



NORTHEAST ELECTRIC VEHICLE 2024 SYMPOSIUM

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The Office of Consumer Counsel

Independent state agency representing investor-owned utility customers since 1975 (CGS 16-2a).

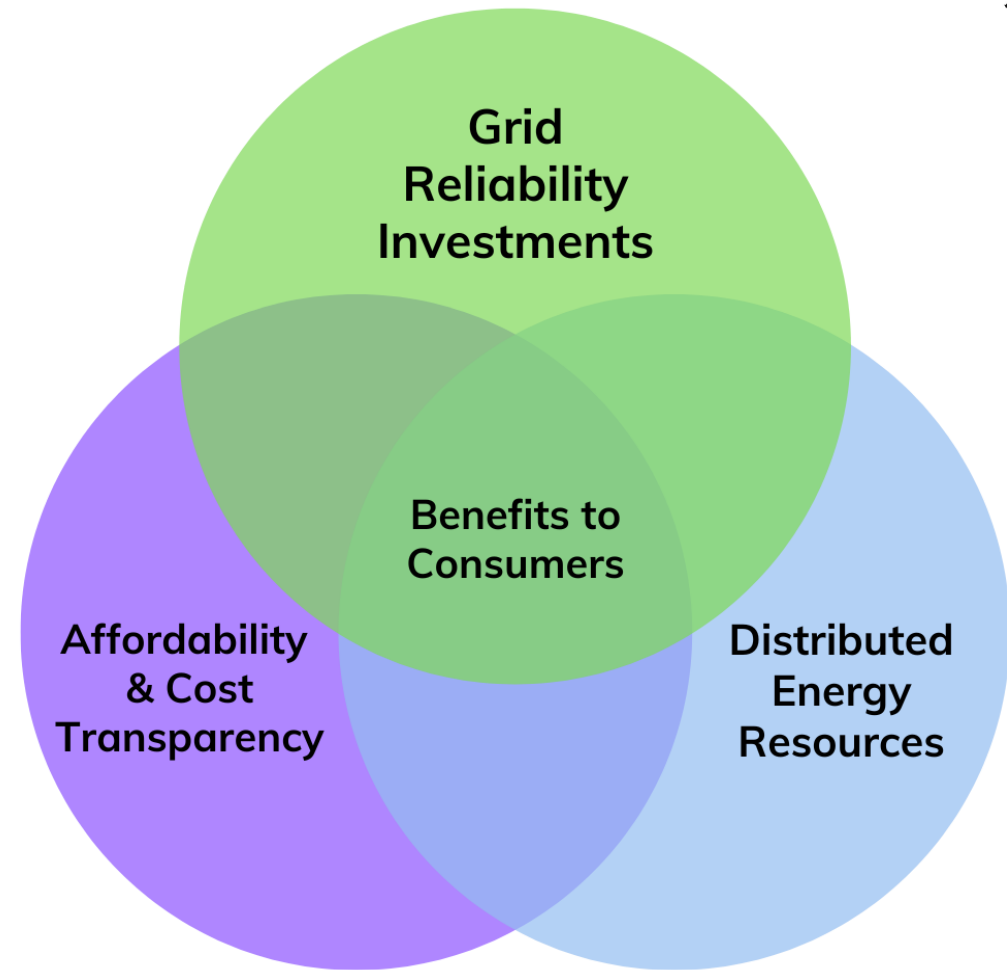
A small but mighty team of subject matter experts with critical institutional knowledge and unique insight into the nuts and bolts of public service regulation.

- Energy – Electricity, Renewables, Nuclear, DERs, Gas
- Water – Safe, Quality, Affordable
- Telecom -- Office of State Broadband – Achieving affordable high-speed internet access



OCC has a statutory obligation to balance these goals to achieve the best possible outcome for consumers.

Our focus is on affordability, reliability, sustainability, cost-effective emissions reduction, technological advancement, and program and policy design to benefit utility consumers.



Energy Efficiency & The Energy Efficiency Board



EE generates significant bill savings for customers

OCC's role

- Member by statute
- Currently serve as Vice Chair

Committed to the goals of EEB

- Cost-effective solutions for Residential and C&I customers
- Promoting equity and energy affordability

CT Energy Efficiency Fund (CEEF)

- Charge on electric & natural gas bills (CAM)
- OCC has and continues to oppose fund raids (2017)

2022-2024 C&LM Plan

- Every \$1 invested results in \$2.41 back into CT economy
- Economic lifetime benefit of \$1.7 billion
- 4.6 million tons of CO₂ reductions
- 409 MW combined annual peak demand reduction

