

New Jersey Electric Vehicle Infrastructure Stakeholder Group Meeting #3



Mike Winka / Mike Hornsby

New Jersey Board of Public Utilities

Office of Policy and Planning

November 27, 2017



NEW NJBPU OFFICE OF POLICY & PLANNING WEBSITE

OPP was established in 2017 to:

- Assist the Board's Commissioners and Staff with energy-related policies
- To work with other state and federal agencies on energy-related matters impacting New Jersey
- Special projects

Energy Resilience Bank

Microgrid

Smartgrid

Alternative Fuel Vehicle

<http://www.nj.gov/bpu/about/divisions/opp/>



NJBPU CNG VEHICLE GRANT



- **Helps fund CNG powered vehicles Class 5 - 8**
- **Eligibility is limited**
- **Application window: 11/20/17 to noon
12/20/17**
- **Website:**
<http://www.nj.gov/bpu/commercial/cng.html>
- **Inquiries: BPU.CNGVehicleGrant@BPU.NJ.Gov**

SUSTAINABLE JERSEY WEBINAR: OPPORTUNITIES FOR ADOPTING EVS IN MUNICIPAL FLEETS

- **Wednesday November 29, 2017, 1:00 PM**
- **Register at sustainablejersey.com**
- **How and when to add EVs to municipal fleets**
- **Fleet analysis tool**
- **EV Smart Fleets – an upcoming multi-state public sector fleet EV procurement opportunity for state and local governments**
- **<http://evsmartfleets.com>**



RECAP: STAKEHOLDER MEETINGS 1 & 2

Meeting #1 Sept. 15

- **Summary of NJ Energy Plan on EVs**
- **Current State of Play in NJ**
- **Market Trends**
- **Recent Activities**
- **Regulatory Assistance Project Report & Board Order**
- **Key Questions**
- **Open Discussion**

Meeting #2 Oct 16

- **Stakeholder Presentations**
 - **ChargEVC**
 - **Atlantic City Electric**
 - **NJ Division of the Rate Counsel**
- **Key Questions**
- **Open Discussion**

STAKEHOLDER MEETING #3

AGENDA – NOVEMBER 27

- **Opening Remarks (Mike Winka / Mike Hornsby)**
- **Presentations**
 - **NJBPU** (Mike Hornsby) Summary of Stakeholder Comments
 - **NJBPU** (Mike Winka) BPU Staff Position on Task 1 Questions
 - **ChargePoint** (Mike Waters) Utility Role in EVSE
 - **EVgo** (Marcy Bauer) Fast Charging
 - **ChargEVC** (Mark Warner) EV Market Study
 - **Con Edison** SmartCharge NY
- **Open Discussion**
- **Key Dates & End of Comment Period Nov. 30**

TASK 1 QUESTIONS

(COMMENT PERIOD CLOSSES 5:00 PM 10/16/17)

EVSTAKEHOLDER.GROUP@BPU.NJ.GOV

- Do EVs fall under the definition of demand side management and energy efficiency as set forth at N.J.S.A. 48:3-51 and/or N.J.S.A. 48:3-98.1.d.?
- Should owners and operators of EVSE that provide electric vehicle charging service be regulated as electric utilities? Are operators of EVSE reselling electricity or providing a charging service?

DO EVS = DSM AND EE?

Organization	Y/N	Comments Summarized & Paraphrased
Rate Counsel	No	<ul style="list-style-type: none"> EV charging not = RGGI definition. EVs as EE not intended by Legislature Technically, EVs = EE
RAP	Yes	<ul style="list-style-type: none"> Cross-fuel efficiency: energy, not just electricity L2 chargers 13% more efficient than L1 chargers
ChargePoint	No	EVs and EVSE = EE and DSM, but not per statutory definition
JCP&L	Yes	
ACE	Yes and No	<ul style="list-style-type: none"> Education programs about EV EE = EE EVs not intended to be included in the definition of DSM or EE
NRDC	Yes	<ul style="list-style-type: none"> Utility programs = DSM and EE....use other sources of authority for utility programs such as N.J.S.A. 48:2-13d TE programs should be additional to EE programs
Greenlots	Yes	<ul style="list-style-type: none"> Managed charging = DSM and EE Provides load management of EV charging
ChargEVC	Yes	Also endorses ToU
Tesla	Yes	
AF Mensah	Statute Unclear	Technically yes. Change law if needed to get to yes

SHOULD OWNERS AND OPERATORS OF EVSE THAT PROVIDE ELECTRIC VEHICLE CHARGING SERVICE BE REGULATED AS ELECTRIC UTILITIES? (1 OF 2)

Organization	Y/N	Summarized / Paraphrased Comments
Rate Counsel	No	<ul style="list-style-type: none">• EV charging is a competitive service which should be provided by competitive TPS, not by regulated utilities• EDECA limited utility involvement in competitive services...to regulate EVSE operators as utilities contravenes EDECA
ChargePoint	No	
ACE	No	<ul style="list-style-type: none">• EVSEs are providing a charging service which uses specialized equipment to do one thing: charge an EV's battery...the customer's use of electricity is an element of this service-related transaction• The Board should issue an order or adopt regulations finding that EV charging providers do not fall within the definition of a utility

SHOULD OWNERS AND OPERATORS OF EVSE THAT PROVIDE ELECTRIC VEHICLE CHARGING SERVICE BE REGULATED AS ELECTRIC UTILITIES? (2 OF 2)

Organization	Y/N	Summarized/Paraphrased Comments
RAP	~No	Cites several examples from other states where EVSE operators are not regulated as utilities
ChargEVC	No	<ul style="list-style-type: none"> • NYPUC: EVSEs are providing a service • The EVSE providers neither own, operate, manage or control electricity distribution systems and should not be regulated as a public utility
JCP&L	NA	<ul style="list-style-type: none"> • Change laws if needed to support EVs. • EDCs should to offer public EVSE with cost recovery
AF Mensah	No	
Tesla	No	
Sierra Club	No	
NRDC	No	
Greenlots	No	

ARE OPERATORS OF EVSE RESELLING ELECTRICITY OR PROVIDING A CHARGING SERVICE?

