

PENNSYLVANIA PUBLIC UTILITY COMMISSION
Harrisburg, Pennsylvania 17120

**Petition of PPL Electric Utilities
Corporation for Approval of a Minor
Change to its Act 129 Phase IV Energy
Efficiency and Conservation Plan**

**Public Meeting held March 27, 2025
3020824-OSA
Docket No. M-2020-3020824**

STATEMENT OF CHAIRMAN STEPHEN M. DeFRANK

Before the Pennsylvania Public Utility Commission (Commission) for consideration and disposition is a Petition for Reconsideration of Staff Action (Petition) filed by PPL Electric Utilities Corporation (PPL). The Petition seeks approval of a minor change to PPL's Act 129 Phase IV Energy Efficiency and Conservation (EE&C) Plan. The minor change proposes adding a residential electric vehicle (EV) charging pilot program to PPL's portfolio of residential pilot programs. The EV charging pilot intends to incentivize the adoption of Level 2, ENERGY STAR EV chargers through dealership partnerships, customer rebates and instant discounts. PPL asserts that these chargers use 40% less energy than a standard EV charger when in standby mode and accordingly, PPL expects to claim approximately 60,500 kWh in annual savings. The EV charging pilot program would also gather data on charging load shapes that could help inform PPL's EV charging rate design, and would track and report on pilot program participation, customer marketing and installation preferences. No answers or comments were filed to the Petition.

I support approving the EV charging pilot program. As I mentioned in a previous Statement,¹ the programs under Act 129 are among the most important tools available to the Commission when addressing the issue of guaranteeing adequate electric supply. I encourage electric distribution companies to consider cost-effective programs under Act 129 as creative solutions to the question of resource adequacy.

The benefits of PPL's EV charging pilot program are two-fold: energy savings and information gathering. In terms of energy savings, the overall Total Resource Cost (TRC) benefit-cost ratio of the EE&C Plan, including the EV charging pilot program, will remain at 1.15, which satisfies the Act 129 cost-effectiveness compliance requirement. The individual TRC benefit-cost ratio of the EV charging pilot program itself will likely become more valuable as electricity becomes scarcer and the cost of the commodity increases.

As for information gathering, the EV charging pilot program will assist PPL in understanding potential impacts on its distribution system as EV adoption increases. This purpose could be used toward the development of a tariff specifically for electric-vehicle charging customers, consistent with the Commission's recently published Final Policy Statement

¹ *Energy Efficiency & Conservation Program*, Docket No. M-2025-3052826 (Tentative Implementation Order entered February 20, 2025), Statement of Chairman Stephen M. DeFrank.

on rate design for EV charging.² For these reasons, I believe that PPL's EV charging pilot program is reasonable and in the public interest.

Date: March 27, 2025



Stephen M. DeFrank
Chairman

² *Electric Utility Rate Design for Electric-Vehicle Charging*, Docket No. M-2023-3040755 (Final Policy Statement Order entered January 7, 2025); 55 Pa.B. 1447.