

# Recap of EV Charging Incentive Meeting

## EV Charging Incentives

Public Utilities Regulatory Authority (PURA) and United Illuminating presented virtually on Jan. 25th. The program took effect on Jan 1, 2022. It includes residential, commercial, workplace, and fleet incentives. There are a lot of moving parts and that is why we invited these folks to present to us. Not everything was cleared up in the meeting and we are following up on additional details.

Several attendees asked why UI was there and not Eversource. The answer is that since, outside of a few details, the programs are identical, this was just a matter of how best to manage the meeting. We ran long as it was.

The meeting was recorded: <https://www.youtube.com/watch?v=mpwbnCkD2E0>

The presentation decks have been posted to the website: [PURA](#) and [UI](#)

## Tesla Participation

As was explained by UI, the rate of charge in a Tesla is controlled by the vehicle. Even in the case of the "Gen 3" wall charger, the utility has to communicate with the car's "brain." They can't use the charger to throttle charge. Consequently, participation has to be through telematics. From an incentive perspective, that means the Tesla wall charger would not be eligible for a subsidy, but the installation of it would still be eligible. (Again, all hardware-related incentives are for hardware installed in 2022 and not before.)

From there, the \$100 enrollment incentive for telematics would apply, along with the ongoing \$200 annual demand response incentive.

We are hearing that folks are running into roadblocks when trying to enroll for telematics. We have a call with Eversource and UI and we will ask them about this. We did learn at the meeting that not everything is fully baked yet. As a practical matter, as long as one enrolls before June, there will be no loss from the perspective of the demand response incentives.

## **Chat String from Jan. 25th Meeting**

Keep in mind that people were entering questions in the chat, many of which were answered by the presenters (and thus won't appear below). The chat has been scrubbed of emails and DMs.

From Analiese Mione to Everyone 06:58 PM

Enjoy our blog: <https://evclubct.com/blog/electric-vehicles/>

From Paul Braren to Everyone 07:01 PM

Nice to see <https://www.courant.com/business/hc-biz-connecticut-electric-vehicles-20220124-hzd4angslnevhpp3vtgdprzpyq-story.html> at the Hartford Courant today, "Connecticut and its two biggest utilities launch a broad build-out of electric vehicle chargers"

From Analiese Mione to Everyone 07:06 PM

Welcome everyone and thanks for joining us. This will be recorded.

From Jay Gustafson to Everyone 07:06 PM

We are finishing dinner and listening. joining soon!

From Paul Roszko to Everyone 07:12 PM

Glad UI is here speaking to us this evening. Where is Eversource?

From Analiese Mione to Everyone 07:13 PM

“The program is identical for both utilities” Barry Kresch, EV Club of CT President.

From Ilene Mirkine to Everyone 07:14 PM

Was Eversource invited tonight? Or just UI.

From Tyra Peluso to Everyone 07:14 PM

Will the presentation be made available to attendees?

From Analiese Mione to Everyone 07:15 PM

It's being recorded.

From

Paul Braren to Everyone 07:16 PM

Single Family Residential Charging Incentives

<https://evclubct.com/single-family-residence-charging-incentives/>

Charging Incentives for Condos and Apartments

<https://evclubct.com/charging-incentives-for-condos-and-apartments/>

From Steven Mueller to Everyone 07:18 PM

How many ICE vehicles are registered in CT?

From Matt Griswold to Everyone 07:18 PM

Our wholesale perennial farm in Old Lyme has four Tesla Semis on order to replace our aging fleet of class 7 diesels. We are interested in more info on commercial charging incentives and demand charge mitigation. Our trucks will charge on-site, at night, with level 2 chargers. If all four trucks are charging at the same time, our demand will spike. How can we minimize demand charges here?

Mark Scribner, Energy New England here. Thanks to Barry K. for inviting me tonight. My organization (ENE) primarily serves the CT public utility territories, such as Wallingford, and collaborates with the IOUs, including Eversource.

From Analiese Mione to Everyone 07:22 PM

Welcome Mark and others from ENE.

