

NYSERDA-DPS EV Industry COVID-19 Input Session

Questions and Answers

April 10, 2020

Q: Is the Department of Environmental Conservation (DEC) still accepting Zero Emission Vehicle (ZEV) infrastructure grant submissions?

A: Yes. Note the upcoming application deadlines for municipalities to apply for the DEC's Municipal Rebate programs- for municipalities to purchase light duty electric vehicles (EVs) and electric vehicle supply equipment (EVSE) (not the New York Truck Voucher Incentive Program)- is May 29 for EVSE and July 24 for electric vehicles. Please follow DEC's website: dec.ny.gov/energy/109181.html for any updates.

The NYTVIP is fully open and not on any sort of hiatus.

Q: Is there a timeline for NYTVIP applications that had been submitted prior to the shutdown? And what is the timeline for these vouchers once finalized and all destruction paperwork has been submitted?

A: The NYTVIP is still accepting applications for active truck and bus purchases. We may extend the deadlines to redeem vouchers in the future.

Q: COVID-19 will delay the purchases of Electric School Buses. Currently there is the MY 2009 and older guideline to be scrapped. Will this be extended to newer model years? Most interested operators will not be operating MY 2009 or older anymore

A: Note that the MY2009 and older scrappage requirement is related specifically to VW funding. The national VW Settlement included this MY restriction and scrappage requirement, so it can't be adjusted. NYSERDA and DEC are developing a VW school bus replacement program.

Q: What is the status of available VW EMT funding for DC Fast Charge Installations?

A: Currently there are no active VW funding opportunities for DCFC. DEC has been engaged with both NYSERDA and NYPA to develop projects to fund DCFC and Level 2 charging, as follows:

- A draft agreement between DEC and NYSERDA is currently being reviewed to provide \$5M in incentives for the Charge Ready NY (Level 2) program. Approval is expected within 1-3 months.
- DEC and NYSERDA are developing a scope of work for potential DCFC projects to be located in select NYS Regional Economic Development Councils. A cooperative agreement will need to be developed and approved. DEC anticipates an announcement by the end of this year.
- DEC and NYPA have requested Letters of Interest from NYS rural electric cooperatives and government electric utilities that do not qualify for the DEC Municipal ZEV Infrastructure Grant program for potential DCFC installations. To date, there has been limited interest but DEC and NYPA remain engaged with potential site hosts. A cooperative agreement would need to be developed between DEC and NYPA. See item #9 at: <https://www.dec.ny.gov/chemical/118556.html>

Q: The truck voucher program dollar amounts are too small to work for EV school buses. Any chance of raising them?

A: We are working with the DEC to add VW settlement funding to the program, which is set aside primarily for electric school buses. These incentives are very likely to be significantly higher than the current incentives. A draft agreement is currently under review but has not been executed.

Q: Do you have an estimated timeline on agreement with NYSERDA for DCFC funds from the VW settlement?

A: DEC and NYSERDA are developing the scope of work for an agreement. We anticipate an announcement this year.

Q: Can you please let me know where to find the DEC Request for Information you mentioned for DCFCs?

A: Note item #9 <https://www.dec.ny.gov/chemical/118556.html>.

Q: How do you plan on promoting the TVIP program to operators as opposed to letting the dealers try to do the heavy lifting of getting the word out?

A: NYSERDA, DEC, and DOT completed initial outreach to dealers and vehicle manufacturers through a series of training webinars and a joint press release (<https://www.governor.ny.gov/news/governor-cuomo-announces-new-york-invest-1277-million-volkswagen-settlement-clean-vehicles>). NYSERDA continues to promote the program to fleets through a partnership with its contractor, CALSTART, although that outreach may slow down during the New York PAUSE.

Q: Has the PAUSE impacted the Transportation Climate Initiative Process?

A: All of the states participating in the TCI process are primarily focused on the COVID-19 public health emergency right now, but discussions among participating states are continuing.

