



August 22, 2019

**VIA ELECTRONIC FILING**

Hon. Kathleen H. Burgess  
Secretary to the Commission  
New York State Public Service Commission  
Empire State Plaza, Agency Building 3  
Albany, New York 12223-1350

**RE: 18-E-0138 - Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure**

Dear Secretary Burgess:

Advanced Energy Economy Institute (AEE Institute) and the Alliance for Clean Energy New York (ACE NY) respectfully submit this letter regarding the ongoing process in Case 18-E-0138 concerning electric vehicle (EV) markets. In short, we urge the Department of Public Service (DPS) to make progress in this proceeding by—at a minimum—issuing its EV White Paper before the end of 2019.

New York has long recognized the benefits that EVs can provide to New Yorkers, and over time has pursued a series of initiatives that call for and are designed to encourage substantial deployment of EVs in the state. Two efforts stand out in terms of establishing the scale of the state's EV ambitions. New York adopted California's vehicle emission standards in the early 1990s, which include zero-emission vehicle (ZEV) sales quotas that by the end of the year 2025 will require approximately 800,000 light-duty EVs operating in the state.<sup>1</sup> The commitment extends beyond the light-duty sector as well – in 2018, NYC Transit committed to converting all of its 5,700 buses to electric models by 2040.<sup>2</sup>

Meanwhile, the 2015 State Energy Plan set a goal of reducing the state's greenhouse gas (GHG) emissions 40 percent by 2030 relative to 1990 levels, and over time, Executive Orders have expanded this to an 80 percent reduction in GHG emissions by 2050 relative to 1990.<sup>3</sup> Given that the transportation sector is the state's largest emitter—responsible for roughly a third of New York's GHG emissions - and is one of the few sectors with rising emissions,<sup>4</sup> the 2017 progress report on the 2015

---

<sup>1</sup> New York State Electric Vehicle Charging Station Market and Policy, Finance, and Market Development Solutions. NYSERDA. October 2015.

<sup>2</sup> Phil McKenna, "New York City Aims for All Electric Bus Fleet by 2040," Inside Climate News, April 26, 2018. <https://insideclimatenews.org/news/26042018/nyc-air-pollution-electric-bus-public-transportation-mta-clean-technology>

<sup>3</sup> N.Y. Exec. Order No. 166 (June 1, 2017) <https://www.governor.ny.gov/sites/governor.ny.gov/files/atoms/files/EO%20%23166.pdf>

<sup>4</sup> New York State Greenhouse Gas Inventory: 1990-2014. Final Report. 2015

State Energy Plan noted that, “[t]he state’s climate goals cannot be achieved without a rapid transition to vehicles powered by electricity”.<sup>5</sup>

Current EV market metrics indicate that New York is struggling with its vehicle deployment and charging infrastructure – the state ranks 30<sup>th</sup> among U.S. states in charging stations per capita<sup>6</sup> and is not on track to meet its EV deployment targets. As of June 2019, the state has just a little over 40,000 EVs on the road,<sup>7</sup> which is a long way from its target of 800,000 light-duty vehicles by 2025.

In 2018, the Commission signaled that it rightly recognizes that utilities and utility regulators have important roles to play in enabling transportation electrification and maximizing the benefits that can flow to ratepayers and all New Yorkers from this transformation. During March of 2018, AEE Institute filed a letter<sup>8,9</sup> supporting the *Petition for an Order Establishing a Separate Proceeding to Advance New York’s Electric Vehicle Market*,<sup>10,11</sup> requesting that the Commission open a separate proceeding to address EV considerations, which the Commission did in April of 2018. We commend the Commission for opening the proceeding, hosting the technical conference, and soliciting comments. We subsequently filed written responses at the request of the Commission for comments on topics raised at the July 2018 conference.<sup>12</sup> The Commission indicated that after working through the material from the technical conference and comment process, it would issue a white paper clarifying its views on a variety of EV-related regulatory matters. Such a document can offer a helpful framework for addressing topics, e.g., consumer education, charging infrastructure ownership and financing, rate design, that are important to market actors and outlining areas of broad consensus among stakeholders while also delineating areas that call for more robust consideration by Commissioners and stakeholders alike.

Over a year has passed since the Commission opened the EV proceeding. In the intervening time, other state utility commissions, including those in Colorado and Arizona to name a few, have joined the ranks of states with this type of document. And critically, in New York, new legislation, in the form of the Climate Leadership and Community Protection Act was signed into law in July that codifies the state’s emission reduction targets in statute.<sup>13</sup>

The longer the market goes without such guidance, the harder it will be for New York to get on track to meet its GHG and transportation electrification targets. As such, we urge the Commission to work expeditiously to complete its EV whitepaper by the end of 2019, echoing a request that other organizations made in a recent joint letter filed by multiple parties.<sup>14</sup> Publishing this whitepaper is a

---

<sup>5</sup> N.Y. State Energy Planning Bd., *The Energy to Lead: Biennial Report*, p. 56.

<sup>6</sup> AEE analysis based on data provided by Alternative Fuels Data Center and US Census Bureau.

<sup>7</sup> EVs include Battery Electric Vehicles, Plug-In Hybrid Electric Vehicles, and Extended Range Electric Vehicles.

<https://www.nyserda.ny.gov/All-Programs/Programs/ChargeNY/Support-Electric/Map-of-EV-Registrations>

<sup>8</sup> Case No. 14-M-0101. Filing No. 1101. Comments on behalf of Advanced Energy Economy Institute. Filed 3/20/2018.

<http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=203284&MatterSeq=44991>

<sup>9</sup> Case No. 16-M-0411. Filing No. 94. Comments on behalf of Advanced Energy Economy Institute. Filed 3/20/2018.

<http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=203285&MatterSeq=51282>

<sup>10</sup> Case No. 14-M-0101. Filing No. 1094. Amended petition on behalf of the Sierra Club. Filed 2/22/2018.

<http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=201822&MatterSeq=44991>

<sup>11</sup> Case No. 16-M-0411. Filing No. 85. Amended petition on behalf of the Sierra Club. Filed 2/22/2018.

<http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=201823&MatterSeq=51282>

<sup>12</sup> Case No. 18-E-0138. Filing No. 36. Reply comments on behalf of Advanced energy Economy Institute. Filed 9/21/2018.

<http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=213947&MatterSeq=56005>

<sup>13</sup> Senate Bill S6599. <https://www.nysenate.gov/legislation/bills/2019/s6599>

<sup>14</sup> Case No. 18-E-0138. Filing No. 77. Joint comments on behalf of the International Brotherhood of Electrical Workers, Natural Resources Defense Council, New York City Environmental Justice Alliance, New Yorkers for Clean Power, Sierra Club, Tri-State Transportation Campaign. Filed 6/13/2019. <http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=228080&MatterSeq=56005>



critical milestone to move the process forward, allow for necessary and continued stakeholder participation, and help New York accelerate its efforts to electrify transportation and meet its ambitious and laudable goals.

Respectfully Submitted,



Matt Stanberry  
Managing Director  
Advanced Energy Economy



Anne Reynolds  
Executive Director  
The Alliance for Clean Energy New York