

March 26<sup>th</sup> and 27<sup>th</sup> will be the MEUA's Engineering Workshop at the Embassy Suites Destiny USA location.



The Engineering Committee has put together another information filled agenda for the members to enjoy as well as another Corporate Vendor Equipment & Service Show.

Please plan on attending— the registration forms have been sent out. Included in this edition is the agenda for the workshop. Registration forms for this event can be found under the *Meetings & Workshops* tab on MEUA website, [www.meua.org](http://www.meua.org).

New York State experiences very strong winds last weekend with gusts reaching the 65 MPH range in several locations. It appears the most severe conditions were in the western part of the state.

Several systems reported outages, but worked through them to restore service quickly.

Arcade, Fairport, Little Valley, Salamanca, Spencerport, and Springville reported to Avangrid territory on Monday and remain there today in the Hamburg, Lancaster areas.

Thanks to those systems for responding to help. One would hope winter is near its end with March rapidly approaching. Here's hoping.

Last month I informed you of NYPA's intent to unilaterally reduce the capacity it has been supplying from the Niagara Project. NYPA has decided to further discuss the issue and answer questions on the reduction of capacity to its customers.

We will continue the discussions with NYPA and keep you informed moving forward.

The MEUA Semi-Annual Meeting will take place April 24<sup>th</sup>-25<sup>th</sup>. Information and registration material will be sent out shortly. This year the format will change slightly. There will be presenters after lunch the first day along with the Corporate Exhibition.

It is hoped that this will allow more time to update the membership on key issues and initiatives, industry wide in New York State.

There has been a lot of push back cuts to the Aid Incentive for Municipalities (AIM) since it was introduced in the Governor's Budget. This issue will continue to get a lot of attention and the MEUA Governmental Committee will continue to make its point with legislators not to cut dollars to this program.



**Chris Wentlent:**  
**March 2019**  
**NYISO Report**

NYISO Update – January 2019 LBMPs averaged \$50.93/MWh, as compared to December 2018 which averaged \$40.31/MWh. Natural gas prices increased from \$4.10/MMBtu in December to \$6.11/MMBtu in January. This is yet another example of how commodity prices can be volatile during extreme weather, higher demand periods.

Operationally, peak load of 24,728 MW occurred on January 21 at 1800. Wind production realized a 50% capacity factor during January 2019. Normally, January, February, March, April, October, November and December are higher wind production months. Wind generation curtailments due to high generation and limited transmission transfer capability continued to be an issue especially in the West, Central, North, and Mohawk Valley zones. In total, wind generation was curtailed approximately 1.7% in January.

The NYISO Board has not officially finalized its decision on the AC Transmission Project. The NYISO has conducted informational meetings at the Electric System Planning Working Group (ESPWG) and will discuss if

further at the upcoming Management Committee meeting to be held on Wednesday, February 27. A final decision on the second phase of the AC Transmission project is expected in the very near future. While potentially completed at the NYISO; there is still a potential that other developers may challenge the final Board decision at the Federal Energy Regulatory Commission. We will continue to monitor this particular project.

**New York State Public Service Commission – Electric Vehicle Infrastructure Order**

On February 7th, the New York State Public Service Commission issued an order providing the path forward for the expansion of DCFC charging by Investor Owned Utilities (IOUs) in New York State. In the order, the Commission also stated that the municipalities should continue to work with NYPA on expansion of the EV Charging Network.

The transportation sector is one of the largest producers of energy-related greenhouse gas emissions in New York. The Charge NY initiative seeks to reduce these emissions by expanding the number of electric vehicles and charging stations through multiple programs administered by NYSERDA, the Department of Environmental Conservation, the New York Power Authority, and the Thruway Authority.

New York is making up to \$31.6 million available, through investor owned utility incentives, to ramp-up the expansion of electric vehicle fast charging stations to serve the future electric vehicle market and accommodate the needs and demands of the growing consumer marketplace.

<b>Maximum DCFC Incentive Payments by Utility</b>		
<b>Utility</b>	<b>Maximum DCFC Ports</b>	<b>\$</b>
Con Edison	400	6,400,000
Orange & Rockland	40	1,664,000
Central Hudson	100	4,400,000
NYSEG	160	5,120,000
RG&E	74	5,032,000
National Grid	300	9,000,000
<b>Total</b>	<b>1,074</b>	<b>31,616,000</b>

The plan approved by the New York State Public Service Commission will leverage existing New York State Energy Research and Development Authority and

New York Power Authority funds with targeted investor owned utility funding to spur the private-sector development of much-needed fast-charging infrastructure to support the goal of 800,000 zero-emission vehicles in New York by 2025.

Under this plan, 1,074 new, publicly accessible fast-charging stations will be eligible for annual investor owned utility incentives with a maximum statewide cost of \$31.6 million. These fast-charging stations will provide greater convenience for EV owners and will be able to charge a long-range EV in 20 minutes as compared to the 20 hours using a typical home charger, or 4 to 8 hours using a level-two charger.

The Commission recognized that many System Benefit Charge (SBC) programs will deliver greater benefits and operate more effectively when operated on a Statewide basis. Therefore, the Commission directed the IOUs to retain a portion of the revenues to fund certain utility-administered, unexpired public-benefit programs that predated the SBC, and transfer the remainder to NYSERDA to fund statewide administered public benefit programs. In order to realize the State’s goals of transportation electrification and GHG emission reduction, the Commission has identified unencumbered legacy SBC funds that are available to fund this incentive. The Commission directed NYSERDA to transfer this funding to the respective utilities within 90 days of the effective date of this order. The utilities will be required to accrue carrying charges on unused funds at their respective pretax rates of return. Any funds remaining at the conclusion of the seven-year program shall be deferred for future disposition by the Commission.

Not all DCFC station developers who may be eligible for this per-plug incentive program have contributed to the SBC. In order to preserve the Commission’s general policy of benefits accruing to the collection-paying participants, the IOUs are directed to develop a surcharge mechanism for customer groups that did not contribute to the SBC. The surcharge shall be developed by dividing total program costs by the total annual delivery kWh for each IOU. This surcharge shall be administered to all non-SBC paying customers for a period of one-year, beginning January 1, 2020. The funds collected using this surcharge shall be combined with the NYSERDA legacy dollars to fund the DCFC per-plug incentive program at each IOU. Each IOU shall file tariff revisions necessary to enable this surcharge by March 1, 2019.