Q: The EO calls out an exemption for construction requiring only one worker. Can charging station bolt downs on a fully prepped site, which require only one worker, occur in order to finalize projects and reduce the backlog when things open back up?

A: No, according to the Empire State Development Guidance on Executive Order 202.6 new EV infrastructure is deemed non-essential and this construction work must be safely suspended.

Q: I am just seeking to confirm that design, engineering and permitting for future charging locations can continue at this time.

A: Yes, consistent with the Governor's Executive Order, the electric utilities have suspended construction for EV-related work at this time but application processing, planning and inquiries, and other program related administrative work continues. Planning and desk work can continue for future charging station locations, as long as it is consistent with the Governor's Executive Order.

Q: Wanted further clarification on service of installed and operational EV charging equipment. Are there guidelines for this type of work? Any other comments?

A: Empire State Development deemed existing EV charging infrastructure essential, and service must continue to comply with current guidance for maintaining a clean and safe work environment, as well as appropriate social distancing, as issued by the Department of Health. Only the construction of new EV infrastructure has been deemed non-essential.

Q: Will this pandemic have any effect on available funding amounts? Can the available funds be decreased and used for other programs in New York?

A: The financial impacts of the global pandemic in New York will be significant, and the impact on proposed and existing EV programs is to be determined. Existing, fully funded programs continue to be carried out and there is no proposed decrease in program funding at this time.

Q: Do you anticipate any longer-term supply chain disruptions (such as for DCFC hardware) that may delay installations even after the PAUSE order is relaxed?

A: We are seeking input from the industry to understand if there are any supply chain disruptions.

Q: DPS is soliciting comments on impacts to the industry - do staff imagine that the scope or structure of the program could change to account for these impacts? What sorts of feedback or information would be most useful?

A: Yes, the scope and structure of the program could change to account for impacts due to the COVID-19 pandemic. DPS Staff is soliciting stakeholder comments regarding the January 13, 2020 Whitepaper Regarding Electric Vehicle Supply Equipment and Infrastructure Deployment as well as stakeholder comments regarding impacts and suggested responses to the pandemic. Feedback most helpful to inform DPS Staff and the Public Service Commission include those questions listed in the February 5, 2020 Notice Soliciting Comments and any information relevant to the pandemic impact on the EV charging industry and stakeholders' suggested responses.

Q: We are seeing the highest rate of COVID-19 cases correlate with areas with high rates of PM 2.5 from trucks and buses. We know that preexisting conditions like asthma putting these New Yorkers more at risk to the virus. How will future investments prioritize addressing the public health impacts of these disparities in air pollution exposure?

A: DEC: Several of the VW projects, including the e New York Truck Voucher Incentive Program (transit buses, trucks), the New York City Clean Trucks Program, and proposed EVSE projects will prioritize funding in, or near, Potential Environmental Justice Areas. These areas have been disproportionately and adversely impacted by air pollution. Additionally, DPS Staff's Whitepaper proposed specific budget expenditures and siting requirements to direct benefits towards environmentally disadvantaged communities and is requesting that stakeholders comment with proposals for how best to direct investments that equitably address public health.

Q: DPS/NYSERDA should allow for extensions on deadlines of current EV programs based on the halting of all EV work for a potentially extended period of time.

A: The DCFC per-plug incentive program's maximum incentive is available through December 31, 2021. New York's electric utilities continue to accept and process applications to that program. If there is an impact from construction delays we will reevaluate. The Charge Ready NY program will allow projects that were interrupted or delayed by the New York PAUSE extra time to complete their projects.

Q: Confused regarding comment deadlines- slide says Friday April 17?

A: Comments regarding the COVID-19 response are requested by April 17 but we recognize that time is limited and ask that comments be submitted by May 18 if that is not feasible. Separately, initial comments regarding DPS Staff's Whitepaper are due by April 27, with reply comments due May 11.