Commonwealth of Massachusetts

Electric Vehicle Infrastructure Coordinating Council

May 15, 2023

Background

- The transportation sector is the largest source of GHG emissions in the Commonwealth and was responsible for 37% of all emissions in 2020.
- Our Climate and Clean Energy Plan for 2025 and 2030 have established sublimits for the transportation sector that call for an 18% reduction in emissions relative to 1990 levels by 2025 and a 34% reduction by 2030.
- This will require a significant transition of internal combustion engine vehicles to zero emission vehicles, which we expect to be predominantly comprised of electric vehicles.
- Accordingly, it is necessary for the Commonwealth to proactively plan for and invest in electric vehicle charging infrastructure to meet expected future needs and facilitate this transition.
- This council will play a significant role in assessing future needs, recommending specific actions to be taken, and ensuring that there is coordination across government agencies.

EVICC: Origin and Responsibilities

- Established Pursuant to St. 2022 c. 179 § 81, “An Act Driving Clean Energy and Offshore Wind”
- Required to “assess and report on strategies and plans to deploy electric vehicle charging infrastructure to establish an equitable, interconnected, accessible and reliable electric vehicle charging network.”
- Plans and strategies must include:
  - Assessment of the present condition of, and future needs for, road and highway electrification;
  - Estimates of the number and type of electric vehicle charging stations in public and private locations;
  - Suggestions for optimal locations for electric vehicle charging stations in urban, suburban and rural locations and low and moderate income communities;
  - Discussion of present and projected future costs and methods of financing those costs;
  - Discussion of technological advances in charging stations and related infrastructure, equipment and technology including, including data collection, mobile charging, assisting in grid management and assisting in the integration of renewable energy resources;
  - Discussion of strategies to maintain electric vehicle charging stations in full and continuous working order;
  - Recommendations to assist governmental and private sector officials in installing charging stations and related infrastructure, equipment and technology, including within proximity of on-street parking; and
  - Identification and discussion of current policies and recommendations for policies, laws and regulatory actions that may facilitate the provision of charging stations and related infrastructure.

Timeline

- Required to deliver initial assessment to the legislature by August 11, 2023
  - Will aim to meet approximately every two weeks between now and then (6-8 meetings)
  - Depending on how quickly work can be completed, we may target the delivery of a high level assessment by August 11th, with more detailed assessment to follow in September
- Council must reconsider and revise its assessment at least once every two years
  - Will likely meet less frequently following delivery of initial assessment (e.g., quarterly or every other month)

EVICC Member Introductions

Member	Agency/Organization
CHAIR: Undersecretary Michael Judge	Executive Office of Energy and Environmental Affairs
Senator Mike Barrett	Chair, Joint Committee on Telecommunications, Energy, and Utilities
Undersecretary Layla D'Emilia	Executive Office of Housing and Economic Development
Aurora Edington	Department of Energy Resources
Brian Ferrarese	Department of Environmental Protection
Laura Gilmore	Massachusetts Bay Transportation Authority
Representative Jeffrey Roy	Chair, Joint Committee on Telecommunications, Energy, and Utilities
Commissioner Staci Rubin	Department of Public Utilities
Undersecretary Monica Tibbets-Nutt	Department of Transportation
TBD	Executive Office of Administration and Finance
TBD	Executive Director of a Regional Planning Agency

Governing Document Review

- **Ground Rules**
- **By-laws**
- **Remote Participation Policy**

MassDOT's EV Programs and ESG Initiatives

Near-Term Progress on Electric Vehicle Infrastructure Implementation

- National Electric Vehicle Infrastructure (NEVI) Program includes $55-60 million in new formula funding for Massachusetts to build direct current fast chargers (DCFC).
    - The program aims to eliminate 50-mile gaps between DCFCs on the Alternative Fuel Corridor (AFC) network and prioritize new DCFCs in zones using demand and equity criteria.
    - The grant will provide chargers at 17 MassDOT-owned service plazas; bidders will propose an additional 3-5 sites, subject to MassDOT approval - other sites can be added.
    - MassDOT will release its NEVI RFI in June.
- MassDOT will also apply for a Charging and Fueling Infrastructure (CFI) grant focused on incorporating battery storage for NEVI implementation sites to avoid redundancies and harming the economics of NEVI-funded stations.
- Additional formula and discretionary programs (PROTECT, Carbon Reduction) will also be used to advance MassDOT's decarbonization goals.
- MassDOT Rail and Transit has also started an ZEB-BEB Implementation Plan to help Massachusetts' Regional Transit Associations (RTAs) transition to zero emissions fleets (funded with an FTA Low/No Grant)

Long-Term Tracking and Management of Transportation Sector Decarbonization Progress

