

REGIONAL EV STRATEGY

Charging Smart Program, On-Street Charging Solutions Program, and EV Midterm Modification Proposal

February 6, 2025



REGIONAL EV STRATEGY



Today's Agenda

1:00-1:05 p.m.	Welcome	Emma Zehner, MAPC
1:05-1:20 p.m.	Federal Transition	Marjie Weinberger, MAPC
1:20-1:40 p.m.	Charging Smart Program	Catelyn Sweeney, Interstate Renewable Energy Council (IREC) Ed Gilliland, IREC
1:40-2:00 p.m.	On-Street Charging Solutions Program	Devan DiLibero, Massachusetts Clean Energy Center (MassCEC) Claire Hazzard, MassCEC
2:00-2:20 p.m.	EV Midterm Modification Proposals	Kevin Boughan, Eversource Julia Gold, National Grid
2:20-2:30 p.m.	Updates and Resources	Emma Zehner, MAPC



Federal Transition



IREC Charging Smart Program



CHARGING SMART



NATIONALLY DISTINGUISHED. LOCALLY POWERED.

**Metropolitan Area
Planning Council: EV
Working Group**

Date: 2/6/25



Interstate Renewable Energy Council (IREC)



IREC builds the foundation for rapid adoption of clean energy and energy efficiency to benefit people, the economy, and our planet.

IREC advances a 100% clean energy future through three complementary pathways.



Workforce Development

IREC leads efforts to grow a diverse and qualified clean energy workforce by implementing strategies that unite stakeholders to improve recruitment, education, training, and job placement outcomes.

Local Initiatives

IREC helps cities, counties, and towns use policy tools and resources to drive the growth of clean energy, address climate change, and create new jobs.

Regulatory Engagement

IREC is a national leader in regulatory policies that advance the growth of distributed energy resources, such as rooftop solar and energy storage.

Energy Ready: Free Technical Assistance



- **Free technical assistance** & recognition to local governments
- Strategically manage the expansion of clean energy technologies
- **Energy-Ready.org**



Energy Ready

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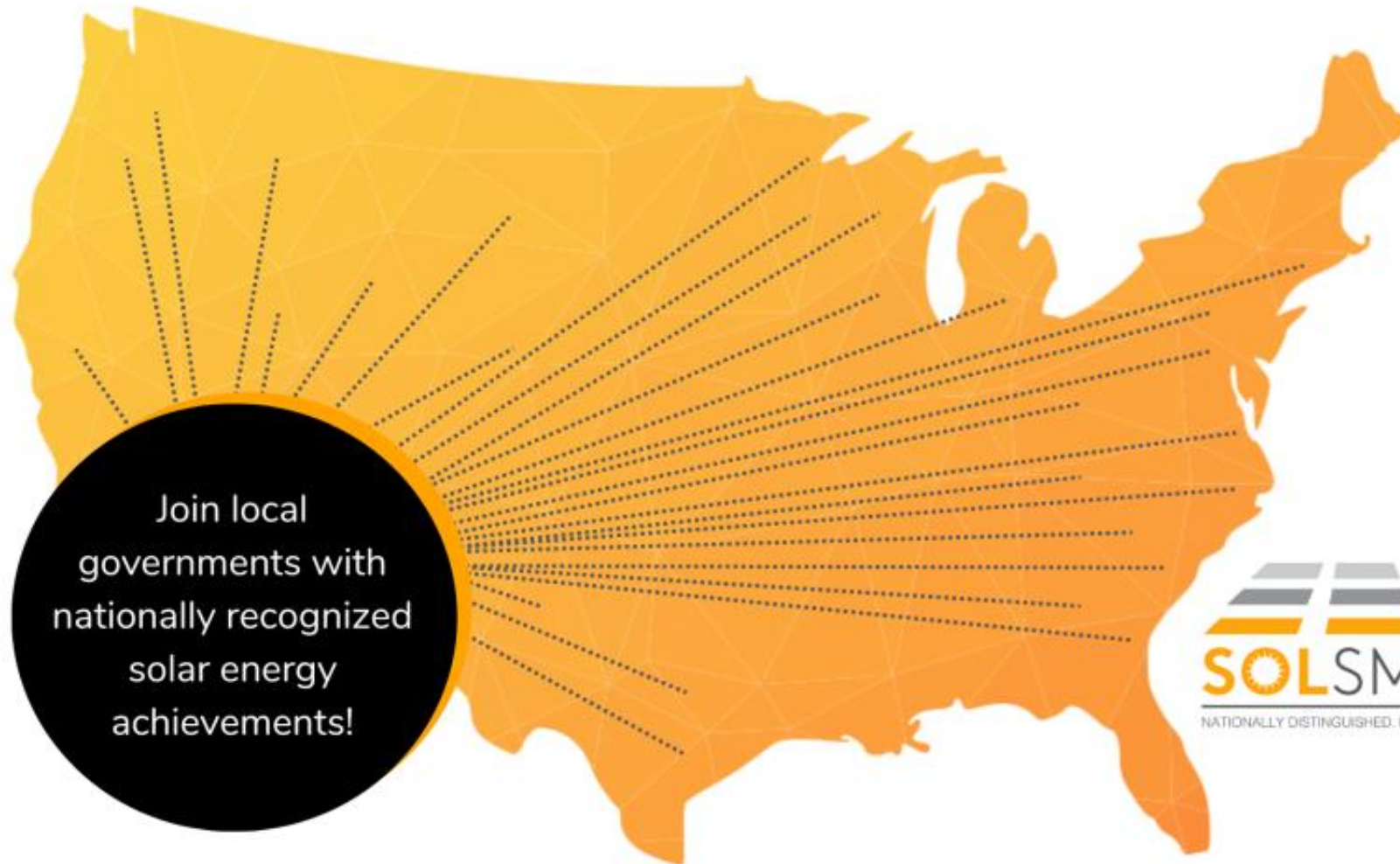


