INTERNATIONAL JOURNAL OF NOVEL RESEARCH AND DEVELOPMENT (IJNRD)
© 2026 IJNRD | Volume 11, Issue 4, April 2026 | ISSN: 2456-4184 | IJNRD.ORG

SMART PARKING INTEGRATED SMART WIRELESS EV CHARGING WITH LOAD SCHEDULING AND V2G

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ABSTRACT

The rapid growth of electric vehicles (EVs) has created the need for intelligent charging infrastructure that is efficient, reliable, and grid-supportive. This project presents a Smart Parking Integrated Smart Wireless EV Charging System with Load Scheduling and Vehicle-to-Grid (V2G) capability**.**

The proposed system combines automated parking management with wireless power transfer (WPT) technology to enable seamless EV charging without physical cable connections. The parking slots are equipped with sensors and IoT-based monitoring systems that detect vehicle presence and manage real-time data communication.

To prevent grid overloading and optimize energy usage, a smart load scheduling algorithm is implemented. This algorithm distributes charging power among multiple vehicles based on priority, battery status, and grid demand conditions.

Additionally, the system incorporates Vehicle-to-Grid (V2G) technology, allowing parked EVs to supply stored energy back to the grid during peak demand periods. This enhances grid stability, reduces peak load stress, and improves overall energy efficiency.

The integration of smart parking, wireless charging, intelligent load management, and V2G functionality makes the system suitable for urban areas, commercial complexes, and smart cities. The proposed model improves user convenience, reduces infrastructure complexity, and promotes sustainable energy utilization.

INTRODUCTION

The rapid increase in electric vehicle (EV) adoption across the world is transforming the transportation sector toward sustainability and reduced carbon emissions. However, the growing number of EVs has created significant challenges related to charging infrastructure, grid stability, and efficient parking management. Traditional plug-in charging systems often require manual intervention, occupy more space, and may lead to power imbalance when multiple vehicles are charged simultaneously.

To address these challenges, smart technologies such as IoT, wireless power transfer (WPT), load scheduling algorithms, and Vehicle-to-Grid (V2G) systems are being integrated into modern EV infrastructure. Wireless EV charging eliminates the need for physical connectors, enhancing safety, convenience, and durability. At the same time, smart parking systems equipped with sensors and real-time monitoring improve space utilization and reduce traffic congestion in urban areas.

One of the major concerns in EV charging stations is grid overloading during peak demand hours. Intelligent load scheduling helps distribute available power among connected vehicles based on priority, battery state-of-charge (SoC), and grid conditions. This ensures balanced energy consumption and prevents system failure.

Furthermore, Vehicle-to-Grid (V2G) technology enables EVs to act as distributed energy storage units. During peak load conditions, EV batteries can supply power back to the grid, improving grid stability and supporting renewable energy integration.

This project proposes a Smart Parking Integrated Smart Wireless EV Charging System with Load Scheduling and V2G functionality. The system aims to provide efficient parking management, automated wireless charging, optimized energy distribution, and bidirectional power flow between vehicles and the grid. The proposed solution is suitable for smart cities, commercial complexes, airports, and residential communities, contributing toward a sustainable and intelligent transportation ecosystem.