Organization	Comment	Comments Summarized & Paraphrased
Rate Counsel	Reselling electricity	<ul style="list-style-type: none"> • Electric energy is the foundation of the product • Create separate tariff for EVSE operators • Use separate meters and also measure ToU • Needed: tariff revision to remove resale restriction
ChargePoint	Service	<ul style="list-style-type: none"> • Electricity = 1 component of EV charging services: access to EVSE, metering and communications software, participation in network, billing, etc. • New York PSC: "... the use of a per kWh price, will not confer jurisdiction where none otherwise exists."
Sierra Club	Service	
ACE	Service	
NRDC	~Service	
Greenlots	Service	
Tesla	Service	
ChargEVC	Service	
AF Mensah	Service	

SUMMARY: TASK 1 RESPONSES

Organization	EVs = EE and DSM?	Regulate EVSE like EDCs?	EVSE reselling electricity or providing a charging service?
Rate Counsel	No	No	Reselling. Change EDC tariff.
RAP	Yes	~No	-
ChargePoint	No (Yes, but not per statute)	No	Service
JCP&L	Yes	-	-
ACE	Yes and No	No	Service
NRDC	Yes	No	~Service
Greenlots	Yes	No	Service
ChargEVC	Yes	No	Service
Tesla	Yes	No	Service
AF Mensah	Statute Unclear – modify statute so EVs = EE and DSM	No	Service
Sierra Club	-	No	Service

TASK 2 QUESTIONS

(COMMENT PERIOD CLOSSES 5:00 PM 11/30/17)

EVSTAKEHOLDER.GROUP@BPU.NJ.GOV

- What goals for EV Infrastructure should be established?
- What role should the Board, other government agencies; electric utilities, non-governmental organizations and the private market have in addressing EV/infrastructure adoption?
- What is the present status of EVs and EV infrastructure in New Jersey?
- What EV/EV infrastructure developments can be expected in the short/medium term under a Business as Usual scenario?

TASK 2: WHAT GOALS FOR EV INFRASTRUCTURE SHOULD BE ESTABLISHED? (1 OF 2)

Organization	Comments Summarized & Paraphrased
Rate Counsel	<ul style="list-style-type: none">• Eliminate barriers to commercial EV charging market• Ensure that the grid can accommodate EVs• Tariff rates reflect the cost to serve EVs
Sierra Club	<ul style="list-style-type: none">• States with 80% GHG reduction/2050 goals: nearly all cars must be EVs in the next 3.5 decades• ~ 7MM million vehicles now in NJ• 6.3MM vehicles would need to be EVs in 33 years = adding ~190,000 EVs per year every year for the next 33 years
Tesla	<ul style="list-style-type: none">• Make Multi-Unit Dwellings (MUDs) and Commercial Buildings 'EV-Ready' via utilities• Supports \$1500 utility MUD rebate

TASK 2: WHAT GOALS FOR EV INFRASTRUCTURE SHOULD BE ESTABLISHED? (2 OF 2)

ChargEVC (Roadmap) Summarized & Paraphrased

- **Set specific goals for EVs & EVSEs, focusing on market leadership short term, and GWRA goals medium term**
- **Public Charging: Reduce range anxiety via public DCFC along corridors and in communities**
- **Affordability: Vehicle purchase rebate**
- **Private Charging: “Right To Charge” at home and work**
- **Equity: Electric mobility solutions for all communities**
- **TTF: Ensure EVs pay fair share after a suitable transition**
- **Consumer Awareness: Make EVs common knowledge**
- **Support: Complimentary initiatives for long term success**

WHAT ROLE SHOULD THE BOARD, OTHER GOVERNMENT AGENCIES; ELECTRIC UTILITIES, NON-GOVERNMENTAL ORGANIZATIONS AND THE PRIVATE MARKET HAVE IN ADDRESSING EV/INFRASTRUCTURE ADOPTION? (1 OF 2)

Rate Counsel Comments

- **EDC involvement would upset the market**
- **Tariff: all EV charging to be separately metered with TOU**
- **Tariff which remove restrictions on resale or sub-metering**
- **Tariffs for EV residential and commercial EV charging**
- **EDCs should be limited to “modification of the grid necessary to adapt to greatly increased demand for charging services”**

WHAT ROLE SHOULD THE BOARD, OTHER GOVERNMENT AGENCIES; ELECTRIC UTILITIES, NON-GOVERNMENTAL ORGANIZATIONS AND THE PRIVATE MARKET HAVE IN ADDRESSING EV/INFRASTRUCTURE ADOPTION? (2 OF 2)

Sierra Club Comment

- **EDC – BPU Role**
 - **Rate design**
 - **Utility investments in EV charging infrastructure**
 - **EV education**
- **EDCs**
 - **Use price signals & load management to benefit the system, EDC customers and EV drivers**
 - **Integrate renewables**
 - **Provide equity**
 - **Foster a competitive market**
 - **Increase public DCFC**

KEY DATES

- **10/16/17: Stakeholder Meeting**
- **10/16/17: Task 1 Questions comment period closes**
- **11/27/17: Stakeholder Meeting**
- **11/30/17: Task 2 Questions comment period closes 5:00 PM**
- **2/23/18: Draft Report Due to Board**
- **Public Comment**
- **All comments posted here:**

<http://www.bpu.state.nj.us/bpu/agenda/stakeholdercomments.html>