What is Charging Smart?

Charging Smart provides no-cost technical assistance and national recognition to local governments to facilitate the adoption of electric vehicles (EVs) and EV charging for their residents and businesses.



Modeled off Success of SolSmart



Join local governments with nationally recognized solar energy achievements!



- 500+ designated communities
- 43 states and counting
- Over 1 in 3 U.S. residents live in a SolSmart designated community

Charging Smart Partners



Industry Advisory Partners

The logo for Edison Electric Institute (EEI) consists of the letters 'EEI' in a bold, blue, sans-serif font.

Edison Electric
INSTITUTE

The logo for EVgo features the text 'EVgo' in a dark blue, sans-serif font, with a registered trademark symbol (®) to the upper right.The logo for ChargePoint features the text 'chargepoint' in a lowercase, sans-serif font. The word 'charge' is in orange and 'point' is in blue. There is a registered trademark symbol (®) to the upper right.

**Dominion
Energy**®



electrify
america



TESLA



Charging Smart Action Categories

Planning

**Government
Operations**

Regulation

**Education and
Incentives**

**Utility
Engagement**

Shared Mobility

Designation Structure



Designation Requirements: Bronze



Total Points: 80

Specific Required Criteria

ID	Points	Criteria
R1.6	15	Review zoning requirements and identify barriers to EV charging
R3.1	10	Adopt a standard EV charging infrastructure permit application processes
R3.4	5	Develop charging infrastructure permitting checklists
U1.1	5	Meet with utilities to discuss EV collaboration opportunities

Required Points from Specific Categories

- 1. Planning:** 10 Points
- 2. Education and Incentives:** 15 Points

Points from Any Action(s): 20

Designation Requirements: Silver



Total Points: 150

All Specific Bronze Requirements Plus:

Specific Required Criteria

ID	Points	Criteria
R1.1	10	Permit chargers as an accessory use by right
R2.8	10	Allow EV charging stalls to count towards minimum parking requirements
G2.2	10	Complete an initial municipal fleet analysis

Required Points from Specific Categories

1. Utility Engagement: 20 Points

Points from Any Action(s): 40

Designation Requirements: Gold



Total Points: 300

All Specific Bronze and Silver Requirements Plus:

Specific Required Criteria

ID	Points	Criteria
P3.1-P4.4	5 - 10	Address EVs and charging infrastructure in functional area plan (sustainability plan, transportation plan) or comprehensive plan
R1.4	10	Establish standard approval timelines and provide all comments at one time
R2.1	20	Adopt an EV readiness ordinance or plan for new construction*
G1.4-6	20	Install a public charger
G2.3	10	Complete a comprehensive municipal fleet analysis
G2.5/7	10 - 15	Purchase an EV for the municipal fleet

Points from Any Action(s): 105 - 120

*Alternative action available: R1.2 Define EV charging as its own primary use

- Clear Pathway to Achieve Designation
- **Vetted Best Practices and Implementation Strategies**
- Guidebooks, Templates, and Model Language
- **Tailored Support to Communities at All Levels**
- Meet Your Community's Adopted Goals and Implement Plans
- **Effectively Address Critical Concerns** including:
 - Land Use and Zoning Regulations
 - Permitting



Benefits of Charging Smart

- Supplement and Leverage Staff Capacity and Funding
- Amplify Impacts of State and Federal Funding
- Remove Unnecessary Barriers
- Decreased Soft Costs
- EV Market Growth

Charging Smart Designation



- Celebrate your community's accomplishments
- Be recognized as a national leader
- Send a signal that your community is "open for EV charging"
 - Attract new business
 - Create new jobs
 - Spur economic growth

Taking Action at the Local Level



Local governments have the power to accelerate EV adoption and experience the benefits of EVs.

Funding for Charging Smart is secured through August 2027.

- **Commitment Letter:** Complete the template and signed by authorized representative
- **Self-Assessment:** Complete a short form reviewing your jurisdiction's EV programs, goals, challenges, and completed actions
- **Learn More:** visit energy-ready.org/charging-smart
- **Interest Form:** <https://energy-ready.org/join>
- **Contact us!**

Contact Information



Your Charging Smart Contact:

Catelyn Sweeney | Program Manager

catelyns@irecusa.org

Ed Gilliland | Senior Program Director

edg@irecusa.org

Interested in another Energy Ready designation program?**SolSmart**

Brandy O'Quinn

Program Director | IREC

brandy@irecusa.org**Distributed Wind Smart**

Sarah Yeager

Senior Program Manager | ICMA

syeager@icma.org

MassCEC On-Street EV Charging Solutions Program



On-Street Charging Solutions Program



Intros



Claire Hazzard –
Program Administrator
Chazzard@masscec.com



Devan DiLibero –
Program Manager
Ddilibero@masscec.com

Agenda

- Program Overview
- Program Services
 - Feasibility Study
 - Implementation
- Timeline
- Target Participants
- Municipal Application
- Upcoming Deadlines + Resources
- Q&A

Program Overview

BACKGROUND

- ▶ The Electric Vehicle Coordinating Council (EVICC) awarded MassCEC American Rescue Plan Act (ARPA) funds to advance electric vehicle (EV) charging infrastructure installation across the Commonwealth
 - The goal of the EVICC is to create an equitable, interconnected, accessible and reliable EV charging network

TIMELINE

- ▶ The program will run from November 2024-December 2026

Program Overview cont.

BARRIERS

- ▶ Access to charging is a significant barrier to EV adoption for renters, residents of multi-unit dwellings, residents of low-income housing, and residents without a dedicated garage, driveway, and/or parking space



PROGRAM GOALS

- ▶ Increase access to On-Street Charging and reduce barriers to EV adoption in Environmental Justice Communities (EJCs) throughout the Commonwealth;
- ▶ Pilot innovative On-Street Charging models (pole-mounted, streetlight, pedestal mounted) that can be replicated and scaled across MA; and
- ▶ Develop a guidebook to support municipalities deploying similar curbside charging programs