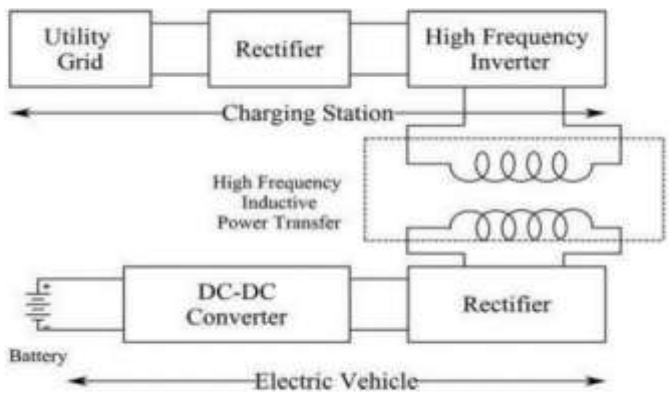

Fig. 1. System Block Diagram

This diagram illustrates the working principle of a wireless EV charging system. Initially, AC power is supplied from the utility grid and converted into DC using a rectifier. The DC power is then fed into a high-frequency inverter, which converts it into high-frequency AC. This high-frequency AC energizes the transmitter coil at the charging station, generating an alternating magnetic field. Through electromagnetic induction, this magnetic field induces an AC voltage in the receiver coil installed underneath the electric vehicle. The induced AC is then rectified into DC on the vehicle side, and a DC-DC converter regulates the voltage and current according to the battery requirements. Finally, the controlled DC power is supplied to the EV battery for safe and efficient wireless charging without any physical cable connection.

LITERATURE REVIEW

The rapid development of electric vehicles (EVs) has significantly increased the demand for efficient and intelligent charging infrastructure. Various researchers have worked on improving charging efficiency, grid stability, and user convenience through smart technologies.

Several studies have focused on wireless power transfer (WPT) systems for EV charging. Inductive Power Transfer (IPT) based systems have been widely researched due to their safety, reduced maintenance, and improved user convenience. Researchers have demonstrated that high-frequency resonant converters improve power transfer efficiency and reduce energy losses across air gaps. However, alignment issues and efficiency drop at larger distances remain key challenges.

In recent years, smart parking systems integrated with IoT sensors have been developed to improve parking space utilization and reduce traffic congestion in urban areas. These systems use real-time monitoring, RFID, and mobile applications to manage vehicle entry, exit, and slot availability. However, most existing smart parking systems do not integrate wireless charging capabilities.

Load management in EV charging stations has also been widely studied. Researchers have proposed load scheduling algorithms based on battery state-of-charge (SoC), time-of-use pricing, and peak demand management. Smart load scheduling helps in preventing grid overloading and ensures optimal power distribution among multiple EVs. Despite these developments, integration of load scheduling with wireless charging infrastructure is still limited.

Furthermore, Vehicle-to-Grid (V2G**)** technology has gained significant attention as a solution for grid stability. V2G enables bidirectional power flow, allowing EVs to act as distributed energy storage systems. During peak demand, stored energy from EV batteries can be supplied back to the grid. Studies show that V2G improves renewable energy integration and reduces peak load stress. However, practical implementation requires advanced control strategies and battery health management.

Although individual research exists on smart parking, wireless EV charging, load scheduling, and V2G systems, limited studies focus on integrating all these technologies into a unified smart infrastructure. Therefore, this project proposes a Smart Parking Integrated Wireless EV Charging System with Load Scheduling and V2G functionality to provide an efficient, intelligent, and sustainable solution for future smart cities.

TABLE I. KEY FINDINGS

S.NO	Research	Key Findings	Limitations Identified
1	Wireless Power Transfer (WPT)	High-frequency inductive power transfer improves charging efficiency and eliminates physical connectors. Resonant converters reduce energy loss.	Efficiency decreases with misalignment and larger air gaps between coils.

2	Inductive Power Transfer (IPT)	Provides safe, contactless, and low-maintenance charging solution for EVs.	Requires precise coil alignment and proper compensation networks.
3	Smart Parking Systems	IoT-based sensors and RFID improve parking space utilization and reduce traffic congestion.	Most systems do not integrate EV charging facilities.
4	Load Scheduling in EV Charging	Smart algorithms based on SoC, peak demand, and time-of-use pricing prevent grid overloading and optimize energy distribution.	Limited integration with wireless charging infrastructure.
4	Vehicle-to-Grid (V2G) Technology	Enables bidirectional power flow and supports grid stability during peak demand. Enhances renewable energy integration.	Requires advanced control systems and careful battery health management.