- To be responsive to Executive Order 604, MassDOT will develop and implement a MassDOT-wide Climate Program Management Office (PMO) to track MassDOT's progress toward the goals, policies, and programs associated with the transportation sector outlined by the Office of Climate Innovation and Resilience.
- Specific components of the PMO include - identifying and sharing best practices, emerging trends, technology, frameworks, industry-specific initiatives, and targeted actions to achieve as part of Executive Order 604, the 2025-2030 and 2050 Clean Energy and Climate Plan (DECP), and any other sector goals set by the Commonwealth.
- The PMO will work across all MassDOT divisions – Highway, RMV, Aeronautics, and Rail and Transit.

massDOT
Massachusetts Department of Transportation

Creating A Clean, Affordable, Equitable and Resilient Energy Future For the Commonwealth

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF ENERGY RESOURCES

EV Infrastructure Programs at DOER

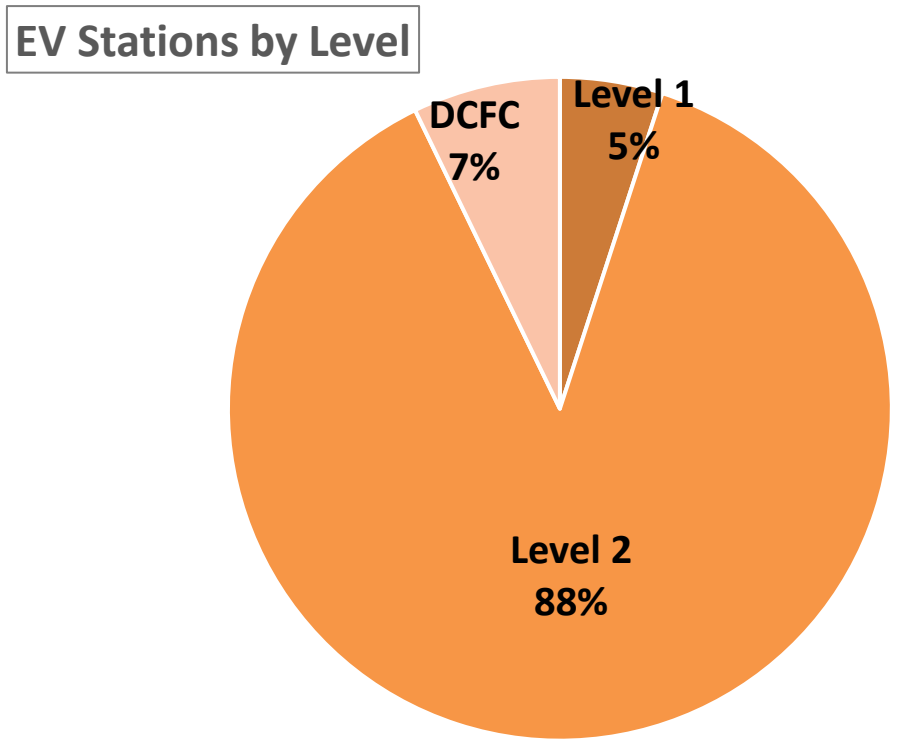
May 2023

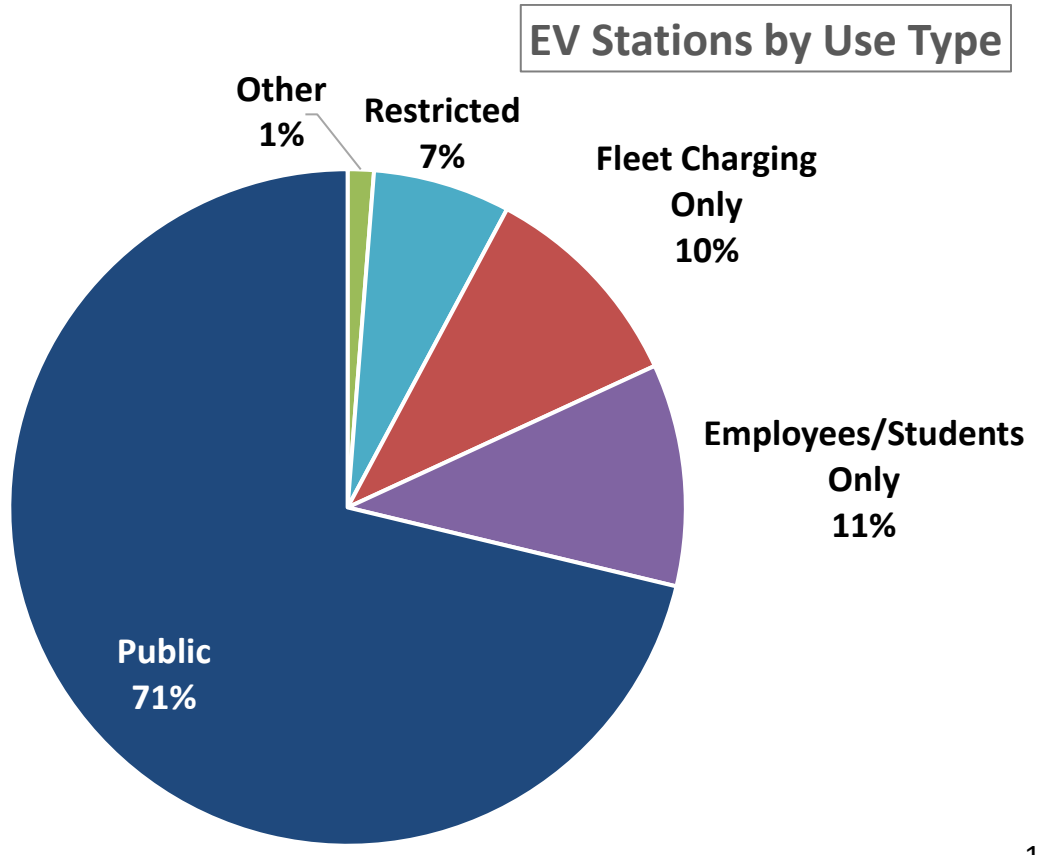
DOER Activities by Division

1. Leading by Example (LBE)
   - Fleet EVSE Deployment Grants for State Entities
2. Green Communities
   - EVSE Deployment Grants for Municipalities
3. Policy and Planning
   - Grid Modernization Advisory Council
   - Electric-Sector Modernization Plans

LBE State EV Charging Station Data

- Currently 320 active installed EV charging stations (538 ports) in the state portfolio
- Additional 101 stations (188 ports) planned or in progress
- Majority of stations are level 2 and publicly accessible
- Current focus is on expanding fleet charging infrastructure





LBE Fleet EVSE Deployment Grants for State Entities

- Executive Order 594 includes state fleet ZEV acquisition requirements (EV First Policy) and fleet electrification targets