PROGRAM TEAM

- ▶ Commonwealth Electrical Technologies, Leidos
 - Evcharging@comelectrical.com

Municipalities Can Apply for 1 of 2 Services

Pathway 1: Feasibility Study

**Up to 25
municipalities**
will receive EV
charging station
planning support
& feasibility
studies ***at no cost***

OR

Pathway 2: Implementation

**Up to 15
municipalities**
will receive EV
charging station
installation at up
to three sites ***at
no cost***

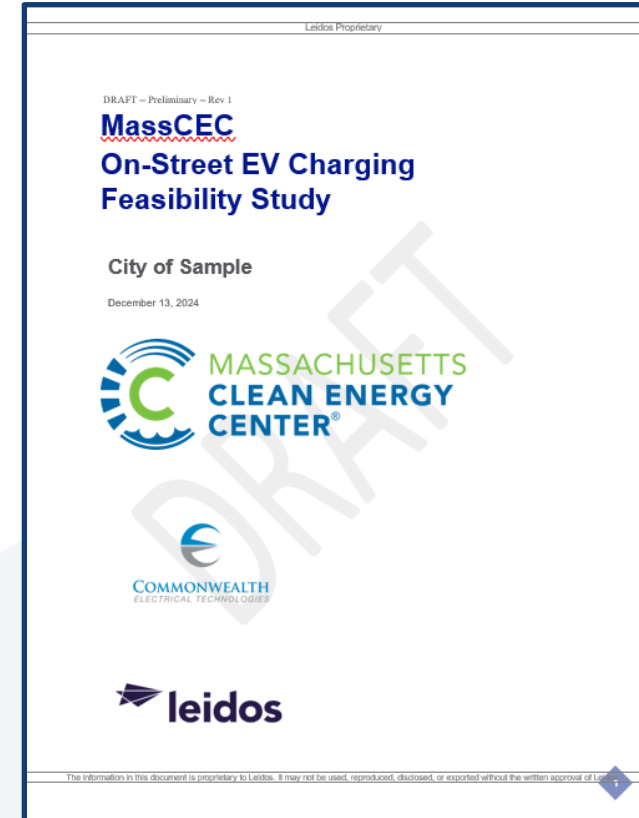
Pathway 1: Planning Support + Feasibility Study

WHAT TO EXPECT

- Includes recommendations for charging locations, EV charging station ownership structure, maintenance, parking enforcement, etc.
- Incorporates stakeholder and community input
- Estimates cost and timeline to complete installation

MUNICIPAL PARTICIPATION

- Kick off meeting
- Follow-on meetings to develop Work Plan & Community Outreach Plan
- Community Outreach, Site Selection, On-Site Assessments



Pathway 2: EV Charging Station Implementation – What to Expect

	EXPEDITED PATHWAY	CUSTOM PATHWAY <i>*Any variation from Expedited pathway</i>
Original Equipment Manufacturer	FLO	FLO, Charge Point, EVSE, Blink, EVgo etc.
Charging Station Type	SmartTWO Dual Port Level 2 Charging Station	Any other Level 2 Charging Station
Charging Power	7 kW per port (~8 hours for a full charge)	7-19 kW (~4-8 hours for a full charge)
Mounting	Pedestal or Utility Pole Mounted	Pedestal, Utility, or Streetlight Mounted
Charging Station Quantity	2-5 Dual-Port Stations (10 ports total)	Up to 10 Charging Ports
Ownership Model	Municipal-Owned	Municipal, Third-Party, Leased

