

Regional EV Strategy Working Group Meeting Notes

February 6, 2025 Meeting

Welcome:

- Emma Zehner (MAPC) kicked off the meeting by introducing the agenda and the speakers.

Update on Federal Transition:

- Marjie Weinberger (MAPC) facilitated a discussion about the impact of the federal administration on work related to EVs. The Executive Order [*Unleashing American Energy*](#) calls for removal of the EV “mandate.”
 - The funds were obligated by Congress so they need to be de-obligated by Congress. The Executive Branch’s funding freeze is a clear violation of the separation of powers. Regardless, the funding freeze has affected many of our programs and left our funds inaccessible. MAPC is also running into issues with reimbursements. While we expect this to be loosened, we also expect this to be a consistent theme in the long term.
 - The federal administration has the right to cancel or amend contracts at will. Carefully examine any contract amendments.
 - Contracts that include terms like “DEI” or “marginalized communities” will likely be reexamined.
 - Being tethered to the federal government in areas they don’t prioritize is dangerous. Modifying the language of EJ and DEI won’t be helpful. We need to think of creative and alternate funding sources to move our priorities forward.
 - If you have a valid contract and you do the work, you have the legal right to get paid for it. Our advice for MAPC grant holders: continue the work rendered under your valid contract. Until notice of termination, you have the right to seek reimbursement. We don’t know whether this will be easy, but we’re continuing to do our work under impacted grants and will fight for reimbursement.
 - Questions:
 - Do you have a sense if all of these changes cover congressional special appropriations in past legislation, not a grant program?
 - Marjie: It does. Everything that has resulted in a federal contract will be impacted.
 - Cambridge received funding for EV charging through congressional appropriation – Congresswoman Pressley omnibus spending bill about 2 years ago). Going through MassDOT to access (design/review

process). When it comes time for MassDOT to access funding from FHWA, might they run into trouble?

- DOT: can't speak to that one specifically. Protection for formula funds more protected over discretionary funds– hard to predict what will occur. Can talk more offline.
- Marjie: Reach out to Congresswoman Pressley's office and let her know.
- Feel free to reach out to Marjie. If grants are being impacted, if hearing from feds/passthrough vendors like MassDOT – share that info. Please be transparent with what's happening in your world, and we will do the same. MWeinberger@mapc.org

Interstate Renewable Energy Council (IREC) Charging Smart Program

- Catelyn Sweeney and Ed Gilliland (IREC) shared info about IREC's Charging Smart Program.
 - Charging Smart is part of the Energy Ready programs which includes SolSmart and Distributed Wind Smart. IREC offers free technical assistance and national recognition to local governments to facilitate the adoption of EVs and EV charging for residents and businesses.
 - To become Charging Smart designated, communities can take action under a suite of categories including: planning, regulation, utility engagement, government operations, education & incentives, and shared mobility. Communities can get designated as bronze, silver, or gold.
 - IREC provides expert technical assistance to support communities addressing common concerns like land use and zoning regulations or permitting barriers in order to become designated. The program includes resources such as guidebooks, templates, and model language to support designation.
 - This funding is secured through August 2027.
 - What are the next steps? Complete the interest form on the website to schedule a consultation. Then submit a commitment letter, and complete the short self-assessment of your jurisdiction's EV programs, goals, challenges, and completed actions.
 - Q&A:
 - Which communities have gone through this process?
 - There were 9 communities in Minnesota that achieved designation last spring – 7 bronze and 2 silver. Have other communities currently pursuing designation, and we are partnering with the Metropolitan Mayors' Caucus in Illinois.

- What is the timeline for getting designated?
 - We launched nationally on January 14. The average time to get designated is about 5 months but can range from 2-8 months. Some communities may need to amend their zoning ordinances, which adds time. Depends on where communities are starting from and what they want to achieve. We work with communities to determine the level of designation (i.e., bronze, silver, gold).
- Has IREC worked with RPAs to facilitate multi-town collaborative efforts?
 - Yes, we work with regional organizations to help multiple communities get designated as a group. Minnesota is the most recent example and also working w/ Metropolitan Mayors' Caucus in northern Illinois.

Massachusetts Clean Energy Center (MassCEC) On-Street Charging Solutions Program

- Devan DiLibero and Claire Hazzard (MassCEC) introduced the On-Street Charging Solutions Program. This is safe federal funding.
- The goals of the program are to increase access to on-street charging and reduce barriers to EV adoption in Environmental Justice Communities (EJCs) by piloting innovative on-street charging models (pole-mounted, streetlight, pedestal mounted) that can be replicated and scaled across MA. In about a year, the program will also create a guidebook to support municipalities deploying similar curbside charging programs.
- Municipalities can apply for 1 of 2 services (not both).
 - *Planning, Support, and Feasibility Study*: up to 25 municipalities will receive EV charging station planning support & feasibility studies at no cost. Includes recommendations for charging locations, maintenance, parking enforcement, and other topics.
 - *Charging Station Implementation*: Up to 15 municipalities will receive EV charging station installations at up to 3 sites.
 - There are 2 sub-pathways: expedited pathway or custom pathway (or applicant can select "I don't know" in the application)
 - Expedited pathway is the way to get the infrastructure in the ground quickly. The manufacturer, charging station type, charging power, etc. are all pre-determined. Under the expedited pathway, the chargers are municipally-owned. The custom pathways allow municipalities to select their own

manufacturers, non-level 2 chargers, and different ownership models (e.g., leased, third-party).

