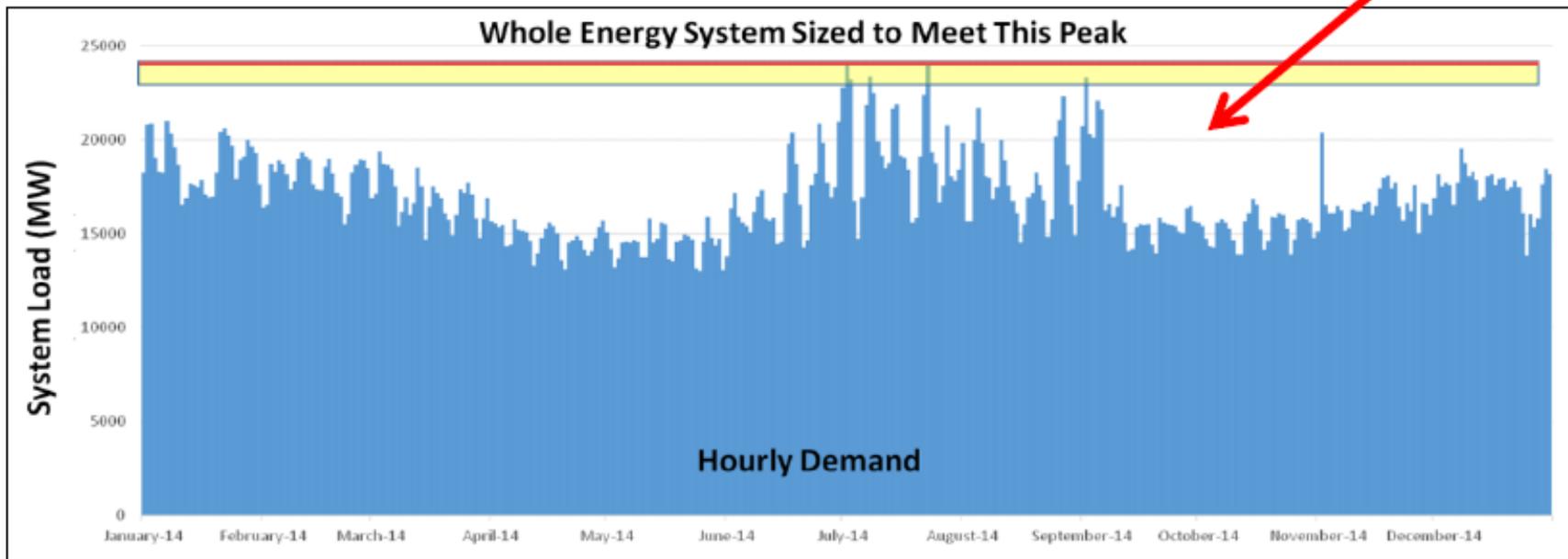
- Required Commission to determine, within two years of effective date, whether certain rate design standards for electric companies and public service companies are appropriate to implement for electric vehicle charging stations
  - Rate design standards to be considered include:
    - Cost of service
    - Prohibition of declining block rates
    - Time of day rates
    - Seasonal Rates
    - Interruptible Rates
    - Load Management Techniques
    - Demand Charges
- Also requires Commission to determine whether to implement electric vehicle time of day rates for residential and commercial customers
  - January 10, 2020 [Staff Recommendation](#) to open docket and solicit comments
  - April 3, 2020 [Staff Recommendation](#) based on response comments of docket participants
  - August 18, 2020 Commission issues [Order No. 26,394](#)

