EVICC public hearing notes: UMass Dartmouth, July 19, 2023, 6–8 p.m.

Call to order: 6:06 p.m.

Charlie Myers

- Having bought something today with a battery, in conversation with the dealership GM and takling about the charger side of the equation. They sell the EV but not the charger. And user experience between coordinating the charger in home vs. purchase of vehicle, there is a disconnect—concern that the difference impacts the sale of the vehicle.
- Spoke this morning with sustainability person of Town of Medway; her hybrid came in two months early and is going through Eversource, EVIP, etc. and it all seems to mean that the coordination can be a turnoff for a potential buyer.
- Demand-side charges can add up to the electric side cost of charging very fast.
- Vermont situation, coupled with a Florida, flooding made CM think about how the mud and water requires chargers to be cleaned. As chargers get placed in key locations, need to consider the floodplain for coastal / Army Corps of Engineers. Important to think about where to put them to make sure they're cleaned.

Jamie Jacquart

- Nine years EV driver.
- Struggled initially on app issues; ChargePoint started. Always shifting apps to find where you can find charging. UMD promised hardware benign apps. From a driver's standpoint, when you need power, you need power—don't care where you get it from. It would be great to see better integration of where that data is and how accurate it is.

Charlie Herrington, distribution side

- Ways this affects the end user: dealers are there to sell the car. Adoption rate is the way he thinks about EVs today. If there is a goal of 2030 for no more combustion cars, sets huge precedent. Constituents: only two chargers in his neighborhood in South Boston. Funding conglomerates are doing great, but people who live in high-rise units in Boston, Cambridge, Somerville, New Bedford. If they are buying Teslas, the purchase of a car is heavy itself, but if the parking spot is deeded to them, they have to deal with putting in a charger; HOA fees could be high. They're taking the initiative of buying an EV, but the back end of coming home and not having an easy time charging. Example: Pier 4, City of Boston, the EV charger is an asset to a company. Need 95% approval of building occupants to install EV charger. MUDs and finding an avenue for those folks to somehow benefit.

Tristan Thomas, Black Economic Council of Mass

- Looking at demand; working to build coalitions to team up to tackle issues they couldn't do on their own. Looking at equity aspects of infrastructure (workforce development).

Charlie Myer

- Mobile backup chargers: two suggestions
    - To have mobile backup, but pre=position around the state so you don't have to wait two hours to come. Dual-purpose them: make an energy storage tool during normal usage, then when you have a power outage, you could transport it to where it's needed for EV systems.

- Concerts or MUDs, saw something from England where there was a concert in a field, and 50 cars plugged in: the cars each got an hour of charge in sequence. Thus, overnight charging could be programmed to be able to accommodate.
- In October, Generac should be able to pull up a hydrogen fuel cell charger in the 2MW scale, where you don't need to bring the grid. Could be a solution in lieu of where the grid is catching up.

Biggest worry of EVICC: grid infrastructure

Jamie: participated in Eversource TOU pilot project. Is curious from where the state is re: policy. Are we trying to move toward that? Frongillo: each utility is supposed to file a TOU rate, but those rates will come in in August, and will go through an adjudication process. Unitil already has a rate, but Eversource and NG, there will be new rates filed August 11. Judge: NG does have its off-peak charging rebate if you can demonstrate that you charged during off-peak hours. Also interest in looking at TOU more broadly, because if you focus on EVs only vs. heat pumps vs. solar, you end up having problems, because customers will have one or more of these things. Another thing is advanced metering infrastructure starting to roll out 2025, which enables more dynamic rate designs than our current metering is capable of. Hopefully will help lower the cost and send price signals to the grid, and hopefully also managed charging programs.

There is a separate EV demand charge alternative rate for fast charging only as of July 1. Depending on load, you may be eligible for a Level II charger. Must be over a certain energy threshold to be granted.

CM: thinking about AMI, clean peak storage, etc.— MJ: we are actively thinking about how we want to structure that process, you can get bogged down in that process. CM: some people marketing grid-scale battery energy storage believe they're doing it for the benefit of the clean peak standard, but then they talk about the price signals and bidding when they're going to put load on the grid and return load of the grid as an economic gain, which is different than the clean peak purpose. Highlighting this for your feedback. Point is they're really swapping the cost of putting load on the grid at 2 or 4 a.m. when we don't necessarily have solar and wind so they can sell it at 4 and 8 p.m. MJ: that's sort of the intent; CM but doesn't drop emissions.

Jamie: from a subsidy perspective, UMD has been tracking and trying to work with the ___, but we have significant growth needed and it's confusing about what the funding really looks like. If we want to subsidize because we need to have it there, why not at a larger percentage to make it capable of achieving the objectives? MJ: we're evaluating other supplementary programs we have and figure out how to best integrate those. Acknowledges that this can be confusing; we're actively trying to sort this out. But there are different levels in the utility-run programs where depending on your community and the type of project you want, you could theoretically get up to 100% of the funding you need. CF: complicated policy questions—how much funding, from where, what's appropriate. Tiering level is complicated. But it's something we'll work through as a group. MJ: have had a number of internal conversations on this. JJ: $500 million of deferred maintenance; adding an EV charger kind of feels like an extra. Have to fix emergency problems first. UMD may be an EJ community (depending on the map you look at). MJ: mapping can be difficult; we've been trying to look at "non-geographic" criteria. Proximity to EJ community—is there a way of reviewing maps not at such a granular level? MJ: also maps are based on census blocks, but where those lines are drawn can be arbitrary. DG: on the vehicle side, we do have a kicker for EJ communities, especially where there are oddball cases / unusual circumstances for why you think your vehicle will be used in a way to benefit an EJ community.

Jamie: UMD is in a one square mile “park” with lots of sidewalks. Ripe for usage of EVs for trades people and grounds, but there are no subsidies for club car level like below a light-duty vehicle. MJ: could offer feedback to DOER LBE. Could be some funding for state fleet; haven’t heard at that level. DG: Have heard that state and local fleets tend to be idiosyncratic. JJ: 350 communities and however many state universities—could replace F150s with lighter-duty vehicles that could solve multiple problems with time and distance and access.

6:49 adjourn