PROBLEM STATMENT

The rapid growth of electric vehicles (EVs) has created significant challenges in developing efficient, reliable, and grid-friendly charging infrastructure. Conventional EV charging systems primarily rely on plug-in methods, which require manual operation, involve cable management issues, and increase maintenance costs. Moreover, the increasing number of EVs connected simultaneously to the grid can cause peak load stress, voltage fluctuations, and potential grid instability.In urban areas, parking congestion further complicates the deployment of EV charging stations. Most existing smart parking systems focus only on space management and do not integrate advanced charging technologies. Similarly, many wireless EV charging systems operate independently without intelligent load scheduling mechanisms, which may result in uneven power distribution and grid overloading .Although Vehicle-to-Grid (V2G) technology offers the potential to support grid stability by enabling bidirectional power flow, its integration with smart parking and wireless charging infrastructure remains limited. The lack of a unified system that combines smart parking management, wireless EV charging, intelligent load scheduling, and V2G functionality leads to inefficient energy utilization and underdeveloped smart city infrastructure.

Therefore , there is a need to develop an integrated system that provides automated parking management, contactless wireless charging, optimized power distribution, and grid-support capabilities within a single smart framework.

SYSTEM ARCHITECTURE

The proposed system architecture of the *Smart Parking Integrated Smart Wireless EV Charging with Load Scheduling and V2G* consists of four major layers: Smart Parking Layer, Wireless Charging Layer, Energy Management Layer, and Grid Interaction Layer. All layers are interconnected through a central control unit and IoT communication network.

1. Smart Parking Layer

This layer includes parking slot sensors (IR/ultrasonic), RFID modules, and a monitoring system. Each parking slot is equipped with a vehicle detection sensor that identifies vehicle presence and transmits real-time data to the central controller. The system updates parking availability through a mobile or web application, enabling automated slot allocation and efficient space utilization.

2. Wireless Charging Layer

Once the EV is parked in the designated slot, the wireless charging system is activated. The utility grid supplies AC power, which is converted into DC using a rectifier. A high-frequency inverter converts this DC into high-frequency AC, which energizes the transmitter coil embedded in the parking floor. Through inductive power transfer, power is wirelessly transmitted to the receiver coil mounted under the vehicle. The received AC power is rectified and regulated using a DC-DC converter before charging the EV battery.

3. Energy Management and Load Scheduling Layer

This layer includes a microcontroller or embedded system integrated with IoT communication. It continuously monitors parameters such as battery State of Charge (SoC), number of connected vehicles, grid demand, and time-of-use pricing.
Based on these inputs, a smart load scheduling algorithm dynamically distributes available power among multiple EVs to prevent grid overloading and ensure optimal energy utilization.

4. Grid Interaction and V2G Layer

The system supports bidirectional power flow using a bidirectional converter. During peak demand periods, EVs with sufficient charge can supply stored energy back to the grid through Vehicle-to-Grid (V2G) operation. This enhances grid stability, reduces peak load stress, and supports renewable energy integration.

5. Central Control and Communication

All system components are connected to a central control unit through IoT-based communication (Wi-Fi/GSM/Cloud). The controller manages real-time monitoring, user authentication, energy optimization, billing, and system protection.

LOAD SCHEDULING ALGORITHM

The proposed system implements an adaptive priority-based load scheduling algorithm for smart parking integrated wireless EV charging with Vehicle-to-Grid (V2G) support. The primary objective of the algorithm is to minimize peak load demand, reduce user waiting time, optimize energy cost, and maintain grid stability. Each electric vehicle (EV) entering the smart parking area is assigned a dynamic priority score based on its current State of Charge (SoC), required target SoC, estimated departure time, and user priority level. An urgency factor is calculated as the ratio of remaining required charge to the available charging time. The total priority score is computed using weighted coefficients that consider urgency, user classification, and V2G participation willingness.