# High Level Rate Design Goals

# Rate Design Goals

## Encouraging Potential Benefits

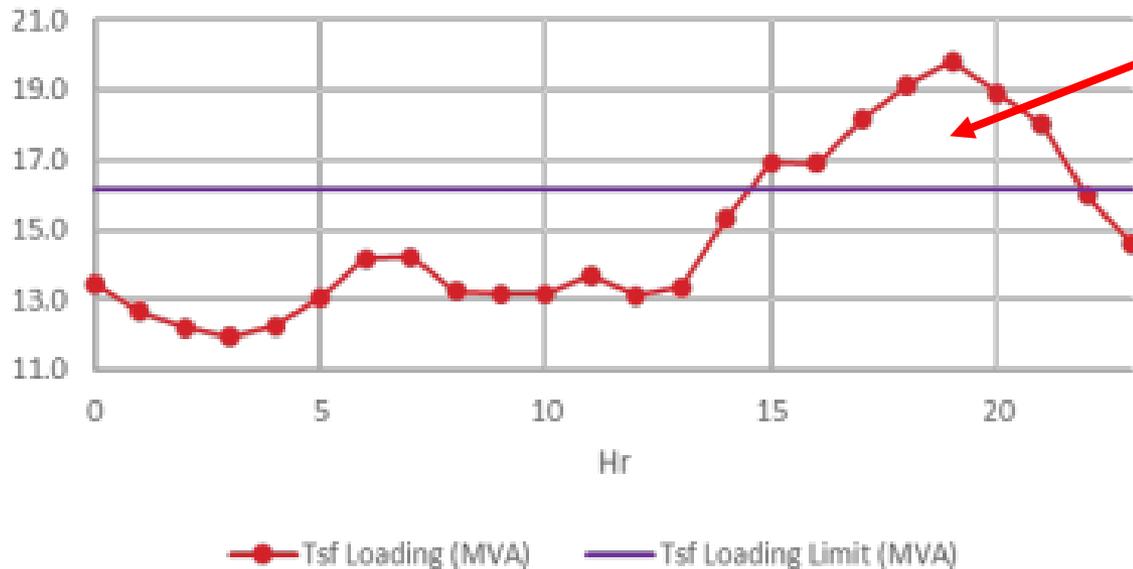
Latent Ratepayer Value



# Rate Design Goals

## Avoiding Unnecessary Costs

### Transformer Load Shape



Short term capacity requirements overloading requires replacement; \$1 million+

**Summary of Order No. 26,394  
(August 18, 2020)**



# Rate Design Standards for EV Charging Stations

## Order No. 26,394 (August 18, 2020)

### Cost of service

- Appropriate, focusing to the maximum extent practicable on **marginal costs**, due to likelihood EV demand is extremely reflexive to price signals
- Direction for Companies to consider revenue neutral, marginal cost methodology for rate development

### Prohibition of Declining Block Rates

- Not appropriate for separately-metered EV charging, but not prohibited for EV charging that occurs at a C&I facility that currently has declining block rates and no separate meter for EV charging
- Majority of Eversource C&I customers currently have declining block rates

### Seasonal Rates

- Appropriate, with preference for rate change corresponding with existing seasonal supply rates

### Interruptible Rates

- Inappropriate, due to concerns related to impact on public charging stations intended to accommodate long range travel. Residential EV charging stations typically are not coincident with system peak

### Load Management Techniques

- Appropriate, particularly when offered **in conjunction with EV TOU rate** offerings
- Load management may provide ratepayer benefit without costs of metering/billing upgrades

# Rate Design Standards for EV Charging Stations

## Order No. 26,394 (August 18, 2020) (Cont'd)

### Demand Charges

- May be appropriate for **high demand draw EVSE**, but not for **residential charging** applications
- Expect utilities to **consider**, but **not require utilities to file demand charge alternatives** in any high demand draw rate design proposals
- Expect any high demand draw rate design proposals would be informed by an assessment of the **costs and feasibility** of incorporating a **peak coincident demand charge component**, in an attempt to better align with cost causation

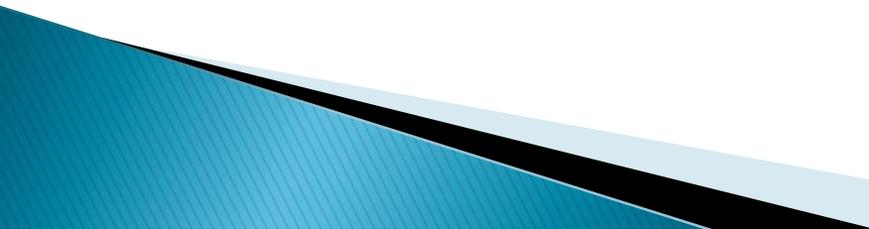
### Time of Day [Use] Rates

- Appropriate for EV Charging
- Order focuses on **separately metered EV TOU rate** rather than whole home/facility rate for homes with EVs,
- Finds value in Staff's suggestion that the utilities **assess feasibility of alternative metering options** (e.g.- meter embedded within the charger)
- EV TOU rate for Transmission, Distribution, **and Supply** Components
- Provides further guidance that proposals should have **peak to off peak differential of at least 3:1**, have **three periods** (e.g.- off peak, mid-peak, and peak), and a **peak period of no more than five hours**
- EV TOU proposals must **quantify incremental costs of billing, metering, and marketing** (et al.) associated with EV TOU rate proposals

# Rate Design Standards for Electric Vehicle Charging Stations

## Commission Next Steps

### Next Steps

- Embraces distinction drawn by Staff between **high demand draw** and **residential/small commercial charging** applications, and directs utilities to develop each EV TOU application consistent with order guidance
  - Proposals to include **testimony, projected costs,** and **illustrative tariff** language
  - **New docket** opened for the Commission to consider **utility-specific electric vehicle time of use rate proposals**
  - Staff directed to develop, with the input of the parties, **timeline for filing of electric vehicle time of use rate proposals** and further develop **alternative metering feasibility assessment concept and timeline**
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# Questions?

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