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The draft 2009 State Energy Plan and its supporting Transportation, Energy Infrastructure, and Climate Change Issue Briefs all mention the benefits of plug-in electric vehicles (PEV). Electrification of transportation favorably impacts all five New York State energy policy objectives of maintaining reliable energy and transportation systems, reducing GHG emissions, stabilizing energy costs, reducing health and environmental risks, and improving energy independence. There are recommendations in Section 3.1.4 and Section 5.1.2 that encourage PEV demonstrations and agency procurement. This is good but it does not go far enough. One of the most critical problems in promoting the use of PEVs will be establishing a robust public infrastructure to charge these vehicles. It is generally assumed that the PEV owners will charge their vehicles off-peak in their home garage. This is a bad assumption in New York City and other large cities in the State. Many people will not have access to a private charging location and will only be able to charge their vehicle in a public location. A visible, robust public charging infrastructure in cities will encourage the purchase of PEVs and without it they will remain a niche product for suburban homeowners. Installing and operating public charging stations could be a good business opportunity, but they are a "chicken-egg" proposition. Without PEVs they are a bad investment and without public charge stations there may not be many PEVs. Some incentives may be needed to build up the infrastructure in advance of the demand for it. And when this public infrastructure is established all over the State, the myth that the vehicles will be charging at night and not during the day will be challenged. This could require new power capacity near the charging locations to avoid local grid congestion - either distributed electricity storage or distributed renewable generation. Some incentives may also be needed to provide this new local capacity. Infrastructure recommendations: "The State should develop tax credits or other incentives to encourage the early deployment of a publically-accessible, robust, plug-in electric vehicle charging infrastructure across the State. This charging infrastructure consists of the charging stations and any associated distributed electricity storage or distributed renewable generation needed to mitigate any adverse impact of vehicle charging on the local power grid."