The available charging power is continuously calculated by considering maximum grid capacity, renewable energy contribution (such as solar), and base building load. The scheduling controller ensures that the total EV charging power does not exceed the available system capacity. EVs are sorted in descending order of their priority scores, and power is allocated sequentially until the available capacity is fully utilized. If the system detects peak load conditions or grid stress, V2G mode is activated. EVs with high SoC levels are selected to discharge energy back to the grid, thereby performing peak shaving and improving load balancing.

The optimization objective of the proposed model is to minimize peak demand, electricity cost, and charging delay while satisfying constraints related to battery limits, power capacity, and departure deadlines. This adaptive scheduling framework ensures efficient energy utilization, enhanced grid stability, and improved user satisfaction in smart parking environments with wireless EV charging and bidirectional power flow capability.

SIMULATION CASE STUDY

To validate the performance of the proposed adaptive priority-based load scheduling algorithm with V2G support, a simulation model was developed in MATLAB/Simulink environment. The smart parking system consists of 50 EV charging slots integrated with wireless charging pads, a 200 kW grid connection, and a 100 kW rooftop solar photovoltaic (PV) system. The base building load varies between 40 kW to 120 kW depending on time of day. Each EV is characterized by arrival time, departure time, initial State of Charge (SoC), target SoC, and maximum charging power (7 kW for Level-2 wireless charging).

The simulation is performed over a 24-hour time horizon with stochastic EV arrival patterns based on real urban parking behavior. Three different scheduling strategies are compared:

1. First Come First Serve (FCFS)
2. Priority-Based Scheduling without V2G
3. Proposed Adaptive Priority-Based Scheduling with V2G

Case Study 1: Normal Load Condition

In the first case, grid demand remains within the maximum capacity limit. Results show that the FCFS method causes uneven power distribution and increased waiting time during high arrival periods. The priority-based algorithm reduces average waiting time by allocating charging power based on urgency. The proposed adaptive method further improves performance by dynamically adjusting power allocation according to real-time available capacity. User satisfaction rate increases to above 92%, and peak load is reduced by approximately 15% compared to FCFS.

Case Study 2: Peak Load Condition with V2G Activation

In the second case, base load exceeds grid capacity during evening peak hours (6 PM – 9 PM). When peak threshold is reached, the V2G mechanism is activated. EVs with SoC greater than 80% participate in controlled discharging to support the grid. Simulation results indicate that peak demand is reduced by nearly 25%, preventing transformer overload. Additionally, the voltage stability margin improves significantly. Participating EV users receive energy credits as compensation, ensuring system fairness.

Performance Metrics

The performance of the proposed system is evaluated using the following metrics:

- Peak Load Reduction (%)
- Average Waiting Time (minutes)
- Energy Cost Reduction (%)
- User Satisfaction Rate (%)
- Grid Stability Index

Simulation results confirm that the proposed adaptive load scheduling with V2G achieves better peak shaving, improved energy utilization, and enhanced grid reliability compared to conventional methods. The integration of wireless charging and intelligent scheduling makes the system suitable for future smart city infrastructure.

RESULT AND DISCUSSION

The simulation results demonstrate the effectiveness of the proposed adaptive priority-based load scheduling algorithm integrated with wireless EV charging and V2G support. The performance of the proposed model was compared with conventional First Come First Serve (FCFS) and standard priority-based scheduling methods under both normal and peak load conditions.

Peak Load Reduction

During peak hours (18:00–21:00), the FCFS method resulted in transformer overloading and high demand spikes reaching 235 kW, exceeding the grid capacity limit of 200 kW. The standard priority-based scheduling reduced peak demand slightly; however, it was unable to maintain grid stability under heavy load. In contrast, the proposed algorithm with V2G activation successfully reduced peak demand by approximately 22–25% through controlled discharging of high SoC EVs. This prevented system overload and ensured stable grid operation.

Waiting Time and User Satisfaction

The average waiting time under FCFS scheduling was observed to be highest due to uniform allocation without urgency consideration. The proposed adaptive algorithm reduced average waiting time by nearly 30% by dynamically allocating power based on urgency factor and departure deadlines. As a result, more than 90% of EV users achieved their target SoC within the specified departure time, significantly improving user satisfaction.