  - 5% of fleet as ZEVs by 2025
  - 20% of fleet as ZEVs by 2030
- Recognition of need to support rapid deployment of charging infrastructure for fleets
- $800,000 LBE Grant Program designed to address existing deployment hurdles:
  - Fund acquisition and/or installation of charging infrastructure
  - Reduce administrative burden on each agency by offering a streamlined funding approach
  - Fund upfront and some ongoing costs
  - Fund pre-wiring to enable easier, more cost-effective build-out of future charging

LBE Fleet EVSE Deployment Grants for State Entities

- Grants cover up to 100% of costs associated with:
  - Designated fleet charging equipment and commissioning
  - Electrical upgrades/infrastructure
  - Extended warranties*
  - Up to 3 years of prepaid ongoing services (prev maint, data, etc.)*
  - Bollards, signage, etc.*
  - Prewiring of additional EV-ready parking spaces*
- Maximum grant amount per agency per FY based on fleet size
  - $100,000 for fleets ≤200 vehicles
  - $150,000 for fleets >200 vehicles
- Up to an additional $25,000 for agencies with at least 40% of fleet charging installed in Environmental Justice Communities

*Costs not generally covered by other fleet charging programs

DOER
Massachusetts Department of Energy Resources

Average State Fleet Project Costs from Recent Proposals

NETWORKED CHARGING	Average	Range
Cost per port (equipment)	$10,145	$1,850-$52,000
Cost per port (installation)	$18,170	$2,980-$59,150
Annual data networking per port	$280	$220-$540
Annual maintenance per port	$245	$180-$400

NON-NETWORKED CHARGING	Average	Range
Cost per port (equipment)	$2,700	$2,100-$3,200
Cost per port (installation)	$11,650	$7,260-$17,250
Annual maintenance per port	$210	$90-$345

