

February 28, 2025

VIA ELECTRONIC FILING

Andrew S. Johnston, Executive Secretary
Maryland Public Service Commission
William Donald Schaefer Tower
6 St. Paul Street, 16th Floor
Baltimore, MD 21202

**Re: Case No. 9478, Petition to Implement Multi-Family Home Electric Vehicle
Charger Service Rate Schedule**

Dear Secretary Johnston:

On July 17, 2024, The Potomac Edison Company ("PE" or "Potomac Edison") filed a proposal to implement a Multi-Family Home Electric Vehicle Charger Service ("MFH-EV") Rate Schedule (Maillog# 310916). In addition to the proposed new rate schedule, PE also included proposed revisions to its Electric Vehicle Charger Time of Use ("EV-TOU) Rider. On October 1, 2024, the Commission issued Order No. 91339 accepting Potomac Edison's proposal and directed Potomac Edison to file corresponding tariffs within six months.

Potomac Edison files herewith the following to be effective April 1, 2025:

- A clean and redline version of Schedule MFH-EV
- A clean and redline version of Page No. 3-2 to add the MFH-EV Rate Schedule to the Index
- A clean and redline version of Page No. 4-3 to add the MFH-EV Rate Schedule to the definition of Type I Standard Offer Service
- A clean compliance version of its EV-TOU, which is identical to the version previously approved by the Commission on October 1, 2024

A redline version of the proposed Schedule MFH-EV is compared to the version that was proposed on July 17, 2024, and approved by the Commission on October 1, 2024. The redlines include an update to the rates to reflect the Schedule R Electric Supply Charge rates that will go into effect on June 1, 2025, as approved at the Administrative Meeting on February 19, 2025 (Maillog# 315037). In addition, PE took into consideration the Commission's questions regarding the charging of sales and use tax for this schedule as it is considered a non-residential rate schedule and has proposed adding language to clarify that the surcharges, credits and taxes are those applicable to Schedule G.

Should there be any questions concerning this filing, please contact me.

Respectfully submitted,



Tori L. Giesler

TLG/mlr

cc: Case No. 9478 Service List

THE POTOMAC EDISON COMPANY

Electric P.S.C. Md. No. 54

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ISSUED BY SAMUEL L. BELCHER, JON TAYLOR, SENIOR VICE PRESIDENTIssued ~~March 25, 2019~~February 28, 2025Effective ~~March 23, 2019~~April 1, 2025~~Issued under Order No. 89072 dated March 22, 2019 in Case No. 9490.~~

THE POTOMAC EDISON COMPANY

Electric P.S.C. Md. No. 54

First Revision of

Original Page No. 4-3

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RULES AND REGULATIONS COVERING THE SUPPLY OF ELECTRIC SERVICE

1. DEFINITIONS (Concluded)

(z) "Type I Standard Offer Service (SOS)": Type I SOS is available for all non-residential Customers taking Service under Rate Schedules OL, AL, MSL, EMU, MU, LED and special lighting contracts for Hagerstown and Frederick; ~~and~~ for non-residential Customers taking Service under Rate Schedules C, G, C-A, and CSH that during the prior year do not have a metered 30-minute billing demand that equals or exceeds 25 kW; energy consumption in excess of 6,000 kWh in any two consecutive Non-Summer billing months; or a monthly energy consumption that exceeds 7,500 kWh for a single Summer billing month; and for non-residential Customers taking Service under Rate Schedule MFH-EV. Summer billing months shall include the billing months of June through September, whereas Non-Summer billing months shall consist of all other billing months. Type I SOS includes an administrative charge of \$0.00550 per kilowatt-hour.

(aa) "Type II Standard Offer Service (SOS)": Type II SOS is available for non-residential Customers taking Service under Rate Schedules C, G, C-A, and CSH that are not eligible for Type I SOS, and for non-residential Customers taking Service under Rate Schedule PH with a PJM capacity peak load contribution less than 600 kilowatts as of June 1st of each year. Type II SOS includes an administrative charge of \$0.00600 per kilowatt-hour.

(bb) "Universal Service Program (USP)": A program that helps low-income Customers maintain electric Service, includes Customer bill assistance and payment programs, termination of Service protection, and policies and Services that help low-income Customer to reduce or manage energy consumption in a cost-effective manner.

