

New Jersey Electric Vehicle Infrastructure Stakeholder Group - Kickoff Meeting

Date: September 15, 2017 **Time:** 10:00 AM to noon

Location **NJBPU 44 S. Clinton St Trenton NJ 08625 –1st floor Multi-purpose Room**

Conference call-in # 877-873-8018 and passcode # 8722756

Please register if you plan to attend at: EVStakeholder.Group@bpu.nj.gov

The NJBPU accepted the Regulatory Assistance Project Report (RAP Report) entitled “Getting from Here to There: Regulatory Considerations of Transportation Electrification” and directed staff to initiate an Electric Vehicle (EV) Infrastructure stakeholder process.¹ The RAP Report was prepared at the request of the Board in keeping with the Christie Administration’s Energy Master Plan (EMP) policy to advance the EV market. The RAP Report addresses the potential increase in the availability of Plug-In Electric Vehicles (EVs) on the road and the associated opportunities/challenges facing utility regulators and electric utility companies. The RAP Report is available on the NJBPU website at <http://nj.gov/bpu/pdf/reports/RAP-NJ-BPU-electricvehicles-policymemo-may2017.pdf>.

NJBPU Staff is initially soliciting written comments on the following topics:

- 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?
- 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?

Your written comments on the above topics should be sent to EVStakeholder.Group@bpu.nj.gov

BPU staff is seeking your input for discussion at the stakeholder meeting on the following topics:

- 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?

Any person/organization is welcome to comment at the meeting and provide written follow comments for 30 days after the Sept. 15th meeting. As directed by the Board, staff will prepare a report on the EV Infrastructure technical and policy issues including potential EV tariffs and rate designs to the Board within 180 days. The EV Infrastructure Report will include and address the comments/data/presentations that are submitted through the stakeholder process as well as staff recommendations.

Future stakeholder issues will include but not limited to: what role should electric utilities have, if any, what upgrades may be needed to the electric distribution system and over what timeframe, what EV tariff/rate designs should or should not be developed, what are the third party suppliers and BGS providers issues related to EV and EV infrastructure, how will EVs impact competitive energy markets, how should the EVs be integrated into the distribution system to address peak loads and how will EVs impact energy system security, reliability, affordability, and resiliency.

¹ RAP is a non-profit organization that assists state utility commissions in the development and implementation of policies or regulations in new emerging areas impacting utility systems. (See <http://www.raponline.org/>).