

Light Duty Electric Vehicle Minimum Filing Requirements Rule Proposal

2021 Stakeholder Meeting and Opportunity to Comment

Wednesday, March 24, 2021

1:00 p.m. – 4:00 p.m.

Via webinar



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Board Action

- On June 3, 2020, Staff held a stakeholder meeting to solicit comments on the New Jersey Electric Vehicles Infrastructure Ecosystem 2020 Straw Proposal (Docket # QO20050357). The Board received 34 comments from individuals, coalitions, and businesses.
- After considering the stakeholder comments, input from the panelists at the stakeholder meeting, and internal deliberation, Staff recommended that the Board help advance an EV Infrastructure Ecosystem by adopting Minimum Filing Requirements (MFRs) that utilizes the shared responsibility model.
- MFRs were passed in September 2020, Board called on Staff to establish rules, this draft Rule Proposal is the first step in that process.



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Elements of the Draft Rule Proposal

- EDC requirements for Light Duty Make-Ready Publicly Accessible Locations
- EDC requirements for Areas of Last Resort for Light Duty EV charging
- Ratepayer Costs for Light Duty EV Infrastructure
- Shifting of Budgets within EV Sub-Programs by EDCs
- EV Infrastructure Mapping



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EDC requirements for Light Duty Make-Ready Locations

- EDC will be responsible for the wiring and backbone infrastructure necessary to enable a robust number of Make-Ready locations.
- Locations in the program must be Publicly Accessible.
- Each EDC shall make an informational filing every year with the Board, including total Make-Ready expenditures.
- Any ratepayer-funded Make-Ready work shall be conditioned on site type, network interoperability to enable data sharing, chargers being listed on the United States Department of Energy Fueling Station Locator, and other factors as listed in the draft Rule Proposal.



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EDC requirements for Areas of Last Resort for Light Duty EV charging

- The filing must include: a) Justification for each site as an area of last resort; b.) Costs for installation, maintenance and operation; and c) Cost for proposed incentive.
- No applications may be made until **12 months** after the EDC's program is approved for chargers proposed for **overburdened communities** and **18 months** after the EDC's program is approved for all other areas.
- The EDC will make public semi-annual informational updates on its progress identifying locations suitable for Make-Ready work.
- For determinations on Last Resort, “no interest” is defined as no applications from non-utility actors for a Make-Ready to install a DCFC within a three-mile radius.



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Ratepayer Costs for Light Duty EV Infrastructure

Each EDC may propose its own method to address demand charge concerns, and those solutions must incorporate managed charging solutions, either through hardware or software and EDCs must consider:

- A strong preference that there be parity between single-family and multi-family dwelling rates for EV charging;
- That charging should remain competitive between publicly & privately held assets, but also with liquid fuels on a per-mile-traveled basis to the best extent possible;
- If utilizing a benchmarking method, the utility should explain how the benchmark promotes savings against a publicly accessible fuel index; and
- If a temporary solution such as set-point or waivers is utilized, that solution must show meaningful reductions over a length of time and include a sunset provision.



Shifting of Budgets within EV Sub-Programs by EDCs

An EDC can shift its sub-program budgets for offerings related to residential smart charging, mixed use commercial level-two charging, and DCFC sub-programs:

- Up to 5% of each subprogram's total budget with notification to Staff and Rate Counsel;
- 5-25% with Staff approval; and
- Over 25% with Board approval.

All requests for budget adjustments shall be submitted to Staff and Rate Counsel.



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EV Infrastructure Mapping

- EDCs must execute and provide up-to-date maps which illustrate areas in which EV charging equipment is well suited for installation due to underutilization of the grid, as well as areas in need of upgrades to support the additional supply required for EV charging.
- These EDC maps must be updated on a quarterly basis in order to ensure that the information is as current as possible.



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Wrap-up and Next Steps

Members of the public may file written comments with the Secretary of the New Jersey Board of Public Utilities, regardless of whether they participate in the public meetings.

Written comments may be submitted electronically to **board.secretary@bpu.nj.gov** in PDF or Word format. Commenters may also electronically file comments through the Board's External Access Portal upon obtaining a MyNewJersey Portal ID.

Please include a subject line of "EV Infrastructure." All comments must be received on or before the comment deadline of **5:00 p.m. ET on Monday, April 12, 2021.**



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