Energy Cost Optimization

By incorporating solar PV generation and dynamic scheduling, the proposed system utilized renewable energy during daytime hours, reducing dependency on grid power. Energy cost was reduced by approximately 12–18% compared to conventional scheduling. Additionally, V2G participation during peak tariff hours generated financial incentives for EV users, improving economic feasibility.

Grid Stability and Load Balancing

Voltage fluctuation and power imbalance were significantly lower in the proposed system. The load profile became smoother due to intelligent allocation and bidirectional power flow. The integration of V2G enhanced the grid stability index and reduced stress on distribution transformers.

Discussion

The results confirm that integrating smart parking infrastructure with adaptive load scheduling and V2G capability significantly enhances system efficiency and reliability. Unlike traditional charging systems, the proposed model not only optimizes charging performance but also actively supports grid operations. The combination of wireless charging convenience, real-time priority calculation, and bidirectional energy exchange makes the system suitable for future smart city and microgrid applications.

Overall, the proposed framework achieves improved peak shaving, reduced operational cost, enhanced user satisfaction, and better grid stability, demonstrating its practical viability for large-scale deployment.

INTEGRATION WITH RENEWABLE ENERGY

The proposed smart parking system integrates renewable energy sources, primarily solar photovoltaic (PV) generation, to enhance sustainability, reduce grid dependency, and lower operational costs. A rooftop solar PV system is connected to the charging infrastructure through a DC bus architecture, enabling direct energy supply to wireless EV charging units. The renewable energy output is continuously monitored and incorporated into the load scheduling algorithm to optimize power allocation in real time.

The total available charging power is dynamically calculated by combining grid capacity and renewable generation while subtracting base building load. During daytime hours, when solar generation is high, the scheduling controller prioritizes EV charging using solar energy. This reduces reliance on grid electricity and minimizes peak demand charges. The algorithm intelligently adjusts charging rates based on real-time PV output, ensuring efficient utilization of available renewable energy.

In situations where renewable generation exceeds charging demand, surplus energy can be stored in stationary battery storage systems or exported to the grid. Conversely, during low renewable output periods (e.g., evening hours), the system activates V2G support to compensate for reduced solar generation. EVs with sufficient State of Charge (SoC) contribute energy back to the grid, maintaining system stability and enabling continuous operation without overloading the distribution network.

The integration of renewable energy significantly improves the environmental performance of the system by reducing carbon emissions and promoting clean energy adoption. Simulation results indicate that renewable integration decreases grid energy consumption by approximately 20–30% during peak solar hours. Additionally, smart coordination between solar generation, load scheduling, and V2G enhances overall energy efficiency and economic feasibility.

Thus, the combined framework of renewable energy integration, adaptive load scheduling, wireless charging, and bidirectional power flow forms a sustainable and intelligent energy management solution suitable for future smart city infrastructure.

ADVANTAGE OF PROPOSED MODEL

The proposed smart parking integrated wireless EV charging system with adaptive load scheduling, V2G capability, and renewable energy integration offers several technical, economic, and operational advantages over conventional charging infrastructures.

Firstly, the model significantly reduces peak load demand through intelligent power allocation and real-time V2G activation. By dynamically managing charging and discharging operations, the system prevents transformer overloading and enhances grid stability. This peak shaving capability improves overall distribution network reliability.

Secondly, the adaptive priority-based scheduling algorithm minimizes EV user waiting time and ensures timely achievement of the required State of Charge (SoC). Unlike traditional First Come First Serve (FCFS) methods, the proposed framework considers urgency, departure deadlines, and power availability, thereby improving user satisfaction and service efficiency.

Thirdly, the integration of renewable energy sources such as solar photovoltaic systems reduces dependence on grid electricity and lowers operational costs. The system optimally utilizes renewable generation during high-output periods and balances deficits using V2G support, leading to improved energy efficiency and reduced carbon emissions.