From Paul Braren to Everyone 07:22 PM

Eversource:

Rebates for Connecticut Home Charging

<https://www.eversource.com/content/ct-c/residential/save-money-energy/clean-energy-options/electric-vehicles/charging-station-rebates>

UI:

Find the Best Electric Vehicle Charging Options for Your Business

[https://www.uinet.com/wps/portal/uinet/smartenergy/!ut/p/z1/vZNdb4IwFIZ\\_DZeklS-5Rc0UjY-pINCbpmLFGlqwonP\\_frhsLssyWZZlvTvp0W-fv0ctQCADSJATK0nLakGqrs6RhfvB4E6NMQxtzzDhLFoE4YMfa9DXQHqzwdIB-sk8\\_0Y4sG9-CRBAhWibdgvvIx00JaXEB05kSwWV5bMCPxW0okUrWYFPdMuKih4U2Mi6lIQf8KaW-Lk-](https://www.uinet.com/wps/portal/uinet/smartenergy/!ut/p/z1/vZNdb4IwFIZ_DZeklS-5Rc0UjY-pINCbpmLFGlqwonP_frhsLssyWZZlvTvp0W-fv0ctQCADSJATK0nLakGqrs6RhfvB4E6NMQxtzzDhLFoE4YMfa9DXQHqzwdIB-sk8_0Y4sG9-CRBAhWibdgvvIx00JaXEB05kSwWV5bMCPxW0okUrWYFPdMuKih4U2Mi6lIQf8KaW-Lk-)

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PozB2sxjkCky80I2dyRyHV18V0KVkTaUCFxc09w3NfUdbXtEeq20JPYG\\_XPX43  
hmDbtuaXoh7NtenkXcMww8FuPQGnUJwZ8xGkWb705CeGH0Ciagl77K0 -  
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From Frank Hall to Everyone 07:25 PM

If someone has a solar array unit on their home does that disqualify them?

From Andrew to Everyone 07:30 PM

I have a question... (Raising hand)

From Paul Braren to Everyone 07:31 PM

<https://ct.gov/pura>

From john pecora to Everyone 07:35 PM

With grid modernization is there any allowance for Virtual Power Plants (VPP) like what Tesla is doing in California with it's PowerWall and software to supply the grid with power when needed

From Paul Braren to Everyone 07:35 PM

I have a question... (after Frank and Andrew and John)

From Analiese Mione to Me (Direct Message) 07:35 PM

Please type it to everyone so I can put it in the queue. Thanks.

From Bruce Becker to Everyone 07:36 PM

There is no way to select the “Rate 7” time of use residential rate with EverSource. How can this change be made?

From Analiese Mione to Everyone 07:36 PM

Please type your questions here to everyone so they can be added to the queue.

From Michael Flatto to Everyone 07:36 PM

Right now on the UI website, there are a handful of EVSEs listed as eligible. How do we know which cars are eligible for telematics?

From Jay Gustafson to Everyone 07:36 PM

Will we be able to get a copy of the chat?

From Barry Kresch to Everyone 07:39 PM

Yes, we’ll send out a chat, and the recording will be posted on the EV Club YouTube channel.

From Paul Braren to Everyone 07:45 PM

Question for Eversource (or UI): I see the Eversource document

[https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-program-guide-resi.pdf?sfvrsn=a72baf62\\_0](https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-program-guide-resi.pdf?sfvrsn=a72baf62_0) page

7 section 4.0 Device Eligibility says “INSERT LINK Note: For a complete list of qualifying EV chargers, check our website on or about January 20, 2021.” Do you happen to know whether support is planned for the new third generation Tesla Wall Connector <https://shop.tesla.com/product/wall-connector> ? It’s a Wi-Fi connected charger with smart features coming, details at

<https://www.tesla.com/support/installation-manuals-wall-connector>

“Find the Best Electric Vehicle Charging Options for Your

Home”