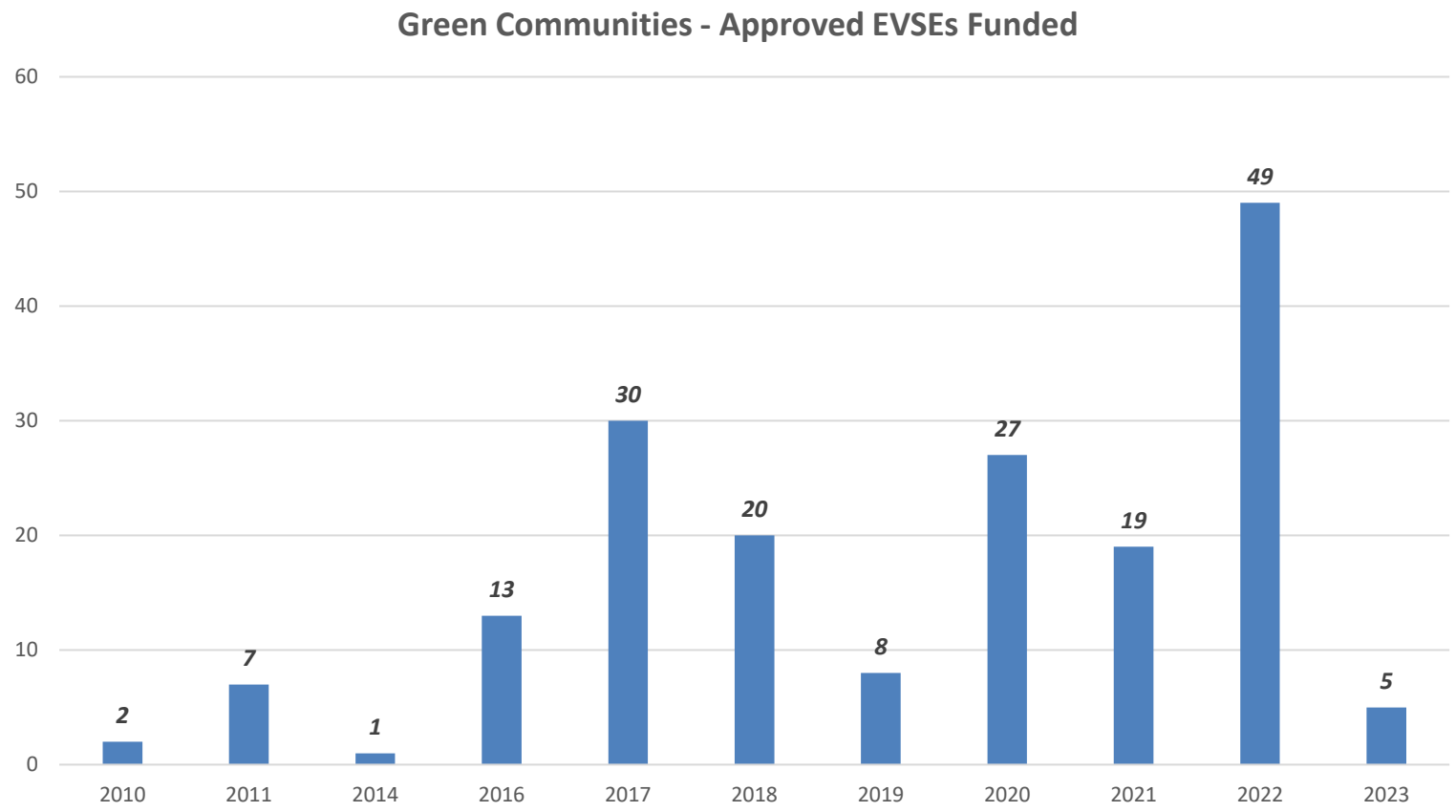
Green Communities EVSE Deployment Grants for Municipalities

Prescriptive Measure in Competitive and Designation Grants

EV Charging Station Support

- Installation of publicly accessible and/or fleet EV charging station (added in 2022)
- Maximum of $7,500 per charging station
- Communities are required to provide location and type of charging station in the application
- Grant cannot exceed the implementation cost
- Equipment must meet MA appliance efficiency standards – visit State Appliance Standards Database - Homepage (mendixcloud.com) (added in 2023)

Green Communities EVSE Deployment Grants for Municipalities



2010-2023

- 181 EVSEs total

2022

- The spike this year was due to Brockton applying for 31 stations. Status is unknown.

2023

- Only one round so far in 2023.
- 5 stations applied for by one community (MLP)

Grid Mod. Advisory Council & Electric-Sector Mod. Plans

Section 53 of the 2022 Climate Law created the following council and plan:

1. Grid Modernization Advisory Council (GMAC)

- 18-person council, comprised of representatives from different areas, **including transportation sector**
- Will review and provide recommendations on electric distribution company electric-sector modernization plans from September 1, 2023 to November 20, 2023
- GMAC to encourage:
  - Least-cost investments in the distribution system,
  - Alternatives to investments or financing investments that will help achieve GHG emissions limits,
  - Transparency and stakeholder engagement in the grid planning process.

2. Electric-sector modernization plans (ESMPs)

- Electric distribution company ESMPs must:
  - Improve grid reliability, communications, and resilience; enable increased, timely adoption of renewable energy and DERs
  - Promote energy storage and electrification technologies for decarbonization
  - Prepare for climate-driven impacts on T&D systems
  - Accommodate **transportation and building electrification**, and other new loads
  - Minimize or mitigate impacts on ratepayers
- Will also include a 5-year and 10-year forecast, and a demand assessment through 2050.

GMAC & ESMP Timeline

GMAC activity
Statutory requirements
Reporting requirements

2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028

2022 Climate Law
Grid Modernization Advisory Council (GMAC) established

GMAC meetings on a monthly basis

GMAC meeting cadence to be determined

GMAC meetings on a monthly basis

Now – 9/1/23
Electric distribution companies (EDCs) conduct technical conferences and 2 stakeholder meetings

9/01/2023:
EDCs submit ESMPs to GMAC

11/20/2023:
GMAC provides feedback on ESMPs to EDCs (80 days to review)

1/29/2024
- EDCs finalize ESMPs and file with the DPU
- EDCs respond to GMAC comments

8/29/2024:
Within 7 months of filing, DPU issues an Order approving, modifying, or rejecting ESMPs

ESMP Phase I

Every 5 years
EDCs consult w/GMAC and file an updated ESMP with DPU.

