

August 6, 2018

VIA ELECTRONIC FILING

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

Re: Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure (18-E-0138)

Dear Secretary Burgess:

On behalf of the undersigned organizations, we thank the Public Service Commission (Commission) and Department of Public Service Staff for convening a technical conference on transportation electrification topics in New York. In its Order Instituting Proceeding (Order), the Commission appropriately recognizes that transportation electrification has a significant role to play in reducing state greenhouse gas emissions and providing electricity system benefits from well-integrated electric vehicle (EV) load.¹ The Commission also raises a series of important issues related to the role of electric utilities in supporting transportation electrification.²

In advance of any formal comment period, we wanted to share the following joint recommendations regarding foundational considerations and procedural and programmatic outcomes for the docket.

Thank you for your consideration, and we look forward to continued engagement with the Commission and other stakeholders to accelerate transportation electrification needed to meet state goals and provide benefits for all New Yorkers.

Respectfully submitted,

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¹ Order Instituting Proceeding, page 1-2, Case 18-E-0138, *Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure*, April 24, 2018.

² *Ibid.*

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Joint Recommendations

Case No. 18-E-0138: Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure

1. Foundational

- a. Transportation electrification is critical for decarbonizing the transportation sector in a manner consistent with achieving New York's State Energy Plan greenhouse gas emissions reduction targets and state Zero Emission Vehicles targets.
- b. Transportation electrification creates economic development and job creation opportunities, reduces reliance on imported petroleum fuels, facilitates integration of renewable resources, provides valuable grid services, and improves electric grid efficiency to the benefit of all utility customers.
- c. Transportation electrification can also reduce local air pollution and provide public health benefits by reducing emissions of tailpipe pollutants, especially for bus depots and other medium and heavy-duty vehicle hubs which are disproportionately located in environmental justice communities.
- d. Accelerating transportation electrification is consistent with the goals of Governor Cuomo's Reforming the Energy Vision proceeding.
- e. Transportation electrification encompasses more than light-duty vehicles; it should include medium and heavy-duty on-road and off-road vehicles.
- f. All New Yorkers should have the opportunity to experience the range of benefits transportation electrification can provide.
- g. A growing private market for innovative vehicle technologies, vehicle charging products, and vehicle services exists in New York.
- h. Barriers to sustainable transportation electrification exist, including but not limited to: lack of strategic charging infrastructure deployment and low awareness of electric transportation benefits.
- i. New York's electric utilities can help to address these barriers and contribute to achievement of New York's State Energy Plan targets and Zero Emission Vehicle commitments.

2. Procedural

- a. Prudent and robust utility investment in programs to accelerate transportation electrification in a manner consistent with state goals is in the public interest.
- b. The instant proceeding is the docket to determine the appropriate scope and timing of utility transportation electrification proposals, appropriate criteria for Commission review of such proposals, as well as the appropriate venue for submission of proposals.
- c. The Public Service Commission has sufficient authority to expeditiously encourage, review, and approve, with reasonable cost recovery and consistent with to-be-determined Commission criteria, utility programs to accelerate transportation electrification in this instant proceeding.

- d. At the same time, given the urgent need to accelerate transportation electrification, the Public Service Commission should continue to move forward with its review of actionable investments or programs.
- e. The Public Service Commission should seek to create a central repository of transportation electrification regulatory activity in this docket and copies of all subsequent proposals and Commission actions on those proposals should be filed in this docket.

3. Programmatic

- a. Utilities' transportation electrification programs should reflect the needs and characteristics of their unique service territories.
- b. Utility programs should include elements that address major barriers to transportation electrification, including but not limited to:
 - i. Supporting the deployment of charging stations and/or infrastructure that accelerates transportation electrification, including Level 2 and direct current fast charging (DCFC) stations;
 - ii. Education and outreach initiatives to raise awareness of transportation electrification for potential EV drivers or electric transit riders, auto dealerships, corporations, private fleet managers, and local governments; and
 - iii. Load management and rate design that benefits the grid and all utility customers, including smart charging, demand response, and time-varying rates that align with grid conditions and also contribute to a positive driver and rider experience.
- c. Utility programs should specifically include elements that enable low-income and/or disadvantaged communities to share the full range of benefits from transportation electrification, and these communities should have a voice in informing these programs.
- d. To address local pollution impacts in those communities, utilities should also collaborate with the Commission and local public transit agencies, such as the Metropolitan Transportation Authority, to prioritize the installation of charging stations in depots sited in those communities.
- e. To attract private investment in DCFC stations and improve charging station utilization, utilities should assess and propose solutions that mitigate economic barriers to these stations, including but not limited to: demand charge reducing incentive rates, infrastructure capital investment, and/or co-location of energy storage with DCFC stations.
- f. To drive competition and innovation, utilities should partner with third party charging service providers to deploy and provide customer choice in charging hardware and network services.
- g. To the extent possible, utilities should also seek to leverage third party investment to maximize the impact of limited utility customer funds.
- h. To build consumer confidence in public electric vehicle charging, all programs should be designed to maximize station reliability and uptime throughout a station's useful life.

- i. Any utility-facilitated non-fleet charging station deployments that leverage utility customer funds should (i) have open access and (ii) be interoperable, meaning:
 - i. Publicly funded or utility owned non-fleet charging stations should be easily utilized by and accept forms of payment commonly used today by drivers of all vehicle types, regardless of membership to a particular charging network.
 - ii. Charging stations should be able to switch network providers, such that if a network provider ceases operations, the charging station is not rendered inoperative. Interoperability reduces the risk that utility customer-funded charging assets will be stranded, facilitates competition for charging services, and helps maximize site host choice.
- j. Site hosts should be empowered to determine reasonable pricing and access controls for charging stations deployed on their premises. For public charging stations at which utilities determine pricing, considerations should include, but not be limited to: impacts on private market operators, utility cost of service to provide EV charging, encouraging EV adoption, increasing equitable access to charging stations, and maximizing grid benefits.
- k. Publicly-accessible charging stations should prominently display pricing and other features with appropriate signage that helps drivers identify charging spots and raises awareness of charging availability.
- l. Utilities should require access to charging data as a precondition for participation in transportation electrification programs and regularly develop public reports that provide (properly anonymized) information to the Commission and other stakeholders on program implementation.