[https://www.uinet.com/wps/portal/uinet/smartenergy/electric\\_vehicles/evprogramsforhome!/ut/p/z1/vZPbcpswEIafpRdcYq052KR3xENst4Dr2JjDDYPJcsggRIRip29fMXWbZNKGTqdT3Wln\\_38\\_rXZJQiKStNmpLjNRszZr5D10Zqk-9ZyVsQDfWhsmbDc7z\\_\\_s7jVwNRK-mzDTSfInevjNsWFMfyAJSfJWdKIi8WPdoshKnj6\\_QYEKszvkCv004wJb50VXBbDBXPA6T09Y1XmDvQyd0s5KntG-YLxiFAfnLq\\_vSFyYV0WGx0LNZ1NdN0qYq0cDTdUq0N0NuAILtCE7XHjp0t1c22662Ph7J9qTWIFg7Tt7e3mb-i-oVheq3UDlXKicH1SHn1T04cuF6obx1UAVjn1J8n5Dw4F05M\\_GPGLJMH92gMN6Kh28G2N7vdEsd07CU41nErSMUzlFu79r5TZwbmWl\\_9LVFZBPY7Mml6G-f3hIbDlXrBX4JEj0j0d0ltC4t\\_BK2a9MVGrdFoxEb60y9EYq8cuGHb8vrd0edUuacCy0I588chmuh0j6jwoocD6fJyVjZY0TnFEffiWpWC\\_f9zqTdD0IqKVTNYJ7s6TWk7oMrb7whBl\\_-AbLierc/dz/d5/L2dBISEvZ0FBIS9nQSEh/?WCM\\_GLOBAL\\_CONTEXT=%2FUINETAGR\\_Navigation%2FHeader%2FSmartEnergy%2FElectric\\_Vehicles%2FEVProgramsForHome](https://www.uinet.com/wps/portal/uinet/smartenergy/electric_vehicles/evprogramsforhome!/ut/p/z1/vZPbcpswEIafpRdcYq052KR3xENst4Dr2JjDDYPJcsggRIRip29fMXWbZNKGTqdT3Wln_38_rXZJQiKStNmpLjNRszZr5D10Zqk-9ZyVsQDfWhsmbDc7z__s7jVwNRK-mzDTSfInevjNsWFMfyAJSfJWdKIi8WPdoshKnj6_QYEKszvkCv004wJb50VXBbDBXPA6T09Y1XmDvQyd0s5KntG-YLxiFAfnLq_vSFyYV0WGx0LNZ1NdN0qYq0cDTdUq0N0NuAILtCE7XHjp0t1c22662Ph7J9qTWIFg7Tt7e3mb-i-oVheq3UDlXKicH1SHn1T04cuF6obx1UAVjn1J8n5Dw4F05M_GPGLJMH92gMN6Kh28G2N7vdEsd07CU41nErSMUzlFu79r5TZwbmWl_9LVFZBPY7Mml6G-f3hIbDlXrBX4JEj0j0d0ltC4t_BK2a9MVGrdFoxEb60y9EYq8cuGHb8vrd0edUuacCy0I588chmuh0j6jwoocD6fJyVjZY0TnFEffiWpWC_f9zqTdD0IqKVTNYJ7s6TWk7oMrb7whBl_-AbLierc/dz/d5/L2dBISEvZ0FBIS9nQSEh/?WCM_GLOBAL_CONTEXT=%2FUINETAGR_Navigation%2FHeader%2FSmartEnergy%2FElectric_Vehicles%2FEVProgramsForHome)

From Paul Braren to Everyone 07:46 PM

Connecticut Electric Vehicle Charging Program

2022 Participation Guide for Residential EV Drivers

January 1, 2022

[https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/531e8139-4402-4f7f-95a7-770baa2c85c4/Final+UEVC002+UI+Residential+EV+Managed+Charging+Participant+Guide.1.6.22.pdf?MOD=AJPERES&CACHEID=ROOTWORKSPACE.Z18\\_J092I2G0N01BF0A70AR8BK20A3-531e8139-4402-4f7f-95a7-770baa2c85c4-nV62hKv](https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/531e8139-4402-4f7f-95a7-770baa2c85c4/Final+UEVC002+UI+Residential+EV+Managed+Charging+Participant+Guide.1.6.22.pdf?MOD=AJPERES&CACHEID=ROOTWORKSPACE.Z18_J092I2G0N01BF0A70AR8BK20A3-531e8139-4402-4f7f-95a7-770baa2c85c4-nV62hKv)

(sorry those UI URLs are sooo long, I'm just the messenger ☐)

From Bruce Becker to Everyone 07:46 PM

Rate 7 is about 6 cents/kwh less for off peak use! See <https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day->

[rate-7#](#)

From Jay Gustafson to Everyone 07:46 PM

How far off is CT from using Smart Meters? We just moved back from CA where we had that and it was the only way we could implement EV rates.

From Andrew to Everyone 07:47 PM

Does anyone have the qualified products list URL?

