

GREEN MOUNTAIN POWER CORPORATION
Analysis of Monthly Capacity Benefit of EV Charger Control

Year	FCM (\$/kW-yr) Adjusted for Value Lag	RNS (\$/kW-yr) Adjusted for Value Lag	
1	\$ -	\$ 120.18	
2	32.41	126.26	
3	49.75	131.13	
4	46.13	135.85	
5	47.06	140.40	
6	54.77	144.97	
7	60.70	149.68	
8	61.91	154.54	
9	63.15	159.57	
10	64.41	164.75	
WACC	6.24%	6.24%	
NPV	\$ 328.95	\$ 1,021.23	
Levelized \$/kW-yr	\$ 45.20	\$ 140.33	
Loss Factor to Input	8.9%	8.9%	
Reserve Margin	35.0%	0.0%	
Levelized \$/kW-yr	\$ 66.46	\$ 152.82	
EV Charge Connected Load (kW)	5.250	5.250	
Peak Coincidence Factor	7.20%	14.09%	
Coincident kW (kW)	0.378	0.740	
Availability of Wi-Fi Communication	95.0%	95.0%	
Available Coincident kW (kW)	0.359	0.703	
Accuracy of Peak Prediction	100.0%	90.0%	
Expected Curtailment kW (kW)	0.359	0.632	
Value of Curtailment (per year)	\$ 23.87	\$ 96.66	Total \$ 120.53
Value of Curtailment (per month)			\$ 10.04
Share of Value with EV Participant			100%
Monthly Capacity Benefit to Participant			\$ 10.04

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Analysis of Monthly Energy Benefit of EV Charger Load Shape vs Rate 1

2017 Hourly Rate 1 Load shape multiplied by 2017 Hourly LMP (\$/kWh)	\$ 0.03709
24-hour EV Charger Load shape multiplied by 2017 Hourly LMP (\$/kWh)	<u>\$ 0.03374</u>
Difference between Energy value of load shapes (\$/kWh)	\$ 0.00335
Loss Adjustment to Input	<u>8.9%</u>
Difference between Energy value of load shapes (\$/kWh)	\$ 0.00365
Monthly EV Charger Energy Use	<u>318</u>
Energy Benefit of EV Charger Load Shape vs Rate 1 Load Shape (per month)	\$ 1.16
Share of Value with EV Participant	<u>100%</u>
Energy Benefit of EV Charger to Participant (per month)	\$ 1.16

EV kWh/mo. 318

Customer EV Discount (FCM/RNS) (\$/mo.) \$ 10.04
 Cost-based discount (Capacity) (\$/kWh) \$ 0.03158
 Customer EV Discount (LMP) (\$/mo.) \$ 1.16
 Cost-based discount (Energy) (\$/kWh) \$ 0.00365
 Total Cost-Based EV Discount (\$/mo.) \$ 11.20
 Total Cost-Based EV Discount (\$/kWh) \$ 0.03523

CASE 1: EV Charging Remains Uncontrolled on Rate 1

	Monthly Billing Units	Rate 1 Rates	Monthly Bill
Residual Household			
Customer Charge	30	0.493 \$	14.79
Peak kWh	178	0.16893 \$	30.07
OffPeak kWh	372	0.16893 \$	62.84
			\$ 107.70
EV Charger		Rate 1 Rates	
Peak kWh	0	0.16893 \$	-
OffPeak kWh	318	0.16893 \$	53.72
			\$ 53.72
Total Bill Including EV Charger			\$ 161.42

CASE 2: Cost-Based Metered EV Rate

	Monthly Billing Units	Rate 1 Rates	Monthly Bill
Residual Household			
Customer Charge	30	0.493 \$	14.79
Peak kWh	178	0.16893 \$	30.07
OffPeak kWh	372	0.16893 \$	62.84
			\$ 107.70
EV Charger		Rate 1-EV Rates	
Peak kWh	0	0.13370 \$	-
OffPeak kWh	318	0.13370 \$	42.52
			\$ 42.52
Savings attributed to EV on Rate 1EV ==>			\$ 150.22
			\$ (11.20)
Note1: This is a cost-based discount.			

CASE 3: Whole house conversion to TOU Rate 11

Residual Household	Monthly		Monthly
	Billing Units	Rate 11 Rates	
Customer Charge	30	0.652	\$ 19.56
Peak kWh	178	0.26825	\$ 47.75
OffPeak kWh	372	0.11434	\$ 42.53
			\$ 109.84
Rate 11 Rates			
EV Charger			
Peak kWh	24	0.26825	\$ 6.31
OffPeak kWh	294	0.11434	\$ 33.67
			\$ 39.98
			\$ 149.82
Savings attributed to EV on Rate 11 ==>			
Savings attributed to household on Rate 11 ==>			
			\$ (13.74)
			\$ 2.14
			\$ (11.60)
Note1: Customers can create additional savings by shifting non-EV load to off-peak periods.			
Note2: Customer EV use on Rate 11 is slightly over-compensated compared to the value of avoiding capacity and energy.			
Note3: Customer has an opportunity to create more savings by shifting all EV energy to off peak.			
			\$ (3.62)

CASE 4: Cost-Based Metered TOU EV Rate

Residual Household	Monthly		Monthly
	Billing Units	Rate 1 Rates	
Customer Charge	30	0.493	\$ 14.79
Peak kWh	178	0.16893	\$ 30.07
OffPeak kWh	372	0.16893	\$ 62.84
			\$ 107.70
Rate EV-TOU Rates			
EV Charger			
Peak kWh	40	0.16893	\$ 6.82
OffPeak kWh	278	0.12857	\$ 35.69
			\$ 42.52
			\$ 150.22
Savings attributed to EV on Rate EV-TOU ==>			
			\$ (11.20)
Note1: No opportunity for additional savings on whole house TOU rate.			
Note3: Customer has an opportunity to create more savings by shifting all EV energy to off peak.			
			\$ (1.63)