Low-Income Energy & Water Advisory Board

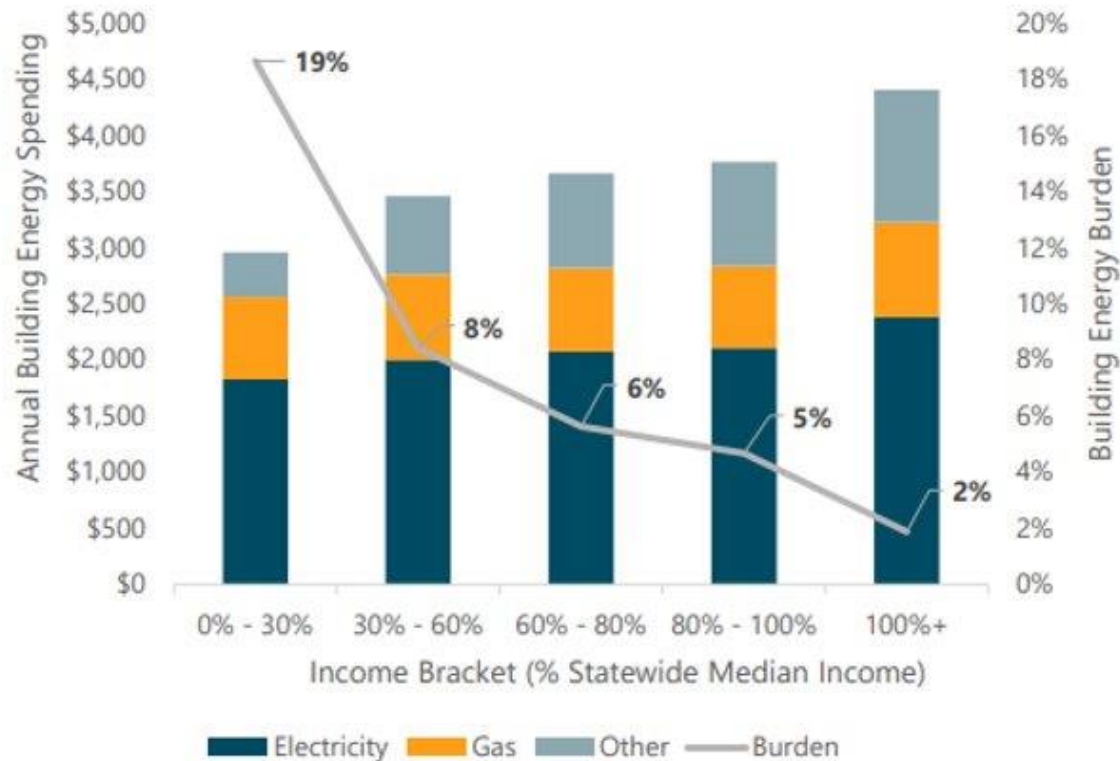


Figure 4. Building energy spending and burden by income bracket.

Target Energy Burden < 6% =
affordability threshold

May 2023 VEIC/Operation Fuel report "Mapping Household Cost Burdens"

- Elected Chair in August 2023
- Advise re: Connecticut Energy Assistance Program
- Expanded Scope in Public Act No. 24-37
- Address Growing utility affordability crisis in Connecticut and nationwide.
 - During calendar year 2023, the national arrearage balance increased from \$17.7 billion in January 2023 to \$20.3 billion in December 2023.*
 - As of June 2024 data, energy utilities arrearages total over \$970 million.**

*Data from [NEADA April 2024 Energy Hardship Report](#)

** Data from PURA docket 23-05-01, July 12 Compliance Filing



Regional and Federal Consumer Advocacy

OCC has Connecticut's sole vote at the New England Power Pool (NEPOOL).

OCC and regional allies advocate for path to cleaner, more reliable grid future – without overpaying in the ISO-New England run markets.

Work with CT partner agencies (DEEP/PURA/OAG) on regional and federal matters (FERC litigation and rulemakings).





Focus of PURA EV Dockets

Deployment Goals & Program Incentives

- Focused on encouraging the purchase and installation of EV chargers and vehicles
- Incentives are structured to meet annual deployment goals aligning with multi-state MOU.
- Collective target of having at least 3.3 million zero emission vehicles on the road by 2025.

Rate Structure

- Costs EDCs incur are incentives, O&M for program administration
- EDCs now allowed to recover these costs through Annual Rate Adjustment Mechanism

Charger Types

- Business and Residential
- Private and Public-facing; Multi-unit dwelling, workplace/fleet

Managing Charging Behavior

- Active and Passive Managed Charging

OCC Focus: How does EV Deployment Impact Connecticut Electricity Consumers?