From Michael Flatto to Everyone 07:49 PM

[https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/72bd45e8-8561-4ccc-bab2-  
ea012928541d/Final+UEVC007+E0+Home+Electric+Vehicle+Charger+Qualified+Product+List.1.20.2022-v2.pdf?MOD=AJPERES](https://www.uinet.com/wps/wcm/connect/www.uinet.com-7188/72bd45e8-8561-4ccc-bab2-<br/>ea012928541d/Final+UEVC007+E0+Home+Electric+Vehicle+Charger+Qualified+Product+List.1.20.2022-v2.pdf?MOD=AJPERES)

From Andrew to Everyone 07:49 PM

Thanks!

From Paul Braren to Everyone 07:51 PM

same very short list of EV charging equipment for Eversource

[https://www.eversource.com/content/ema-c/residential/save-money-energy/clean-energy-options/electric-vehicles/ev-charger-demand-  
response#:~:text=Eligible%20Chargers,Fi%20connectivity%20prior%20to%20enrollment](https://www.eversource.com/content/ema-c/residential/save-money-energy/clean-energy-options/electric-vehicles/ev-charger-demand-response#:~:text=Eligible%20Chargers,Fi%20connectivity%20prior%20to%20enrollment).

but see my question above, maybe new info is coming soon, fingers crossed

From Michael Flatto to Everyone 07:52 PM

Can someone get a wiring rebate now and opt to purchase a smart charger at a later date and still get that rebate?



From Bruce Becker to Everyone 07:52 PM

If you have two cars in your home with telematics, can you get double the incentive?

From Richard Heckbert to Everyone 07:53 PM

This is the new larger approved charger list for Eversource. Unfortunately the Tesla Wall Connector Gen 3 is still not on the list

[https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-charger-list-resi.pdf?sfvrsn=d5b18262\\_2](https://www.eversource.com/content/docs/default-source/save-money-energy/ct-ev-charger-list-resi.pdf?sfvrsn=d5b18262_2)

From Edward Wazer to Everyone 07:54 PM

I have a “dumb” 240V home charge. Does a 2019 Bolt have telematics?

From Jq Abellard to Everyone 07:55 PM

now I am confused, “Tesla can join” so what is the rebate that Tesla Gen 3 Wall Charger is qualified for?

From Michael Flatto to Everyone 07:56 PM

Tesla can join by telematics, not by smart charger. So we can only get the wiring rebate, not the charger one

(unless we get one of the other smart chargers on the list)

From Jq Abellard to Everyone 07:58 PM

@Michael Flatto, so I just had the Tesla wall charger installed in December, no rebate at all, or the \$100 one-time enrollment incentive?

From Michael Flatto to Everyone 07:58 PM

That's my understanding

From Analiese Mione to Everyone 07:59 PM

This question is in the queue. Thanks.

From Paul Braren to Everyone 07:59 PM

Question for Eversource: The link Bruce sent above <https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7> for Rate 7 sure sounds promising to me, seems I call the number, and Eversource then swaps their meter on my house, and I then schedule my 2 Model 3s in my garage for charging after 8pm via the simple App. Seems simple, maybe too good to be true. What am I missing? I know I don't get additional cost benefits of curtailment via telematics where Eversource would lower my charge rate during unusual high demand events, but hey, 6 cents/kWh off peak sure sounds good for my needs. With one car at 18,000 miles a year primarily charged at home, this sounds great. Is there a catch, such as higher cost of power during the day?

From J M Eskin to Everyone 08:00 PM

Can a HUD facility in Bridgeport offer charging and get these benefits to the OCCUPANTS?

From Christine Rogers to Everyone 08:00 PM

If I don't apply by then of quarter one does that make me ineligible ?

From Kate Zod to Everyone 08:02 PM

We have solar panels, which we own. Can we still participate in the incentive programs?

From Analiese Mione to Everyone 08:03 PM

The program is 9 years. Incentives drop down each year is my understanding.

Question is in the queue. Thanks.

From Susan Miller to Everyone 08:03 PM

How many years are incentives paid?

From Anthony Pavia to Everyone 08:08 PM

Will any of these incentives be for retroactive installation of a 240v smart charger?

From Analiese Mione to Everyone 08:09 PM

New installations only. Please refer to UI website and program guide online for additional guidelines.

From Anthony Pavia to Everyone 08:09 PM

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From Bruce Becker to Everyone 08:11 PM

Is the cost of a transformer and the utility's installation cost part of the dollar amount subject to the dollar cap?