Late 2028:
EDCs submit second ESMP to GMAC for review

Reporting: EDCs submit 2 reports per year to DPU and Massachusetts Joint Committee on Telecommunications, Utilities and Energy on deployment of approved investments in accordance with any performance metrics

X: 1st report	X: 1st report	X: 1st report
X: 2nd report	X: 2nd report	X: 2nd report

For more information and to register for GMAC meetings visit:
https://www.mass.gov/info-details/grid-modernization-advisory-council-gmac

Massachusetts Electric Vehicle Incentive Program (MassEVIP)

May 2023

Massachusetts Department of Environmental Protection

- MassEVIP Program Overview
- Project Steps
- Resources

MassEVIP Program Overview

Direct Current Fast Charging Program (DCFC)

- $13.1M allocated
- Competitive program, up to $50,000 per station

Workplace & Fleet Charging (WPF)

- $6.25M allocated
- Rolling program, up to $50,000 per address

Multi-Unit Dwelling & Educational Campus Charging (MUDC)

- $2.5M allocated
- Rolling program, up to $50,000 per address

Public Access Charging (PAC)

- $15M allocated
- Rolling program, up to $50,000 per address

Fleets

- ~$2.0M allocated, for electric vehicles (EVs)
- Rolling Program, up to 25 vehicles per entity

MassEVIP Charging Programs

DCFC - closed

- Minimum 50kW per station
- CHAdeMO and CCS connectors for each port
- Practically accessible to the general public, 24/7

WPF

- Level 1 & 2 charging stations
- Up to 60% of eligible costs
- Workplaces with 15+ employees on-site
- Practically accessible to all employees
- Electric fleet vehicles must be garaged in MA
- Non-residential location

MUDC

- Level 1 & 2 charging stations
- Up to 60% of eligible costs
- Multi-unit dwellings with 5+ units
- Campuses with 15+ students on-site
- Practically accessible to all students/staff/residents

PAC

- Level 1 & 2 charging stations
- Up to 100% of eligible costs on government property, 80% for non-government property
- Practically accessible to the public, min. 12 hrs/day, 7 days/week
- Non-residential location

MassEVIP Funding Levels

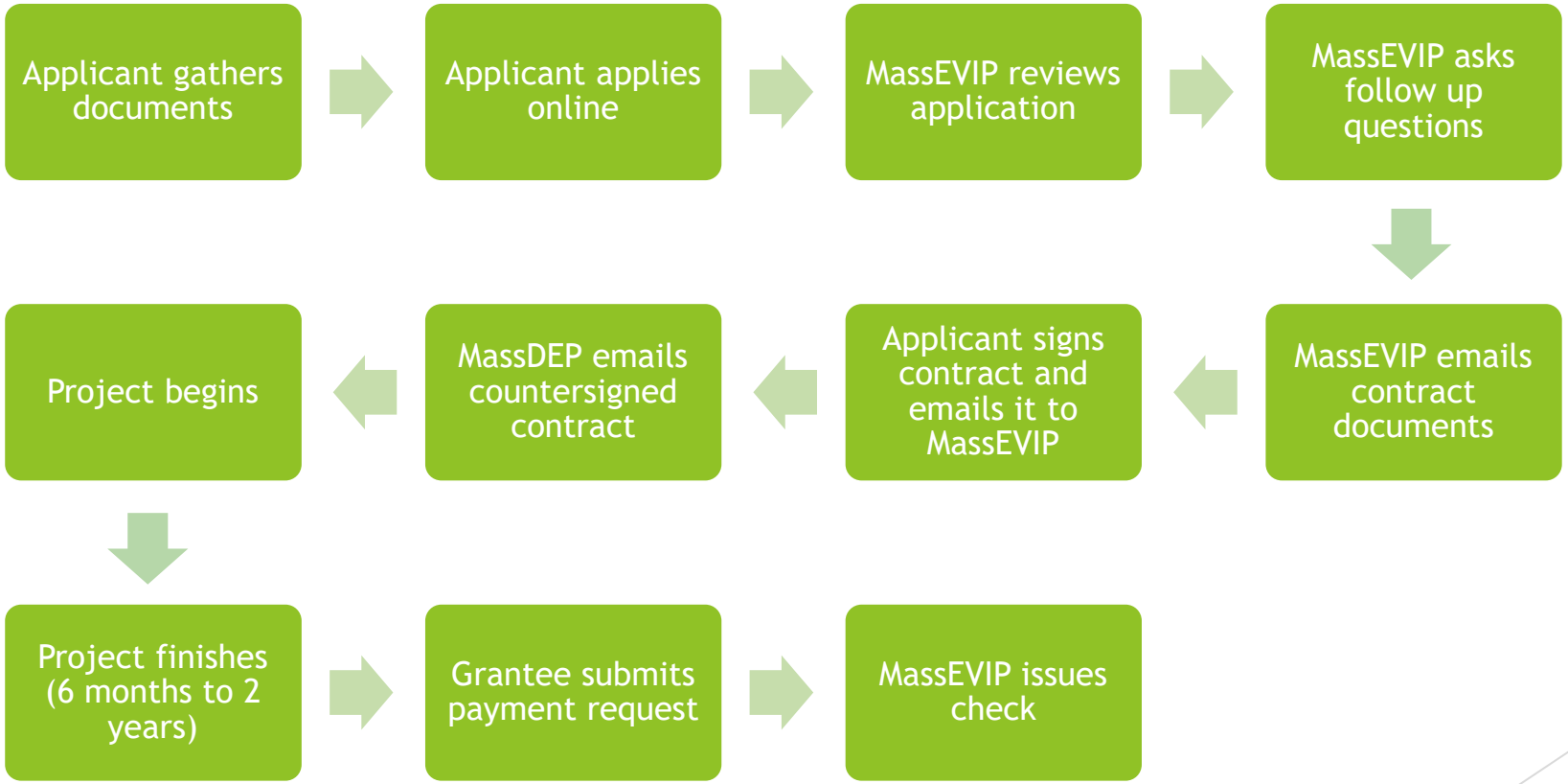
	Level 1	Level 2	Direct Current Fast Charging
Private Fleets	60%		N/A
Public Fleets			
Workplace			
Educational Campus			60%
Public	100% govt-owned; 80% other		100% govt-owned; 80% other
Multi-Unit Dwelling (5+units)	60%		N/A
Residential (1 to 4 family)	N/A		

