

May 15<sup>th</sup>, 2024

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**TO: Sherri L. Golden, Secretary, Board of Public Utilities**  
**FR: Pamela G. Frank, CEO, ChargeVC-NJ**  
**RE: Public Comments/ Rate Case Petition BPU Docket Nos. ER2312092 & GR23120925 & OAL Docket No. PUC00926-24**

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My name is Pamela Frank, and I'm the CEO of ChargeVC, New Jersey's proponent advocating for transportation electrification in New Jersey, with around 40 members. These include environmental organizations, utilities, market participants, including charging companies and vehicle OEMs, labor organizations, and automotive dealers, to name just a few of our membership categories.

I am testifying today to support PSE&G's TOU EV rate proposal. Moving residential charging off-peak is a strategic imperative that will help EV drivers reduce their costs and importantly, mitigate grid impacts and shield ratepayers from avoidable costs. We have documented the need for such strategies since our formation in 2016.

To share a personal anecdote, I have been enrolled in PSE&G's pilot EV credit program. It has been quite effective in incenting me to charge off-peak. This new permanent EV rate will be a welcome addition to the broader market.

**While the grid is capable of providing all the power that EVs need, ChargeVC has studied and confirmed why charging needs to happen at the right time. This is crucial for the benefits of electric vehicles to be significant and broad – accruing to all ratepayers, not just EV drivers. These new tariffs are a tool to help ensure charging at the preferred time and represent taking action now to ensure and maximize benefits, again, to ALL ratepayers—not just EV drivers.**

Last, it is important to ensure that EV-specific rate design is scalable and that all utilities are kept whole on revenue requirements so that they can continue to support widespread EV adoption.

Thank you for the opportunity to provide comments today.