From Kate Zod to Everyone 08:12 PM

If I have 2 EVs, am I eligible for double the incentives?

From Michael Flatto to Everyone 08:13 PM

Is the forthcoming online application portal for commercial only?

From Evan Finchler to Everyone 08:14 PM

Does anything change if you are signed up with a 3rd party supplier?

From Paul Braren to Everyone 08:14 PM

Barry, I'll put this zoom on the EV Club of CT's YouTube Channel <https://youtube.com/EVClubCT>, but will you be able to

share the actual decks with links?

From Andrew to Everyone 08:15 PM

Can someone paste the residential home links that were shown on the last slide...

From Paul Braren to Everyone 08:21 PM

Question: I realize I composed my 2 questions primarily to Eversource (I'm near Hartford), but they're not on this agenda tonight. Perhaps somebody can get me in touch with somebody at Eversource who can assist me with my questions? I've tried to do so, but have failed.

From Mark Scribner, Energy New England (ENE) to Everyone 08:21 PM

To clarify, any vehicle charging Level 2 (2.x KW to 11+ kW?) with a non-smart EVSE can still enroll in a passive program using their existing whole home residential AMI meter, via disaggregation analytics. Is this correct?

From Guy Mannino to Everyone 08:23 PM

The final mounting and wiring of the station itself is not included in make ready, correct?

From Richard Heckbert to Everyone 08:25 PM

Hosting Capacity Map

<https://www.arcgis.com/apps/webappviewer/index.html?id=4a8523bc4d454ddaa5c1e3f9428d8d8f>

From Stefanie Keohane to Everyone 08:25 PM

links to hosting capacity maps

Eversource

—

<https://eversource.maps.arcgis.com/apps/webappviewer/index.html?id=6853bd7a3f714868bda7fee7c24d8c59>

UI

<https://www.arcgis.com/apps/webappviewer/index.html?id=b5fe4d1060b14b14893a880ddb1e10c8>

From Richard Madonna to Everyone 08:27 PM

I joined late, I'm the CFO at Connecticut College, how can we leverage this to deploy more chargers on campus

From Analiese Mione to Everyone 08:28 PM

210917 docket for media and heavy duty fleets at PURA. Please participate if you own a business.

\*medium

From Kate Zod to Everyone 08:29 PM

This is a very valuable organization—encouraging and helping people to switch to EVs.

Does anyone know if there is a similar organization to encourage people to put solar panels on their homes, either purchased or leased?

From Paul Braren to Everyone 08:29 PM

Opinion/Thought: Seems likely some sort of (Tesla MegaPack for example) timeshifting might be needed to smooth out those punishing high peak load costs for overnight L2 charging those 4 Tesla Semis at once.

From Analiese Mione to Everyone 08:33 PM

171203RE02 smart meter docket at PURA

From Andrew to Everyone 08:34 PM

Did I miss the times for time of use service? (Residential)

From Stefanie Keohane to Everyone 08:35 PM

Summary of all Eversource electric rate components, including Residential TOU (Rate 7)  
[https://www.eversource.com/content/docs/default-source/rates-tariffs/ct-electric/ct-electric-rates.pdf?sfvrsn=2d9afe62\\_46](https://www.eversource.com/content/docs/default-source/rates-tariffs/ct-electric/ct-electric-rates.pdf?sfvrsn=2d9afe62_46)

From Paul Braren to Everyone 08:36 PM

I'll call Eversource tomorrow to see how it goes, to get this 7 cent after 8pm residential rate  
<https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7#> If anybody wants to learn how it goes, I'll tweet whatever happens from both <https://twitter.com/paulbraren> and <https://twitter.com/EVClubCT>, follow either/both to get auto-notified.

From Kate Zod to Everyone 08:38 PM

What is a PHEV?

From Barry Kresch to Everyone 08:39 PM

plug-in hybrid

From Andrew to Everyone 08:39 PM

Plug-in Hybrid Electric Vehicle..

From Kate Zod to Everyone 08:39 PM

Thanks.

From Paul Braren to Everyone 08:40 PM

[https://en.wikipedia.org/wiki/Plug-in\\_hybrid](https://en.wikipedia.org/wiki/Plug-in_hybrid) (so gas, with a little electric range, and it can charge in your garage to

avoid using gas if the daily trips are shorter)

From Mark Scribner, Energy New England (ENE) to Everyone 08:40 PM

Since PHEVs often charge daily, and drivers tend to plug in as soon as they get home without incentivized charge management, PHEVs may actually present a greater concern for impacting grid demand than BEVs.