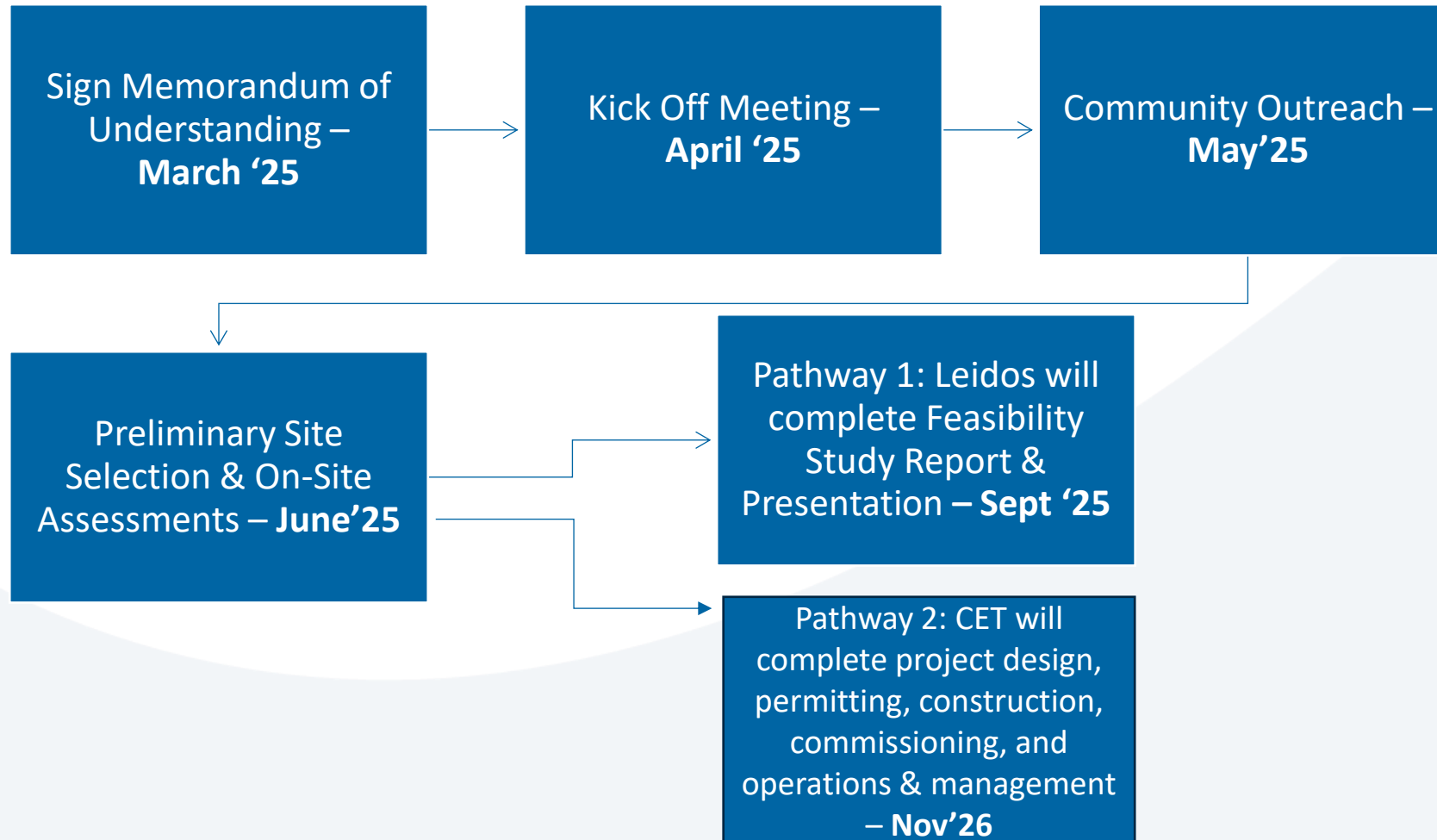
Pathway 2: EV Charging Station Implementation – Muni Participation

MUNICIPAL PARTICIPATION

- ▶ Kick off meeting
- ▶ Follow-on meetings to develop Work Plan and Community Outreach Plan
- ▶ Community Outreach
- ▶ Site Selection
- ▶ On-Site Assessments
- ▶ Project design approvals
- ▶ Permitting

Timeline

- ▶ The program will run from November 2024 – **December 2026**



Target Participants

- All Massachusetts Municipalities are encouraged to apply
- Municipalities selected for participation will be scored on various criteria, included but not limited to:
 - Percentage of Environmental Justice Communities
 - Percentage of renters
 - Geographic location
 - Available on-street parking near multi-unit dwellings
 - Must be able to adhere to accelerated program timeline (Nov 2024-Dec 2026)

Municipal Application

- Applications are being accepted **now**
 - Quick application – should only take 10-15 minutes!
- Municipalities must select which pathway they are interested in: Project Implementation, Feasibility Study, or both (will only be selected for one or the other based on selection criteria)
 - **Deadline: 5pm Friday, February 14th, 2025**

Application Form

Municipality

Contact Person
First Name Last Name

Title

Email
example@example.com

Phone Number
(000) 000-0000
Please enter a valid phone number.