- Timeline:
 - The program will run for two years – from November 2024 to December 2026. Applications are being accepted now and should only take 10-15 mins to apply. Deadline is 2/14. If selected, municipalities will sign and join a kickoff meeting with the consultant.
 - Feel free to e-mail with any questions on the On-Street EV program: sconte@comelectrical.com, 401-484-2853.
- Questions:
 - Why only level 2 charging?
 - Only looking at level 2 charging because we're looking to imitate at-home charging for folks able to access. Fast chargers would also greatly limit the amount of chargers able to be deployed.
 - Who will provide technical assistance?
 - The Commonwealth Electrical Technologies team or one of their subcontractors.
 - When are municipalities being notified?
 - By end of the month.
 - What is the info required in the application?
 - Info on main point of contact, which pathway, and a few other questions on selection criteria (# of open parking spaces, % of renter, % population within the EJ block – application provides guidance on how to get to those numbers).
 - Is there a preference for renters vs condo owners?
 - No preference. Will come down to whether residents are in EJ communities – that's the criteria we're most heavily weighing.
- Application link: [On-Street Charging Solutions Program](#)

Utility Midterm Modification Proposals

[DPU Docket Number Website:](#)

Docket number: 24-196

- Julia Gold (National Grid) & Kevin Boughan (Eversource) provided an overview of the EV midterm modification proposals the utilities submitted to the DPU.
 - Our proposals encourage the program to offer complementary approaches to funding and remove the rule that prevents customers from stacking utility dollars. Previously, for example, we would have to deduct funds if already utilizing Make Ready funds.
 - Kevin Boughan discussed key components of the Eversource proposal:

- In the first two years of program, had an EJC fleet pilot that was successfully subscribed to that built out fleets. We are proposing \$5 million to scale the program.
 - Also including incentives for bi-directional chargers, intended specifically for school buses but any use case for bidirectional could be supported.
 - Due to various admin reasons, the residential managed charging program had to get moved into different pot of funding so we are proposing \$3 million to reintroduce it. This will look similar to our program already being implemented in Connecticut.
 - Due to high market demand for DC fast chargers in the public and workplace segment, we are close to being fully subscribed, so we are proposing to adjust the rebates to 0% or 50% from the current maximum of 50-100%.
 - Julia Gold discussed key components of the National Grid proposal:
 - Off-peak charger rebate program: remove participation limits and shift \$5 million from the residential segment.
 - We proposed adjusting our DC chargers downward given extensive interest and desire to control budget a bit more to get more chargers on the ground and reduce cost per project.
 - DPU's order allowed National Grid and Eversource to shift funding 15% of segment totals to respond to the market and adjust flexibility of pacing. We are also asking for an additional \$34 million to keep the market going for the public/workplace segment.
- Questions?
 - Will stacking also be allowed when third party is neither Make-Ready nor electric vehicle supply equipment? Newton got a grant from DOE for chargers and was told the grant money would be deducted from Make-Ready funding.
 - It would be deducted because supply equipment includes the chargers.
 - When will we have an order from the DPU? My funding is going to expire.
 - We will get a procedural schedule soon that indicates what DPU thinks the timeline will be from the proceedings. We don't have visibility, and even with a procedural schedule, we won't know when the order will be issued. Last time it took much longer than anticipated.
 - For the MHD fleet program, will Eversource be accepting waitlist projects like what was done before the 2nd phase of DPU filing? \$5 million will go by very quickly.

- There's only two years left in program which is why the number is what it is. We'll need to think about that. If it's oversubscribed, we can create a waitlist but can't say whether projects on that waitlist would be formerly approved or receive incentives because it would be deferred to the next phase and the program might look different. We're looking at what the next filing will be for 2027-2030. Can't say what program will look like then.
 - Will funding be included for DC chargers or just level 2?
 - Designed to accept projects that have both.
 - For MHD fleet program, will there be any provisions to include light duty vehicles that have need for fast charges, ex police.
 - Didn't request that modification. Currently nothing for level 3 light duty vehicle.
 - For Public/Workplace incentives, it looks like National Grid is looking to increase funding for public charging, and Eversource is looking to decrease funding? Can you explain these decisions? If true, this is puzzling because the grant Newton got was to put chargers in public lots. We were told we couldn't get money for Make Ready because of this grant.
 - Partially correct. Yes, National Grid is requesting increased funding for workplace segment and EVSC not requesting an increase in workplace.
 - National Grid is proposing to reduce future incentives for public charging because we hit the budget cap and can't approve more applications on the wait list. We are proposing to reduce the amount of incentives going to DCFC now that the market caught up. Also need more budget to keep approving.
 - Eversource did not ask for increased budget – in original filing, had targeted certain number of DCFCs to meet need of 80% of state through program period, for variety of reasons explained in filing (3rd party funding rules & design of fast chargers rule). We got an overwhelming market response to DC fast chargers and approved 6x the number than originally anticipated. Approved about half of anticipated level 2 projects we hoped.
- Could you clarify the light duty level 2 fleet charging incentives?
 - For Eversource territory, the program is subscribed and there are no plans for expansion. National Grid still has funding for their fleet program.

News and Resources

- Emma Zehner (MAPC) shared recent updates and resources:

- The 2024 MA Climate Report Card, the report that measures and reports our progress to the 2025/2030 targets in the Clean Energy & Climate Plan (CECP). Some relevant highlights include light-duty and hybrid vehicles increased by 35,651 in 2024 (with about 1/3 in Nov-Dec alone). Chargers increased by 2,024 in 2024 for a total of 8,791 chargers across the state.
 - Blog: [Massachusetts Advances EV Adoption with New Rebate Program and “Right to Charge” Rule](#)
- MAPC wrote a blog overviewing recent changes to EVs at the state-level, or the new “right to charge” rule and the new Ride Clean Mass rebate programs for ride hailing and tax drivers (up to \$6,500).