MassEVIP L1 and L2 funding is capped at $50,000 per address;
MassEVIP DCFC funding is capped at $50,000 per charging station

MassEVIP Fleets Program

- Open to public entities only
- Funding to purchase or lease electric vehicles
  - Up to $7,500 for Battery Electric Vehicles (BEVs)
  - Up to $5,000 for Plug-in Hybrid Electric Vehicles (PHEVs)
  - $750 for Zero emission Electric Motorcycles (ZEMs)
- Charging station funding available under the Workplace and Fleet Charging program

Project Steps



Resources

- MassEVIP Direct Current Fast Charging Program - https://www.mass.gov/how-to/apply-for-massevip-direct-current-fast-charging-incentives
- MassEVIP Workplace & Fleet Charging Program - https://www.mass.gov/how-to/apply-for-massevip-workplace-charging-incentives
- MassEVIP Multi-Unit Dwelling & Educational Campus Charging Program - https://www.mass.gov/how-to/apply-for-massevip-multi-unit-dwelling-educational-campus-charging-incentives
- MassEVIP Fleets Program - https://www.mass.gov/how-to/apply-for-massevip-fleets-incentives
- MassEVIP Public Access Charging Program - https://www.mass.gov/how-to/apply-for-massevip-public-access-charging-incentives
- MassEVIP FAQ - https://www.mass.gov/doc/massevip-frequently-asked-questions/download

Eligible & Ineligible Costs:
DCFC, WPF, MUDC & PAC

Hardware

- A console wired into the electrical supply
- A cable and connector to plug into the EV
- Cable management strategy (e.g., coil, retractable, etc.)
- Mounting hardware, either pedestal or wall.
  - Pedestal: hard wired to a permanent pole or box
  - Wall: hard-wired to a wall and typically includes a mounting plate
- Separate payment module
- Shipping/Freight for "Costs Covered"

Installation

- Upgrading the electric supply
- Construction costs related to installation (including ADA EV Parking space)
- Signage and pavement painting

Ineligible

- Land/parking space purchase or lease
- Software subscription
- Warranty
- Taxes
- Internet connection or cell signal
- Planning or permitting for the project
- Shipping/Freight for "Costs not Covered"
- Bollards, curbs, wheel stops, setbacks, bumper guards
- Electricity consumption and demand charges
- Preventative and corrective maintenance on EV charging station
- Others as determined by MassDEP

MassEVIP Requirements

- EVSE not ordered until an approval letter has been sent, not delivered until grantee has a MassDEP-signed contract
- Charging station can support vehicles from multiple manufacturers
- Charging station is new
- Level 1 or 2 charging station is Energy Star certified and listed in State Appliance Standards Database (SASD)
- Charging station is certified to Underwriters Laboratories (UL) standards by a Nationally Recognized Testing Laboratory (NRTL)
- 1 designated parking space for each port, reserved for EV parking only
- 5% of charging stations built to be accessible to persons with disabilities
- Grantee shall operate and maintain charging station for 3 years
- ..and others

Funding sources and payment processes

- VW Settlement
  - Submit payment request after project is complete
  - Check mailed to either grantee or vendor – grantee indicates which on their PRF
  - Only eligible costs incurred after approval letter date

- Non-VW funding sources
  - Ideally 1 payment request after project is complete
  - Separate payment requests must be made for the fiscal year in which:
    - Work occurred
    - Equipment was delivered
  - EFT payment, directly to grantee
  - Only eligible costs incurred after countersigned contract date
    - Work done or equipment delivered after date of MassDEP's signature

Massachusetts Electric Vehicle Incentive Program (MassEVIP) Charging Station Programs