From Michael Flatto to Everyone 08:41 PM

Can someone get a wiring rebate now and opt to purchase a smart charger at a later date and still get that rebate?

From Michele Frankie to Everyone 08:42 PM

Thank you for this information Zoom meeting!

From john pecora to Everyone 08:42 PM

With grid modernization is there any allowance for Virtual Power Plants (VPP) like what Tesla is doing in California with it's PowerWall and software to supply the grid with power when needed

From Paul Braren to Everyone 08:43 PM

I just had Eversource replace the main wiring from the pole to my house last month, and I asked the installer if he was using a smart meter in my town of Wethersfield CT yet, the answer was no. Just one data point/anecdotal, based on the one Eversource employee I asked. He didn't even mention this 7 cents time of use meter, thanks to this club meeting, now I know! I hadn't seen that URL anywhere before. Thank you!

<https://www.eversource.com/content/ct-c/residential/account-billing/manage-bill/about-your-bill/rates-tariffs/time-of-day-rate-7>

From William Cross to Everyone 08:43 PM

Thank you to everyone! This was great!

From Analiese Mione to Everyone 08:43 PM

Thank you all for attending and asking excellent questions.

From Dwight Stover to Everyone 08:43 PM

Thank you.

From Michael Flatto to Everyone 08:43 PM

Very cool, thanks to everyone who presented

From Edward Wazer to Everyone 08:44 PM

Thank you

From Vacek Miglus to Everyone 08:45 PM

thank you all. looking forward to reviewing all was covered tonight

From Paul Braren to Everyone 08:45 PM

Hoping this chat (minus the email addresses) can be published or at least shared, thank you for a great meeting!

Residential Application – Eversource:

<https://www.eversource.com/content/docs/default-source/save-money-energy/eversource-ct-ev-resi-application.pdf>

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# Public Utilities Regulatory Authority Overview Presentation On EV Charging Incentives

[CT PURA EV Club of CT 012522 \(1\)](#)

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## New EV Rate Design Released by PURA

### Public Utilities Regulatory Authority (PURA) Directs Utilities to Offer EV Charging Incentives

The final rate design adjudication was released on July 14th. Even though it is the final version, it actually isn't quite final yet. We now know a lot about the program, but the document creates working groups to fill in unfinished gaps on some important details, such as some rates, approved equipment, etc. The PURA doc is uploaded to the website as a blog post [here](#). It doesn't exactly read like Jurassic Park, but we need this kind of thing if we are to wean ourselves off "dino juice."

The program is quite comprehensive, containing incentives for residential and commercial, the latter including workplace charging and fleets, and which also applies to municipalities.

The incentives cover hardware, service upgrades, make-ready, demand charge mitigation, and discounted electric rates.

It is important to note that this program takes effect in January 2022. It is not retroactive. If you purchase a charger tomorrow, it will not be eligible for the subsidies.

Below is a summary of the incentives referenced in the chart at the top of the blog post. These are hardware and installation-related discounts:

- A residential incentive of up to \$500 for the cost of an EV charger. This incentive is for a smart charger, which is a WiFi-connected charger. EV charger prices vary, in part depending upon how many amps are drawn by the charger, but according to MYEV.com, the range for a smart charger is \$600-\$800. If you take advantage of this incentive, you are required to participate in a managed charging program. The point of the connected charger is to enable the utility (which is also known as an Electric Distribution Company or EDC) to see and communicate with the charging unit.
- Also for a residence, there is a subsidy to help with the cost of an electric service upgrade if that is necessary if your current panel does not have the capacity to accommodate the added amperage of an EV charger. The amount of the subsidy is not yet determined.
- There is no mention in the chart of a subsidy specifically for installation, so we assume for now that the \$500 applies to both hardware and installation. Installation costs can vary considerably depending on how far your panel is from your garage. It could be as much as \$1,000.
- There are similar incentives offered for multi-unit dwellings (MUD), workplace chargers, and make-ready. The incentive is 50% of the cost of the charger subject to a cap for the site and a minimum number of charging ports.

Note that this is ports, not chargers. There are dual-port charging units. There are higher site caps for MUDs, public level 2, and DCFC charging in underserved communities.