Long-Term Opportunity: EVs can help reduce rising electricity rates by efficiently adding load to the electrical grid (increasing revenues)

Short-Term Challenge: Charging and Grid Infrastructure Investments Cost Ratepayers Money



Fundamental Questions for OCC:

Will charger incentives have an impact?

What is Fair Level of Investment for Ratepayers?

How do we focus investments where will benefit electricity grid and all electricity consumers the most?

EV Incentives for Connecticut Consumers



Connecticut EV Charging
Program

Administered by Eversource and United Illuminating (UI)
Residential and Commercial



Connecticut Hydrogen and Electric Automobile Purchase Rebate
(CHEAPR)



Connecticut's VW Settlement



Federal Tax Incentives



Incentives offered for customers of Norwich Public Utilities



National Electric Vehicle Infrastructure (NEVI) Formula Program





Addressing EV Investments & Consumer Confidence

Correcting the Record Re: United Illuminating's Claims Relates to Rate Case Decision on EV Investments

- UI chose not to seek recovery of administrative costs related to the EV programs, PURA did not reject cost recovery.
- UI Did not get future cost recovery for capital expenses because it didn't spend any money (despite projections it would). PURA did not deny recovery on any already incurred capital costs
- The Medium/Heavy Duty Program Development is occurring in separate docket, not rate case
- EV Charging Hub and Municipal Curbside Pilot Program not Disallowed – Just didn't make sense to preapprove funding as part of rate revenues.



Addressing EV-Grid Infrastructure Needs

Eversource's Claims Related to Cost of Grid Upgrades due to EV Deployment

Exaggerations of Peak Demand vs. Overall Usage

- Eversource claims that adding an EV will double household electricity demand, not overall usage.
- In reality, charging an EV increases monthly household electricity consumption by about 41% -- not 100%

Inconsistent Capital Investment Projections.

- Eversource's projected need for \$1.5-\$2.3 billion in EV-related capital investments contradicts their own budget in the related PURA filings.
- Eversource spent \$330,000 on capital assets related to the EV Charging in 2023 – well below their projected \$3.5 million budget.

Addressing EV Impacts on Demand and Grid Infrastructure

Transportation Electrification will Increase Demand

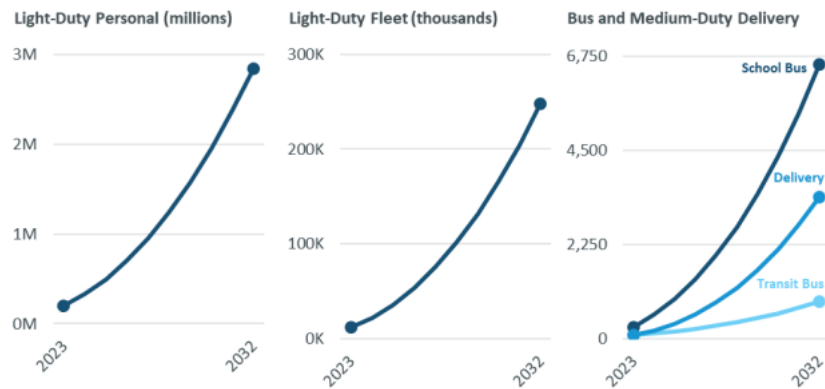


Figure 4-3: Projection of Share of Electrified Transportation Across Various Vehicle Classes, 2023–2032

* ISO New England Inc. 2023 Regional System Plan

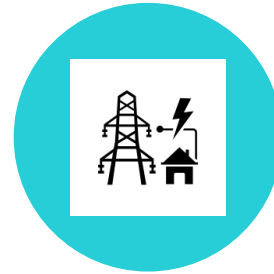
Utility Planning and Engagement Critical

- Integrated Distribution System Planning Critical
 - Load and DER forecasts
 - Integrate data from generation, distribution and transmission systems
- Performance Based Regulation
 - EV Managed Charging & Peak Demand Scorecards

Achieving Electrification to Benefit Consumers



Continued focus on equitable access to Electric Vehicle charging infrastructure.



Managed charging and consumer engagement to reduce peak demand critical



Strategic grid upgrades and use of Grid Enhancing Technologies to avoid unnecessary infrastructure build out



Continued public engagement and education about benefits and costs of these programs



1 Focusing on Equity & Affordability

3 Regional Coordination on Procurements and Grid Investments

5 Public Engagement & Education



2 Regulatory Reform to Mitigate Upward Pressure on Consumer Bills

4 Prioritizing Clean Energy Transition & Leveraging Alternative Funding Sources

Beneficial Electrification:
Reaching the Best Possible Outcomes for Consumers



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