	Direct Current Fast Charging (DCFC)		Workplace & Fleet (WPF)			Multi-Unit Dwelling & Educational Campus (MUDC)		Public Access Charging (PAC)
Amount available	$1.5 million Volkswagen (VW); $11,614,755 Climate Mitigation Trust (CMT); up to $50,000 per DCFC charging station		$3,259,664 VW; $3 million CMT; up to $50,000 per address			$1.5 million VW; $1 million CMT; up to $50,000 per address		$5 million VW; $10 million CMT; up to $50,000 per address
Application deadline	March 19, 2021; grantees announced February 3, 2022		Rolling			Rolling		Rolling
Who may apply	Private, public or non-profit		Private, public and non-profit workplaces	Private or non-profit light-duty fleet owners with at least 15 employees in MA	Municipal, public university and college or state agency light-duty fleet owners	Private, public or non-profit		Private, public or non-profit
Eligible Location Types	Non-residential site available for public use	Educational campus with at least 15 students on-site	Non-residential workplace with at least 15 employees on-site	Non-residential location where applicant garages fleet vehicle	Non-residential location where applicant garages fleet vehicle	Dwelling with 5 or more residential units	Educational campus with at least 15 students on-site	Non-residential site available for public use
Who must be allowed to use charging station?	Anyone who drives an EV	All students/staff who drive an EV	All employees who drive an EV	Applicant's EV fleet users	Applicant's EV fleet users	All residents who drive an EV	All students/staff who drive an EV	Anyone who drives an EV
Maximum level of funding	100% at government owned property; 80% at all other locations	60%	60%			60%		100% at government owned property; 80% at all other locations
Minimum required hours of availability	24 hours/day		N/A			N/A		24 hours/day unless location has restriction, then 12 hours/day
Charging station type	DCFC		Level 1 or Level 2			Level 1 or Level 2		Level 1 or Level 2
Time to complete project – existing locations/ new construction	12 months/ 24 months		6 months/ 24 months			6 months/ 24 months		6 months/ 24 months

For all programs:

- **For National Grid, Eversource, and Unitil program participants, funding covers equipment only; for all others, funding covers both equipment and Installation**
- **Charging station must be able to charge EVs produced by multiple manufacturers**
- **A parking spot must be clearly marked as EV-only with permanent signage for each port installed**
- **The applicant must own the location or provide written permission from the location owner to install charging stations**

https://www.mass.gov/doc/matrix-of-massevip-grant-programs/download

Department of Public Utilities (“DPU”)
Approved Electric Vehicle Programs

Electric Vehicle Infrastructure
Coordinating Council Meeting
May 15, 2023

Background for Utility Electric Vehicle Programs

DPU is mandated to prioritize safety, security, reliability of service, affordability, equity and reductions in greenhouse gas emissions to meet statewide greenhouse gas emission limits and sublimits established pursuant to chapter 21N.

DPU regulates investor-owned utilities, including:

- electric vehicle ("EV") charging infrastructure programs for make-ready infrastructure and EV supply equipment ("EVSE"); and
- EV-related rate designs.

Any EV program proposal must:

(1) be in the public interest;
(2) meet a need regarding the advancement of EVs in the Commonwealth that is not likely to be met by the competitive EV charging market; and
(3) not hinder the development of the competitive EV charging market. D.P.U. 13-182-A (2014).

Ports Supported by Investor-Owned Utility EV Programs

Utility Company	Total # Fast-Charging Stations	Total # Level 2 Charging Ports*	Date of Data
NSTAR Electric Company ("NSTAR Electric")	4	1,992	12/2021
Massachusetts Electric Company and Nantucket Electric Company ("National Grid")	13	1,569	12/2021
Fitchburg Gas and Electric Light Company ("Unitil")	0	0	12/2021
Total	**17**	**3,561**	**12/2021**

NSTAR Electric Phase I EV Program (2018-2021)

DPU approved NSTAR Electric's Phase I EV program as part of a base distribution rate case. D.P.U. 17-05 (2017)

The Phase I EV program provided make-ready infrastructure for:

- publicly accessible locations, such as public parking areas;
- workplaces; and
- multi-unit dwellings.

NSTAR Electric only provided EVSE rebates for EJ populations.

NSTAR Electric owns the customer-side infrastructure.

National Grid Phase I EV Program (2019-2022)

DPU approved National Grid's Phase I EV program in D.P.U. 17-13 (2018).

National Grid's Phase I EV program provided make-ready infrastructure and EVSE rebates for:

- businesses/workplaces;
- multi-unit dwellings; and
- public entities and non-profits.

National Grid Phase II EV Program (2019-2024)

DPU approved National Grid's Phase II EV program as part of a base distribution rate case in D.P.U. 18-150 (2019).

National Grid's Phase II EV program includes:

- an off-peak charging rebate program;
- a public fleet advisory services plan; and
- a research and development program on co-location of DCFC and solar/storage facilities.