- There is a 100% make-ready incentive, which means the EDC will pay to bring the power to where the chargers will be installed. This is a big deal.
- Finally, there is a subsidy of 50% for the installation of a DCFC charger, which is short for DC current fast charger, also known as a level 3 charger. These are commercial, high voltage units that can quickly charge an EV capable of accepting a fast charge, which applies to most battery electric vehicles.
- There will be a list of specific approved charging equipment. This is necessary for the utilities to be sure they are able to get the information they need from the charger. This list will be finalized later in the year.

## **Residential Incentives for Electricity Usage**

As noted in the first bullet about residential charging, a household can receive an incentive for participating in a managed charging program. There are 2 levels, called basic and advanced. As mentioned earlier, receiving the incentives for the hardware require participation, along with giving the EDC permission to capture data from the charger.

- Basic incentive. In this program, a consumer will be notified of an upcoming demand response event (i.e. when the EDC is expecting there to be a high demand for electricity and they need to take measures to avoid brownouts or blackouts). The consumer has the option to decline participation. However, the default setting is opt-in. Incentives are awarded for participation. The

particulars are still being developed, but there is a cap of \$200 per year, which will be sent as a direct payment to the consumer.

- Advanced (direct load control). The consumer will set charging sessions (via app, web portal, email or text) and the EDC has the right to throttle the rate of charge. The particulars of the incentive are still under development. Your participation level will influence the size of your incentive. We hope this is not too burdensome a level of admin for the consumer.
- The Authority has directed the EDCs to submit recommendations for EV rates for MUDs, which could involve sub-metering.

Note: A common way of protecting the grid, which is used in other places but is not part of this program, is time of use (TOU) charging. We are disappointed that this isn't part of the program because it is a very simple, easy to understand, no maintenance approach. If you charge during off-peak hours, you get a lower rate. Easy. The adjudication specifically states that it doesn't foreclose moving that way at some future point. There are regular evaluation points built into this 9-year program. And there is nothing to say that TOU can't be combined with managed charging. Theoretically, if every EV (assuming many more of them than there are today) started a charging session at the first minute of the off-peak period, there could be a demand surge, but managed charging could mitigate that.

There is an existing installed base of EV chargers, and many of these, my guess is almost all of them, are so-called dumb chargers. They are not WiFi enabled so the EDC can't see or interact with them. The program tasks the utilities to develop a workaround to include these chargers as it could jumpstart program participation. There are existing programs at other utilities, Con-Ed comes to mind, that do just that. With Con-Ed, the driver gets a flash-drive type device to install in

the car's USB port, or with some manufacturers, there is the ability to connect directly to the telematics of the vehicle with the owner's permission, and incentives will be developed to reward off-peak charging. This actually comes a little closer to time of use. Finally, a recent development is that there is equipment coming on the market that can add connectivity to a dumb charger. PURA is aware of this, as well as developments in better accessing vehicle telematics, and there is the potential for this part of the program to evolve.

The \$200 cap on residential demand response rebates seems low to us. The concern is the lack of differentiation between one and two (or more) EV households. We want to see all vehicles participating.

## **Demand Charges**

Demand charges affect commercial establishments. If the demand for electricity spikes for a period of time above normative levels, electric rates increase substantially. Demand charges have been a barrier to the installation of level 3 charging stations. The adjudication directs the EDCs to maintain a temporary rate-rider to mitigate demand charges while taking the time to develop a more permanent and sustainable solution. Demand charges were originally developed so that those putting the most strain on the grid contribute disproportionately to necessary upgrades. These rules were developed long before the modern EV and definitely need to be re-thought.

## **Outreach**

On balance, this is a strong program. We look forward to seeing, and if possible, being a part of, how it evolves. We intend to keep our members informed and hope the outreach, in general, is effective so it hits the ground running in January!

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# **New EV Rate Design – Final Adjudication from PURA**

## **The Public Utilities Regulatory Authority has released the final version of the EV Rate Design**

This program provides incentives for off-peak and managed charging, subsidies for EV chargers, and make-ready (bringing the electricity to where the chargers will be located). This is a dense document and we will be doing in the coming months to explain the details. Also, even though it is the final version, there are still some portions that aren't finished. Working groups have been assigned to do that and report to PURA by Oct. 15th. The plan will take effect in January 2022.

[Final EV Rate Design 171203RE04-071421](#)