(cc) "Variable Distribution Charge": Charge to recover the balance of distribution costs, not recovered in the Fixed Distribution Charge, which are stated as variable charges and based on the billing determinants to which they are most closely associated.

ISSUED BY SAMUEL L. BELCHERK, JON TAYLOR, SENIOR VICE PRESIDENT

Issued ~~March 25, 2019~~ February 28, 2025
202549

Effective ~~March 23~~ April 1,

~~Issued under Order No. 89072 dated March 22, 2019 in Case No. 9490.~~

THE POTOMAC EDISON COMPANY

Electric P.S.C. Md. No. 54
Original Page No. 6-2

**MULTI-FAMILY HOME ELECTRIC VEHICLE CHARGER SERVICE
SCHEDULE "MFH-EV"**

AVAILABILITY

Available for Service to separately metered, Customer-owned electric vehicle service equipment ("EVSE") installed at multi-family housing ("MFH") locations for non-commercial charging of electric vehicles operated by residents or residents' visitors. Participation in this schedule will be restricted to Customers taking service at a nominal operating voltage of 240 volts or below. Maximum charging demand at the EVSE port level shall not exceed 20 kilowatts. All applicable surcharges, credits and taxes shall apply.

MONTHLY RATE

DISTRIBUTION CHARGES

FIXED DISTRIBUTION CHARGE

\$6.00 per month.

VARIABLE DISTRIBUTION CHARGE

Energy Charge

All kilowatt-hours..... \$0.02287 per kilowatt-hour

TRANSMISSION CHARGE

Energy Charge

All kilowatt-hours..... \$0.00396 per kilowatt-hour

The Transmission Charge is based on PJM's Open Access Transmission Tariff which will change from time to time and is subject to FERC approval.

ELECTRIC SUPPLY CHARGE

<u>Summer</u>	<u>Non-Summer</u>
<u>06-01-2024 thru</u>	<u>10-01-2024 thru</u>
<u>09-30-2024</u>	<u>05-31-2025</u>

Energy Charge

All kilowatt-hours..... ~~\$0.08856 per kilowatt hour~~..... \$0.09302 per kilowatt-hour

<u>Summer</u>	<u>Non-Summer</u>
<u>06-01-2025 thru</u>	<u>10-01-2025 thru</u>
<u>09-30-2025</u>	<u>05-31-2026</u>

Energy Charge

All kilowatt-hours..... \$0.09803 per kilowatt-hour..... \$0.09806 per kilowatt-hour

The Transmission and Electric Supply Charges apply only to Customers receiving SOS from the Company. These charges do not apply to Customers obtaining Competitive Power Supply.

ISSUED BY K. JON TAYLOR, SENIOR VICE PRESIDENT

Issued February XX, 2025

Effective April 1, 2025

THE POTOMAC EDISON COMPANY

Electric P.S.C. Md. No. 54
Original Page No. 6-3

MULTI FAMILY HOME ELECTRIC VEHICLE CHARGER SERVICE
SCHEDULE "MFH-EV" (Concluded)

TERM

Month to month basis.

LATE PAYMENT CHARGE

Applies to this schedule as set forth in Company Rule No. 12 of this tariff.

GENERAL

Service supplied is subject to the Rules and Regulations Covering the Supply of Electric Service, and the "Customer Guide for Electric Service-Maryland".

Service under this schedule is limited to electric vehicle charging and shall not be available for any other purpose without prior written approval from the Company.

All installations shall be separately metered and are subject to connection fees as set forth in Company Rule No. 18 of this tariff.

The Customer is responsible for maintenance and repair of all Customer-owned facilities, including the EVSE.

All applicable surcharges, credits and taxes shall apply in accordance with Schedule "G".

ISSUED BY K. JON TAYLOR, SENIOR VICE PRESIDENT

Issued February 28, 2025

Effective April 1, 2025

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05-31-2025

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Issued February 28, 2025

Effective April 1, 2025

MULTI FAMILY HOME ELECTRIC VEHICLE CHARGER SERVICE
SCHEDULE "MFH-EV" (Concluded)

TERM

Month to month basis.

LATE PAYMENT CHARGE

Applies to this schedule as set forth in Company Rule No. 12 of this tariff.

GENERAL

Service supplied is subject to the Rules and Regulations Covering the Supply of Electric Service, and the "Customer Guide for Electric Service-Maryland".

Service under this schedule is limited to electric vehicle charging and shall not be available for any other purpose without prior written approval from the Company.