Through its Phase II EV program, National Grid provided off-peak charging rebates to 535 participants and fleet advisory services to 22 public fleets, which are public transit, including school buses, and government-owned vehicles.

Recently-Approved EV Programs

In D.P.U. 21-90/D.P.U. 21-91/D.P.U. 21-92 (2022), DPU approved:

- a 4-year EV program for NSTAR Electric with a combined budget of approximately $188 million (NSTAR Electric Phase II, 2023-2026);
- a 4-year EV program for National Grid with a combined budget of approximately $206 million (National Grid Phase III, 2023-2026); and
- a 5-year EV program for Unitil with a combined budget of approximately $998,000 (Unitil Phase I, the company's first EV charging infrastructure rebate program, 2023-2027).
  - All 3 companies received approval of EV demand charge alternative rates.
  - NSTAR Electric's and National Grid's EV programs include a public and workplace segment, residential segment, and fleet segment.
  - Unitil's EV program includes a public segment and residential segment. Unitil received approval of a residential EV time-of-use rate.

Make-Ready Infrastructure Rebates for 2023-2026/27

Utility Company	Utility-Side	Customer-Side Public, Workplace, Residential 5+ Units	Customer-Side Residential 1-4 Units	Customer-Side Fleet Segment
NSTAR Electric	100%	Up to 150% of average costs (not exceeding actual costs, case-by-case)	100% of actual costs (up to a cap)	Up to 150% of average costs (not exceeding actual costs, case-by-case)
National Grid	100%	Up to 150% of average costs (not exceeding actual costs, case-by-case)	100% of actual costs (up to a cap)	Up to 100% of average costs (not exceeding actual costs)
Unitil	100%	Up to 100% of average costs (not exceeding actual costs)	100% of actual costs (up to a cap)	N/A

EVSE Rebates

The highest level of EVSE funding is reserved for communities that meet the environmental justice ("EJ") population criterion based on income. DPU directed NSTAR Electric and National Grid to implement a sliding scale of EVSE rebates for publicly accessible* public and workplace sites:

Site Location	EVSE Rebate Percentage
Low-Income EJ Population	100%
EJ Population (Race, Language, Race + Income Criteria)	75%
Publicly Accessible (Non-EJ Population)	50%

*DPU directed NSTAR Electric and National Grid to limit the availability of EVSE rebates to publicly accessible sites that meet the MassEVIP definition of publicly accessible.

EVSE Rebates Cont.

- DPU directed NSTAR Electric and National Grid to provide 100% EVSE rebates to residential customers in 1-4-unit dwellings enrolled in the companies' respective low-income discount rates and in their respective managed charging programs.

- DPU directed Unitil to provide 100% EVSE rebates to residential customers in 1-4-unit dwellings who qualify for its low-income residential discount rate and are enrolled in its residential EV time-of-use rate, up to a cap.

EVSE Rebates Cont.

For residential multi-unit dwellings with 5+ units:

Site Location	EVSE Rebate Percentage
Low-Income EJ Population	100%
EJ Population (Race, Language, Race + Income Criteria)	75%
Publicly Accessible (Non-EJ Population)	50%

For both their public and workplace segment and multi-unit dwellings, DPU established port deployment targets in EJ populations of 35% (NSTAR Electric) and 28.5% (National Grid), based on the percentage of residential and commercial customers that live or operate in a location that meets at least one of the Commonwealth's EJ population criteria.

EVSE Rebates Cont.

For public fleets:

Site Location	EVSE Rebate Percentage
Registered in or Operate More than 50% of the Time in Low-Income EJ Population	100%
Registered in or Operate More than 50% of the Time in EJ Population (Race, Language, Race + Income Criteria)	75%
Registered in Non-EJ Population	50%

For their fleet segments, the DPU established port deployment targets in EJ populations of 40% for both NSTAR Electric and National Grid.

Other Program Elements

- For NSTAR Electric and National Grid, DPU approved fleet assessment services for public fleets only and encouraged the companies to prioritize eligible fleets that provide services in EJ populations.

- Approved NSTAR Electric's medium- and heavy-duty fleet pilot program, which provides make-ready and EVSE rebates for medium- and heavy-duty fleets that serve EJ populations, but limited the availability of EVSE rebates to public fleets.

- Approved the installation by NSTAR Electric of up to 5 DCFC hubs in EJ populations.

What's Next?

- DPU will continue its EV stakeholder process, established in January 2023, to finalize performance metrics, including equity metrics to track EV make-ready and EVSE deployment in EJ populations.

- By August 2023, each utility company will file with DPU a proposed time-of-use rate designed to reflect the cost of providing electricity to a customer charging an EV at different times of the day.

- By January 29, 2024, each utility company will file with DPU an electric sector modernization plan and every 5 years thereafter to proactively upgrade its distribution system to, among other things, accommodate increased transportation electrification.

- Each utility company will file for recovery of their EV program costs.

Final Agenda Items

- Introduce Consultant Team
- Discuss Future Meeting Times
- Close & Next Steps