

Michigan EV Policy Bootcamp

Commissioner Tremaine Phillips
10.09.20

Who We Are



**Commissioner
Tremaine Phillips**



**Chair
Daniel Scripps**



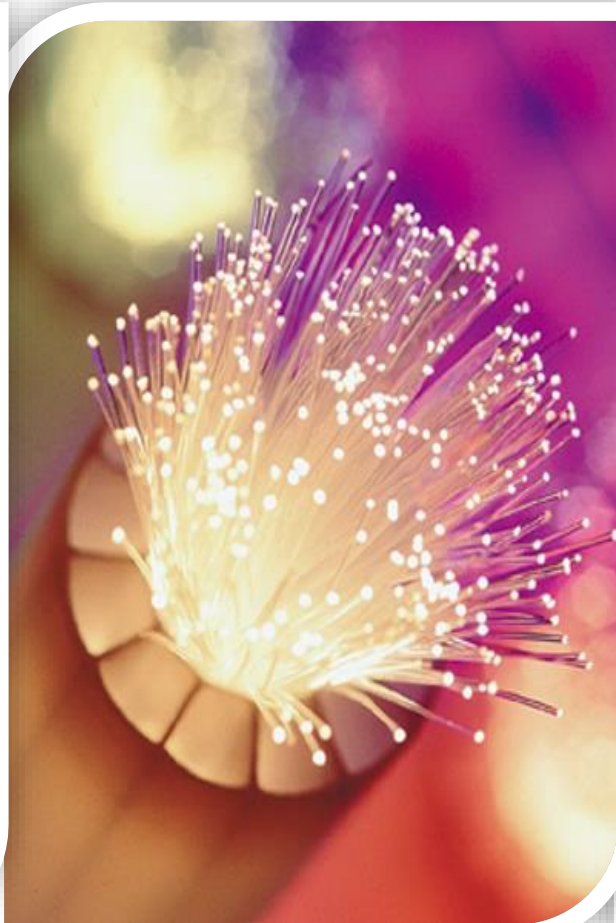
**Commissioner
Sally Talberg**

Mission: Protect the public by ensuring **safe, reliable, and accessible energy** and **telecommunications services** at reasonable rates for Michigan's residents

Electric



Telecom



Gas

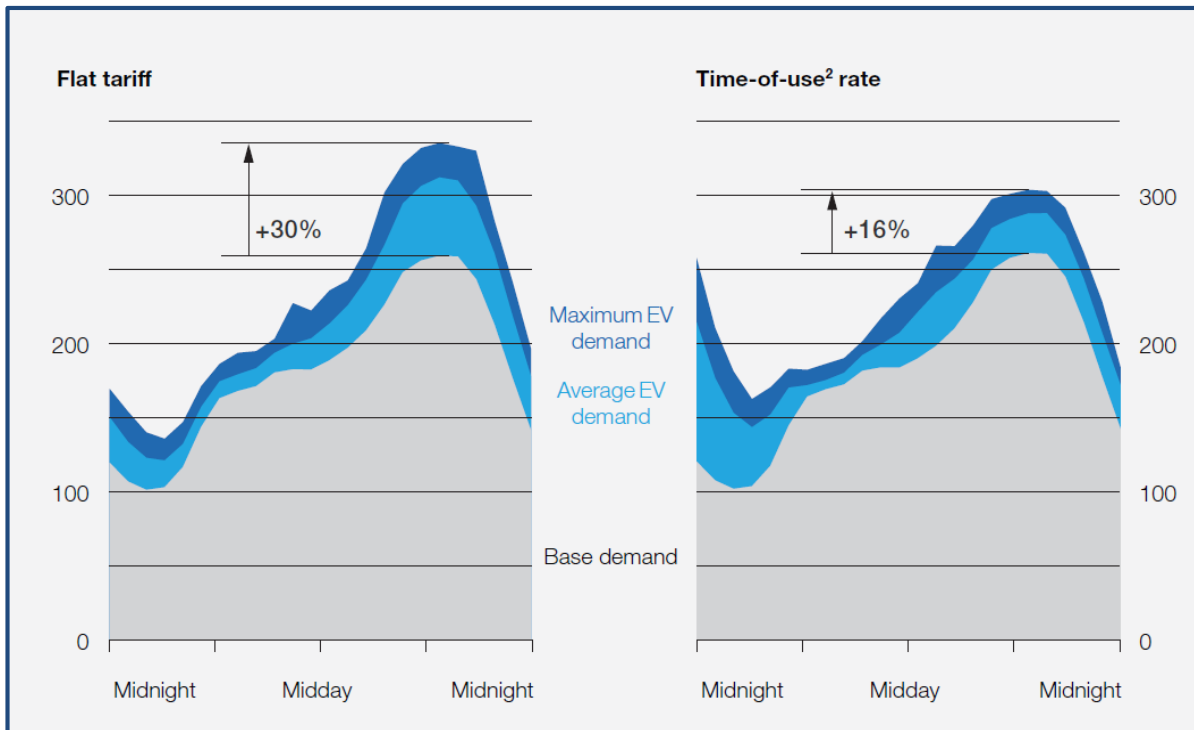


Vehicle Electrification Priorities

Impacts on the Grid & Utility Customers

Implementation of Innovative Rate Design

Make-Ready Investments & Integration of Solar or Storage



By 2030, EVs will likely not lead to enough additional power demand to require new generation, but EV growth will result in a significant shift in load curves.

Source: McKinsey & Company

Utility EV Pilot Programs

- Convened two technical conferences on emerging EV issues (2017 & 2018) and requested EV pilot programs be included in utility rate cases (Case No. U-18368).

DTE Electric Charging Forward (U-20162)

- 3-year \$13M pilot
- Rebates:**
 - \$500 for Residential Level 2
 - Up to \$2,500 Commercial Level 2
 - Up to \$20k Commercial DCFC
 - Fleets (public transit, buses, shared mobility)
- TOU:**
 - Off-peak rates

Consumers Energy PowerMIDrive (U-20134)

- 3-year \$10M pilot
- Rebates:**
 - \$500 Residential Level 2
 - Up to \$5,000 Commercial Level 2
 - Up to \$70k Commercial DCFC
- TOU:**
 - Off-peak rate (90% avoid peak)

I&M IM Plugged In (U-20282)

- 4.5 years \$675,000 pilot
- Rebates:**
 - \$500 for Residential Level 2
 - Up to \$2,500 Commercial Level 2
- TOU:**
 - Off-peak rate

Next Steps

- Filing of the next phase of EV pilot programs in upcoming utility rate cases
- Convening of the MI Power Grid **New Technologies and Business Models Workgroup**
 - Fleet vehicle management and integration
 - EV charging + solar and/ or energy storage applications
 - Dynamic pricing, demand charges and other rate mechanisms
 - Vehicle-to-Grid technology



www.Michigan.gov/mipowergrid