All installations shall be separately metered and are subject to connection fees as set forth in Company Rule No. 18 of this tariff.

The Customer is responsible for maintenance and repair of all Customer-owned facilities, including the EVSE.

All applicable surcharges, credits and taxes shall apply in accordance with Schedule "G".

ISSUED BY K. JON TAYLOR, SENIOR VICE PRESIDENT

Issued February 28, 2025

Effective April 1, 2025

THE POTOMAC EDISON COMPANY

Electric P.S.C. Md. No. 54

Second Revision of

Original Page No. 30

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Original Page No. 30

ELECTRIC VEHICLE CHARGER TIME OF USE RIDER

AVAILABILITY

Available to residential Customers served under Schedule R and Customers served under Schedule MFH-EV who install a Company-qualified smart Electric Vehicle ("EV") Level 2 charger or have a Company-qualified EV with telematic capabilities. This Rider is voluntary and offers Customers the opportunity to receive time of use ("TOU") Electric Supply rates for charging an EV battery with a Company-qualified smart EV Level 2 charger. Customers served under Schedule R may also receive TOU Electric Supply rates for charging an EV battery with a Company-qualified EV with telematic capabilities. Customers must agree to share the charging data from their smart EV Level 2 charger or EV telematics via remote access with the Company.

Customers must meet all the following eligibility requirements to receive Service under this Rider:

- (1) Must be receiving Residential SOS under Schedule R or SOS under Schedule MFH-EV;
- (2) Cannot be enrolled under the Net Energy Metering Rider, Net Energy Metering Virtual Meter Aggregation Service and/or the Community Solar Energy Generation Systems Pilot Program;
- (3) Must have an online account with the Company;
- (4) Cannot have multiple metered premises linked to one Company account; and
- (5) Cannot have an Electronic Data Interchange billing type.

TOU RATE

In addition to the charges billed under Schedule R or Schedule MFH-EV, the following adjustments shall apply:

An incremental credit of 2 cents per kilowatt-hour off the Electric Supply Charge for EV charging usage during Off-Peak hours.

An incremental charge of 2 cents per kilowatt-hour added to the Electric Supply Charge for EV charging usage during On-Peak hours.

On-Peak hours are Monday through Friday from 6 a.m. to 11 p.m. Eastern Prevailing Time, excluding Off-Peak Holidays. Off-Peak Holidays are New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. In the event an Off-Peak Holiday occurs on a Sunday, the Monday immediately following that Sunday shall be considered Off-Peak. If the Off-Peak Holiday occurs on a Saturday, the Off-Peak remains on that Saturday.

Off-Peak hours are all other hours not identified as On-Peak.

ISSUED BY K. JON TAYLOR, SENIOR VICE PRESIDENT

Issued February 28, 2025

Effective April 1, 2025

ELECTRIC VEHICLE CHARGER TIME OF USE RIDER (Concluded)

TERM

Month to month basis.

GENERAL

Qualifying smart EV Level 2 chargers and EVs with telematics are available on the Company's website at www.firstenergycorp.com.

The Customer is responsible for maintenance and enabling the smart capabilities of the smart EV Level 2 charger and connection to the premise's wireless network.

TOU Rate adjustments identified in this Rider:

- (1) Are in addition to the charges identified in Schedule R or Schedule MFH-EV along with all applicable surcharges and taxes;
- (2) Will be reflected in Schedule R or Schedule MFH-EV Electric Supply Charge revenues and reconciled in the Energy Cost Adjustment Surcharge; and
- (3) Will not be provided in instances where the Company cannot obtain charging data from the Customer's smart EV Level 2 charger or EV telematics. If there is a delay in the Company or Company's designated vendor from receiving the EV charger or EV telematic usage data, then the Customer's metered consumption will be charged without the TOU Rate adjustments identified in this Rider. In such an instance, TOU Rate adjustments will be provided to the Customer on their next monthly bill as long as the delay in receiving EV charger or EV telematic usage data is less than 60 days. The Company is unable to provide TOU Rate adjustments for EV charger or EV telematic usage data received 60 days after the date of use.

Service supplied is subject to the Company's Rules and Regulations Covering the Supply of Electric Service.

ISSUED BY K. JON TAYLOR, SENIOR VICE PRESEIDENT

Issued February 28, 2025

Effective April 1, 2025