

New Jersey Electric Vehicle Infrastructure Stakeholder Group Meeting #4



Mike Winka / Mike Hornsby

New Jersey Board of Public Utilities

Office of Policy and Planning

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AGENDA

- **Summary of Task 2 Questions (Mike Hornsby, NJBPU)**
- **Introduction of New Task 1.1 Stakeholder Questions (Mike Winka, NJBPU)**
- **Smart Charge New York
(Sherry Login, Con Edison Company of New York)**
- **Break**
- **VW Mitigation Trust Update (Peg Hanna, NJDEP)**
- **ChargEVC NJ EV Market Study: Detailed Review
(Mark Warner, ChargEVC)**

TASK 2 QUESTIONS

- What goals for EV Infrastructure should be established?
- What role should the BPU, other gov't agencies, electric utilities, NGOs and the private market have in EV/infrastructure adoption?
- What is the present status of EVs and EV infrastructure in New Jersey?
- What developments can be expected under a Business as Usual scenario?

COMMON COMMENTS

ROLE OF ELECTRIC UTILITIES

- Rate-basing EV infrastructure
- Rate-basing Charge Ready / Make Ready Infrastructure
- Emphasize & play expanded role with Multi Unit Dwellings (MUDs) and Underserved Communities
- Compliment, don't compete with commercial EVSE market
- Manage EVSE grid impacts
- Provide public EV education
- EDCs uniquely positioned to foster EVSE market

COMMON COMMENTS

ROLE OF BPU/UTILITIES

- **Create mechanisms for off-peak charging, such as Time of Use (ToU) rates**
- **Address impact of Demand Charges on DC fast chargers (more reliance on volumetric rates sometimes suggested)**

COMMON COMMENTS GOALS

- **Create benefits for all utility customers**
- **Managed charging**
- **Help meet GHG goals**
- **Locate EVSEs at MUDs. Also corridors and workplaces**
- **Use 15% of VW settlement funds for EVSE**

SEMI - COMMON COMMENTS

- **Current market in NJ: lukewarm**
- **Business as Usual = opportunity lost**
- **Endorsement of ChargeVC Roadmap & Goals**
- **Prepare for heavy format EVs**
- **BPU will have to evolve with the market**
- **Foster workplace charging**
- **EVSE rebates**
- **Manage residential charging**
- **Separate EV metering**
- **Schedule for transitioning gov't fleets to EVs**

OTHER NOTEWORTHY COMMENTS

- **Lack of high visibility commitment from public authorities**
- **VGI and autonomous driving emerging**
- **DCFC power levels increasing**
- **Embedded EVSE meters = utility grade meters emerging**
- **Poor current business case for EVSE**
- **ChargEVC's goals 10x too conservative**
- **Eliminate tariffs on reselling electricity**
- **No paralysis by analysis**

	BYD	ChargePoint	ACE	NRDC	GreenSpot	ChargEVC	GreenLots	JCPL	GM	EVConnect	Rate Counsel	Tesla	Businnovation
Role of Electric Utilities													
Rate-base EV infrastructure			X	X				X	X		X		
Rate base Make Ready Infrastructure	X	X										X	
Expanded role with at MUDs a/o underserved communities		X	X	X	X	X		X	X		X	X	
Manage EVSE grid impacts										X	X		
Provide public EV education	X			X					X			X	
EDCs uniquely positioned			X					X	X				
Residential EVSE with embedded or separate meter & ToU		X									X		
Residential ToU			X							X		X	
Increase grid reliability			X	X			X						X
Workplace Charging				X					X	X		X	
Corridor a/or DCFC			X	X		X		X	X	X		X	
Destination charging					X	X			X	X			

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Role of BPU/Utilities													
Create ToU rates	X									X	X	X	X
Address Demand Charges	X	X		X	X					X		X	X
Create incentives: grants, credits or rebates for EVs a/o EVSE		X	X		X		X		X			X	
Fair markets - EDC vs. Commercial	X	X	X	X				X		X	X	X	X
Utility EVSE ownership							X	X					
Goals													
Create benefits for all utility customers				X									
Managed charging		X					X						
Demand response			X	X									
ZEV targets / Meet GHG goals / reduce emissions			X	X	X	X		X				X	
Use VW settlement funds for EVSE				X						X	X		

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Other Comments													
DCFC power levels increasing here/emerging		X											X
Embedded EVSE meters = utility grade meters emerging		X									X		
Difficult business case for EVSE					X	X			X				
Consumer Protection			X								X		
Eliminate tariffs on reselling electricity											X		
Charging industry isn't a utility			X								X		
Link charging to microgrids a/o DER					X								X
Reduced EVSE electricity rates to target economic activity												X	
No paralysis by analysis	X			X									
Endorse ChargEVC in whole or part	X		X	X		X	X						

BPU CNG VEHICLE GRANT PROGRAM UPDATE

- **Eligibility now open statewide in New Jersey**
- **Available for Class 5 through 8 vehicles**
- **\$200,000 program to fund incremental cost of a CNG vehicle vs. an equivalent diesel vehicle**
- **Award limit increased to \$25,000 per vehicle and \$50,000 per applicant**
- **Applications processed first-come-first-served until funding is exhausted or until April 2, 2018**
- **Eligible applicants: municipalities, political subdivisions, nonprofits, corporations, etc.**
- **Info: www.nj.gov/bpu/commercial/cng.html**

IMPORTANT DATES

- **January 30:** NJDEP's deadline for comments on the VW Mitigation Trust update: www.state.nj.us/dep/vw
- **February 2:** Deadline for responses to Task 1 follow up questions. Send comments to: evstakeholder.group@bpu.nj.gov
- **March 17:** EV meet-up at the Mercer Green Fest at Rider University. Interested in bringing your EV? Email: evstakeholder.group@bpu.nj.gov www.mercergreenfest.org
- **April 2:** Deadline for CNG Vehicle Grant applications www.nj.gov/bpu/commercial/cng.html
- **TBD:** Next stakeholder meeting

Advise us of additions to the stakeholder distribution list

All comments posted:

www.bpu.state.nj.us/bpu/agenda/stakeholdercomments.html