PROPOSAL FOR ELECTRIC VEHICLE UTILITY POLICY IN MASSACHUSETTS
FOR DISCUSSION AT NEXT MASSACHUSETTS ZERO EMISSION VEHICLE COMMISSION MEETING

Through their influence on electricity rates and investment programs, utility policies have significant power to affect how quickly electric vehicles (EVs) become widely adopted and their societal benefits enjoyed. In California and elsewhere, utilities, regulators, policy-makers, NGOs, and the business community are working together to create bold EV utility programs. These policies include: (1) smart rate structures, EV infrastructure in key locations, and other programs that incentivize EV purchases and reduce barriers to electric vehicle charging; (2) policies that allow utility investments to be optimized for a future with a smarter grid and widespread clean distributed energy resources; and 3) policies that demonstrate benefits for all utility customers and maintain customer choice in charging equipment and services and innovation in the market. Massachusetts has an important opportunity to advance EV utility programs tailored to opportunities in the Commonwealth.

1) The Zero Emission Vehicle ("ZEV") Commission ("Commission") recommends that the Massachusetts Department of Public Utilities ("DPU") direct the state's utilities to submit proposals implementing the relevant portion of DPU Order 13-182-A of August 4, 2014. More specifically, the DPU should request that utilities submit proposals for phased programs to install electric vehicle charging infrastructure that are in the public interest and that:
    a. Are scalable to meaningfully advance the Commonwealth's goals for electric vehicle adoption and emission reductions, including but not limited to the Commonwealth's goal of 300,000 electric vehicles by 2025;
    b. Meet needs that are not met by the current market;
    c. Stimulate innovation and competition, enable customer choice in charging equipment and services, leverage private capital investment, and create high-quality jobs;
    d. Deliver important grid benefits such as modulated and off peak charging;
    e. Allocate infrastructure investment costs through properly designed distribution rate structures that recognize grid and customer benefits that will lead to lower overall costs; and
    f. Include interim progress reports for mid-course evaluation by the DPU.
2) The Commission recommends that the Massachusetts Department of Energy Resources ("DOER") commission a report evaluating the costs and benefits of electric vehicle adoption, including but not limited to grid, rate, and emission impacts.

3) The Commission recommends that DOER, and the corresponding agencies in other interested New England states collaborate with the Independent System Operator of New England to develop a report on regulatory barriers to using electric vehicles as an electric system resource, and potential solutions, along the lines of the California Vehicle-Grid Integration Roadmap.[1]
4) The Commission recommends that the Grid Modernization Plans for each of the Commonwealth's investor-owned electric distribution companies should include broader consideration of electric vehicles, and should specify additional near-term research, development, and deployment programs that will advance optimal integration of electric vehicles.

Proposal supported by the following as of November 12, 2015:

Acadia Center

American Lung Association of the Northeast

ChargePoint

Conservation Law Foundation

Environmental League of Massachusetts

Environment Massachusetts

EVSE LLC

General Motors

Mass Energy Consumers Alliance

Natural Resources Defense Council

NRG EVgo

Nissan

Plug In America

Sierra Club

TechNet

Union of Concerned Scientists

[1] https://www.caiso.com/Documents/Vehicle-GridIntegrationRoadmap.pdf