Upcoming Deadlines + Resources

- ▶ Municipal Application
 - Due **Friday, February 14th at 5:00 PM ET.**
- ▶ If selected, Memorandum of Understanding signed **March '25**
- ▶ For more information, please visit MassCEC's On-Street Charging Solutions [Webpage](#)
 - Application materials
 - Webinar recordings
- ▶ Contact Information
 - Evcharging@comelectrical.com
 - Cleantransportation@masscec.com

Questions?

February 6, 2025



Thank you!



EV Midterm Modification Proposals

- Eversource and National Grid



SUMMARY OF MIDTERM MODIFICATION PROPOSAL COMPONENTS

PROPOSED BY EVERSOURCE, NATIONAL GRID, AND UNITIL

Proposal	Description	Justification	Additional Funding Requirement	Funding Source
3rd Party Funding Accounting Change	Allow stacking of third-party funding: <ul style="list-style-type: none">• Make Ready funding not deducted from EVSE• EVSE funding not deducted from Make Ready	<ul style="list-style-type: none">• Remove the uncertainty regarding available funding by allowing the Companies to fill in the gap between third-party funding and the amount of funding a customer needs to fund their make-ready infrastructure and EVSE needs.	<ul style="list-style-type: none">• The Companies do not require incremental budget to implement this proposal	<ul style="list-style-type: none">• N/A



SUMMARY OF MIDTERM MODIFICATION PROPOSAL COMPONENTS: **PROPOSED BY EVERSOURCE**

Proposal	Description	Justification	Funding	Funding Source
MHD Fleet Program	<ul style="list-style-type: none"> Scale successful Pilot to full offering Utility-side and customer-side make-ready incentives Tiered EVSE incentives 	<ul style="list-style-type: none"> Successful deployment of the EJC Fleet Pilot; MA MDHD goals, including ZEV MOU and CA Advanced Clean Trucks requirements 	<ul style="list-style-type: none"> \$5 Million 	<ul style="list-style-type: none"> Annual EV factor
Bi-Directional Charger Incentive Pilot	<ul style="list-style-type: none"> Incentive for Bidirectional Chargers enabling V2G capability 	<ul style="list-style-type: none"> Test acceptance of technology for customers who are getting electric buses and interested in pursuing V2G in the near future 	<ul style="list-style-type: none"> \$500,000 	<ul style="list-style-type: none"> Budget Shift from Residential
Residential Managed Charging Program	<ul style="list-style-type: none"> Off-peak passive rewards program Scheduled active managed charging Enrollment incentive 	<ul style="list-style-type: none"> Familiarize customers with concept of avoiding EV charging during peak times and having ESC involved with operation of their vehicle 	<ul style="list-style-type: none"> \$3 Million 	<ul style="list-style-type: none"> Budget Shift from Residential
Public & Workplace Implementation Update	<ul style="list-style-type: none"> Adjust DCFC EVSE Rebates to 0% or 50% from the current maximum of 50-100% dependent on the segment 	<ul style="list-style-type: none"> Public & Workplace segment 75% subscribed due to high market demand for DCFC installations 	<ul style="list-style-type: none"> N/A –does not require incremental budget 	<ul style="list-style-type: none"> N/A

