A.288 Paulin / S.3745 Griffo

Title: An act to amend the public service law, in relation to establishing the electric vehicle charging tariff

Purpose: To provide greater incentives for the ownership of electric vehicles and encourage grid-responsible charging times.

Statement of Support: In ten years, one out of every six cars on New York’s roadways will be fully electric. By 2050, gas stations may be a thing of the past. This ambitious vision is not only part of meeting New York’s climate emission reduction goals, but also an economically beneficial merger of our transportation sector with our electrical energy grid. New York is a member of the eight-state Zero Emission Vehicle Memorandum of Understanding (“ZEV MOU”), an agreement designed to achieve a collective goal of 3.3 million EVs on the road by 2025. New York’s own Charge NY program, established in 2013, has set a statewide goal of 3,000 charging stations and 40,000 electric vehicles on the road by 2018. To meet our share of the eight-state ZEV commitment, New York needs to have upwards of 230,000 EVs on the road by 2020 and more than 850,000 by 2025. With an approximate 20,000 electric vehicles on the road now, New York has a long way to go to achieving these goals.

The NYS Legislature took a big step forward in approving NY’s first consumer electric vehicle rebate program in the 2016-17 Budget. And as more New York car buyers take advantage of the new $2,000 rebate, there will more demand for residential and workplace charging of those vehicles. In addition, Governor Cuomo announced in the 2017 State of the State that New York would be investing in 500 new workplace EV charging stations and 69 new fast charging stations along the NYS Thruway. A.288 will encourage grid-responsible charging of electric vehicles by allowing New York's utilities to develop pricing structures that would incentivize charging during periods when a significant portion of renewable energy is flowing into the grid, thereby helping New York meet its Clean Energy Standard goals of a 40% reduction in GHG emissions and 50% renewable electricity generation by 2030.

Along with helping to achieve these goals, off-peak charging of electric vehicles also has a number of economic and environmental benefits. As a recent NYSERDA EV study found, controlled charging of EVs could save ratepayers up to $46 million annually in reduced generating and capacity costs and an additional $103 million in reduced infrastructure upgrade costs over the next 15 years. Furthermore, electrifying New York’s vehicle fleet will also help reduce conventional, dangerous fossil-fuel tailpipe pollutants, which disproportionately harm the most vulnerable members of our society, including children, the elderly and low-income families.

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Under the provisions of the bill, the investor-owned utilities would offer EV owners off-peak charging rates to maximize customer savings, including the choice of purchasing electricity from solely renewable sources. In turn, the utility sees growing revenue from the charging of electric vehicles while reducing capacity costs and the need for fossil-fuel peak-load generation. The reduced charging rate for the customer becomes another valuable incentive to purchase an electric vehicle. By synchronizing renewable energy production with the charging of electrical vehicles and electrifying our transportation sector, we can ensure that New York's climate and energy goals are met while providing utility bill savings and cleaner air for all New Yorkers.

*Sierra Club strongly urges your support of this important legislation.*