Con Edison
EV BIR Rate Incentive Proposal

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Agenda

- Con Edison EV Business Incentive Rate
- EV Quick Charging Proposal
- Station demand management
- Potential delivery costs
- Other stakeholder considerations
- Next steps
Con Edison EV Business Incentive Rate

• Con Edison allocated 30 MW for public EV quick charging in BIR effective May 1, 2018

• In April, NYPA petitioned the PSC to order:
  – Utilities to place quick chargers on volumetric rate (e.g., Con Edison SC2), effectively removing demand charges
  – Remove eligibility requirement to secure a governmental incentive from Con Edison EV BIR

• At EV Technical Conference, PSC Chairman Rhodes stated that increased EV adoption is not solely a utility responsibility

• In comments on NYPA Petition and at EV Technical Conference, stakeholders:
  – Supported NYPA petition regarding demand charges
  – Claimed that:
    • EV BIR discount (i.e., 34-39%) is insufficient incentive to quick chargers
    • Eligibility requirement to secure a government incentive is a barrier
EV Quick Charging Proposal

Proposal reduces operating costs and maintains the incentive to manage demand:

Change BIR Requirement

• Expand BIR to state- and municipal-owned public quick charge stations

Additional Incentives

• Annual incentive that starts at $3,000 per operating quick charge connector, with decreasing dollar value annually based on the assumption that utilization improves

• Bonus incentives for achieving utilization milestones e.g., $500 annually per site for achieving 5% load factor and $1,000 annually for achieving 10% load factor

Timeframe

• Maintain 7-year timeframe for both BIR and additional incentives
Station Demand Management

Sample DCFC Quick Charge Station Demand

Nameplate Capacity

Service Capacity

Annual Peak

Monthly Peak Demand

- J
- F
- M
- A
- M
- J
- J
- A
- S
- O
- N
- D

- 1,600 kW
- 1,400 kW
- 1,200 kW
- 1,000 kW
- 800 kW
- 600 kW
- 400 kW
- 200 kW
- 0 kW
Potential Delivery Costs

Example station -- four 150kW dual cord units @ 420kW peak demand

Results depend on peak demand, station utilization, and load factor
Other Stakeholder Considerations

• Additional contributions from stakeholders to support needed public quick charge infrastructure:
  – NYPA – provide ReCharge New York allocations to lower supply costs
  – NYSERDA – offer rebates or other incentives through Clean Energy Fund and/or Volkswagen Settlement Appendix D
  – NYC – provide fast track permitting on locations to address development costs and, if possible, incentives
  – Others

• Cost recovery is needed for additional incentive costs
Next Steps

- Seek stakeholder input
- Further refine proposal
- File Joint Petition for PSC approval