SUMMARY OF MIDTERM MODIFICATION PROPOSAL COMPONENTS: PROPOSED BY NATIONAL GRID

Proposal	Description	Justification	Funding	Funding Source
Off-Peak Charging Rebate Program	<ul style="list-style-type: none"> Continue Program through 2026. Remove participation limits to ensure the program can continue to grow throughout the EV Phase III program period. Extend off-peak period to weekends and holidays. 	<ul style="list-style-type: none"> Company forecast based on the current rate of enrollment exceeds participation limits. Extending off-peak period aligns with underlying rate design and reduces customer savings despite charging outside of peak hours. 	<ul style="list-style-type: none"> \$5M, shifted from the Residential segment 	<ul style="list-style-type: none"> Annual EV factor
Reduced Public and Workplace Program Incentives	<ul style="list-style-type: none"> Adjust DCFC EVSE incentives from 0% up the current maximum of 50-100% dependent on the segment. 	<ul style="list-style-type: none"> Address high activity in DCFC projects with lower incentives, allowing more efficient use of remaining EV program budget and helping to encourage more L2 projects. 	<ul style="list-style-type: none"> N/A –does not require incremental budget, though additional budget proposals below are needed in order to implement reduced incentives. 	<ul style="list-style-type: none"> N/A
Budget Shifting	<ul style="list-style-type: none"> Shift funds beyond 15 percent of the segment totals to respond to market circumstances, customer demand, and other factors. 	<ul style="list-style-type: none"> With two years of Program activity nearly complete, revised Company forecasts support greater than 15 percent shifts. Implementing these shifts decreases the Company’s incremental budget request. 	<ul style="list-style-type: none"> N/A – shifting within the existing approved budget does not require incremental budget to support this proposal. 	<ul style="list-style-type: none"> N/A
Incremental Public and Workplace Segment Budget	<ul style="list-style-type: none"> Increase Public and Workplace segment budget to support state policy goals, meet market demand, and support EV program continuity. 	<ul style="list-style-type: none"> EVICC Initial Assessment articulates the charger infrastructure needed by 2030, alongside the Company’s historical experience with program continuity and current and forecasted pipeline. 	<ul style="list-style-type: none"> \$34M 	<ul style="list-style-type: none"> Annual EV factor

Public Hearing and Comments

- Here is the link to access the docket: (<https://eeaonline.eea.state.ma.us/DPU/Fileroom/dockets/bynumber>, Docket Number 24-196)
- The Department will conduct a public hearing to receive comments on the Company's petition on Wednesday, February 5, 2025, beginning at 3:00 p.m. (notice of the hearing and full details are attached)
- The hearing will be virtual and use Zoom videoconferencing. Attendees can join the public hearing by entering the link, <https://us06web.zoom.us/j/87660410767> .
- If you anticipate providing comments via Zoom during the public hearing, please send an email by Monday, February 3, 2025, to scott.seigal@mass.gov with your name, email address, and mailing address.
- Any person interested in commenting on this matter may also submit written comments no later than the close of business (5:00 p.m.) on Monday, February 10, 2025.



SUMMARY OF MIDTERM MODIFICATION PROPOSAL COMPONENTS

PROPOSED BY UNITIL

Proposal	Description	Justification	Funding
Residential Off-Peak Charging Rebate Program	<ul style="list-style-type: none">Residential customers are required to also participate in Unitil's separately metered EV TOU rate, which requires customers to install a meter socket. Unitil proposes to “suspend” the requirement that Residential customers enroll in the Company’s EV TOU rate until the Company can resolve the meter socket cost barrier issue.Unitil proposes the addition of a managed charging rebate program.	<ul style="list-style-type: none">The TOU rate requires a customer to install a meter socket, which has a high cost (near \$2,000).The managed charging rebate program does not require a meter socket.	<ul style="list-style-type: none">\$101,000 maximum, but no increase to the Residential program budget.
Public Charging Customer Choice Option	<ul style="list-style-type: none">Unitil currently offers a “turnkey” installation service as the only pathway for participation in the company’s Public make ready program. The minimum number of EV chargers per site is two. Unitil proposes to give customers a "Choice" to have their electrician conduct the customer-side make ready. Also, for customers that have space and/or funding constraints, to allow the installation of one EV charger per site.	<ul style="list-style-type: none">Customers and electricians have asked to be able to conduct the customer-side make ready so a project could have only one electrician. Allowing one EV charger per site expands the number of potential customers participating in the program.	<ul style="list-style-type: none">No additional funding is needed.