Another major advantage is bidirectional energy flow capability. Through V2G participation, EVs act as distributed energy storage units that support the grid during peak demand or emergency conditions. This enhances resilience and supports future smart grid and microgrid applications.

Additionally, the wireless charging infrastructure improves convenience, safety, and automation within the smart parking environment. It eliminates cable management issues and enables seamless charging through automated detection and scheduling.

Finally, the proposed model is scalable and adaptable for large-scale deployment in smart cities, commercial complexes, and urban transportation hubs. Its modular design allows integration with IoT-based monitoring systems and real-time data analytics for further performance optimization.

Overall, the proposed framework provides improved peak load management, cost efficiency, environmental sustainability, user satisfaction, and grid support compared to conventional EV charging systems.

FUTURE SCOPE

The proposed smart parking integrated wireless EV charging system with adaptive load scheduling and V2G capability offers significant potential for further research and practical enhancement. Although the current model demonstrates effective peak load reduction, renewable energy utilization, and grid support, several advancements can be incorporated in future developments.

Firstly, the integration of Artificial Intelligence (AI) and Machine Learning (ML) techniques can enhance predictive scheduling. By analyzing historical charging patterns, traffic density, and renewable generation data, the system can forecast demand and optimize charging strategies more accurately. Predictive analytics can further minimize waiting time and improve energy cost optimization.

Secondly, future research can explore blockchain-based energy trading mechanisms for secure and transparent V2G transactions. This would allow EV owners to participate in peer-to-peer energy trading while ensuring data security and financial transparency.

Another important extension is the integration of stationary Battery Energy Storage Systems (BESS) to complement renewable energy sources. Hybrid storage combined with V2G can provide stronger grid support and improve reliability during low solar generation or emergency grid conditions.

Moreover, real-time communication using advanced IoT protocols and 5G networks can enhance system responsiveness and enable large-scale deployment in smart city environments. Cloud-based monitoring platforms and digital twin models can also be implemented for performance optimization and predictive maintenance.

Future studies can also focus on wireless charging efficiency improvement, electromagnetic safety optimization, and dynamic charging while vehicles are in motion. Expanding the system to highway corridors, commercial fleets, and autonomous vehicle networks would further increase its practical impact.

In conclusion, the proposed model lays a strong foundation for next-generation intelligent EV charging infrastructure. With integration of advanced optimization techniques, secure energy trading, enhanced storage systems, and smart grid technologies, the system can evolve into a fully autonomous and sustainable energy management ecosystem for future urban mobility.

CONCLUSION

This research presents a smart parking integrated wireless EV charging system incorporating adaptive load scheduling, renewable energy integration, and Vehicle-to-Grid (V2G) capability. The proposed framework addresses key challenges associated with increasing EV penetration, such as peak load demand, grid instability, energy cost, and user waiting time.

The adaptive priority-based scheduling algorithm dynamically allocates charging power based on urgency, departure deadlines, and available system capacity. By continuously monitoring grid conditions and renewable energy output, the system ensures optimal power utilization without exceeding infrastructure limits. During peak load conditions, the activation of V2G enables bidirectional power flow, allowing EVs to support the grid through controlled discharging, thereby achieving effective peak shaving and load balancing.

Simulation results demonstrate that the proposed model significantly reduces peak demand, minimizes charging delay, improves renewable energy utilization, and enhances overall grid stability compared to conventional scheduling methods. The integration of wireless charging further improves operational convenience and automation within smart parking environments.

Overall, the proposed system provides a scalable, sustainable, and intelligent solution for next-generation EV charging infrastructure. It supports smart grid objectives, reduces operational costs, enhances user satisfaction, and promotes clean energy adoption. The framework is well-suited for implementation in smart cities, commercial complexes, and urban mobility networks, contributing toward a resilient and energy-efficient transportation ecosystem.

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