Updates and Resources



EV Data in the 2024 Massachusetts Climate Report Card

	End of 2023	End of 2024	2025/2030 CECP Plan Target
Number of registered electric light-duty (EV or plug-in hybrid light duty)	103,434 total 34,619 new in 2023	139,085 total 35,651 new in 2024 (11,000 registered alone in November and December)	200,000 by end of 2025 900,000 by 2030
Number of registered electric medium/heavy-duty vehicles	98 total 44 new in 2023	301 total 203 new in 2024	
Number of installed electric vehicle public charging ports	6,767 total	8,791 total 2,024 new	15,000 by 2025 75,000 by 2030



Ongoing State Efforts Highlighted in Report Card

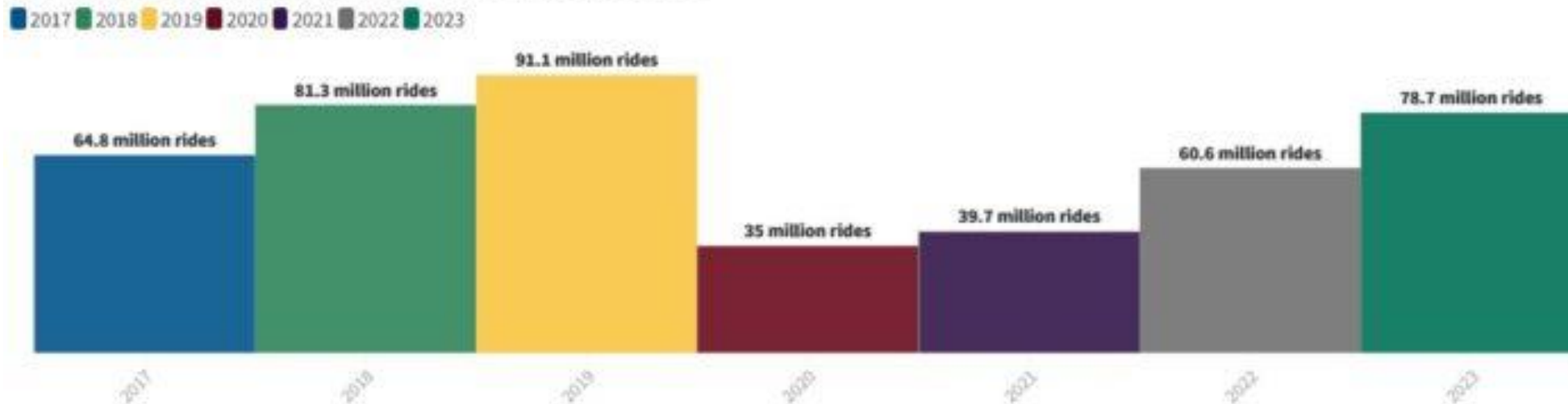
- OSD is working on increasing EV charging offerings through Statewide Contracts
- USDOT awarded MassDOT and MBTA **\$14.4 million grant from the Charging and Fueling Infrastructure (CFI) Program** to deploy Electric Vehicle (EV) charging infrastructure at state-owned Park and Ride properties and Massachusetts Bay Transportation Authority (MBTA) station parking lots
- The Department of Conservation and Recreation (DCR) received a **\$1.2 million CFI grant** to install publicly accessible EV chargers at state parks across the Commonwealth.
- Governor's Office of Climate Innovation and Resilience working with EEA, DOER, and Office of Vehicle Management to support development of **long-term fleet electrification plans for over 90 state agencies, campus, and authority fleets** by end of FY2025.
- State **working with electric distribution companies to expand existing managed charging programs to meet demand**



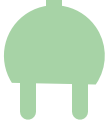
Blog Overview of Recent State EV Changes

- Ride Clean Mass: MassCEC Rebate for ride hailing and tax drivers (up to \$6,500)
- Statewide right to charge rule (part of climate bill)
- Read more: [Massachusetts Advances EV Adoption with New Rebate Program and “Right to Charge” Rule](#)

Rideshare in Massachusetts - 2017 through 2023



Data from the Mass. Department of Public Utilities shows that rideshare trips are approaching pre-pandemic levels. Source: Mass. Department of Public Utilities



Wrap Up & Next Steps

Next Meeting April - date and agenda TBD

If you aren't already on our invite list, please email ezehner@mapc.org to be added for future meetings.

