

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019

One Winter Street, 2nd Floor, Boston, MA

In Attendance

Patrick Woodcock – Under Secretary for Energy, Executive Office of Energy and Environmental Affairs (EEA); Linda Benevides, Anne Canaday

Commissioner Suuberg, Christine Kirby, Sejal Shah – MA Department of Environmental Protection

Judith Judson, Will Lauwers, Steve Russell- MA Department of Energy Resources

Rachel Ackerman – MA Clean Energy Center

James Cassidy, Division of Standards

Gus Block, Nuvera

Robert Boch, Boch Toyota and Mass Auto Dealers Association

Jack Madden, Jr., Jack Madden Ford and Mass Auto Dealers Association

Amy Laura Cahn, Conservation Law Foundation

Veena Dharmaraj, Sierra Club

Rishi Sondhi, National Grid

David Edwards, Air Liquide

Charlotte Ancel, Eversource Energy

Max Forsythe, National Response Corporation (NRC)

Nicole Freedman, City of Newton

Anne Smart, ChargePoint

Jordan Stutt, Acadia Center

Robert Wimmer Toyota USA

On Phone

Susan Bunnell, Wilbraham

Dan Shanahan, EVSE LLC

Absent: Vineet Gupta, City of Boston; Tracy Woodard, Nissan; Jeff Hyman EMD Serono; Jason Viadero, MMWC.

1. Patrick Woodcock, Call to Order

- Welcome and call to order at 10:31
- Introductions around table and room
 - Review of Agenda
 - Request to accept Draft Minutes from last meeting – Motion, Second and Vote. Minutes for September 27, 2018 approved
- Announcement that Linda Benevides is retiring
- Agenda - first hear from Commissioner Judson, DOER about the MOR-EV rebate program

2. Commissioner Judson, DOER Commissioner

- In December, 2018, the state extended MOR-EV rebate through June 30 2019

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019

One Winter Street, 2nd Floor, Boston, MA

- Today announcing that DOER will continue to fund the MOR-EV program through September 30th, 2019 through the summer sales cycle but must set a firm deadline based on projections that all available funding will be exhausted at that time
- MOR-EV has been very successful by providing over \$30 million to over 14 thousand residents, over 75% of EVs registered in MA participated in the program
- The program began in 2014 utilizing discretionary Regional Greenhouse Gas Initiative (RGGI) funds to support reducing emissions from the transportation sector
- Since 2014, the number of makes and models of electric vehicles have grown dramatically, with electric options now available from small sedans to minivans and SUVs. Additionally, the incremental cost of EVs over traditional vehicles has declined over the past 5 years, benefiting from the commoditization of lithium ion batteries.
- Now that the market is maturing, the acceleration of the program spend has outpaced the discretionary RGGI funds that DOER receives. We have spent more on this program (\$16million) over the last year than the previous four years combined, while DOER only received \$6 million from the RGGI program.
- DOER receives funding after municipal payments to coal plant communities and 80% goes to MassSave energy efficiency programs
- In light of the accelerated spending, DOER supported two amendments to adjust RGGI funding that were not moved forward by the Legislature.
- Plug-in-hybrid vehicle sales increased in 2019 despite their exclusion from the rebate program.
- While the MOR-EV program is wrapping up, we will continue leading the charge on electrification of the transportation sector through programs such as:
 - Secretary Theoharides and Commissioner Suuberg are coordinating a Transportation and Climate Initiative (TCI) with our Northeast and Mid-Atlantic sister states. The initiative will support additional funding for programs such as electrification in the Commonwealth, and ensure we are tackling the challenge with regional coordination.
 - Supporting electric utilities with \$70 million in buildout of EV chargers over the next 3 years
 - DEP administration of 15% of VW penalty funds to be used for the deployment of EV chargers and also has a fleet program
 - MassEVolves program recognize organizations which pledge to take action to electrify, including supporting EV chargers at their properties
 - Providing technical assistance and grants to Green Communities, helping provide publicly accessible charging and enabling public fleets to electrify
 - Administration of a statewide contract, simplifying the procurement process of EV chargers by enabling public entities a simple procurement process for installing EV chargers.
- DOER will continue to closely monitor the rate of transportation electrification and ZEV sales, and seek opportunities to support the transition
- Happy to take questions

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019

One Winter Street, 2nd Floor, Boston, MA

Patrick Woodcock: Undersecretary Sieger is in Philadelphia today, TCI will not only send price signals to the transportation sector but also expand transportation funding for programs. We will continue to seek stable funding source that is not available today.

Questions:

Amy Laura Cahn: I understand the legislation to provide DOER with more flexibility to shift RGGI auction funds did not pass but were any alternative proposals filed?

- Patrick: A – No, we focused on those amendments as the only route for the purpose of personal, individual vehicle rebates
- Judith: DOER receives funding after required payouts and the 80% allocated to MassSAVE is less than 2% of the full RGGI funding. It is just not enough to sustain the program. DPU approves the MassSAVE budget.

David Edwards: Any alternative funding sources would need about \$16 million/annually?

- Judith: Yes and we see September as the timeframe for expending all the available incoming funding. We have made progress to set up another means of reaching low income residents. Alternatives like continuing to reduce the per car rebate, we feel there is a point of diminishing return and cannot support.

Can \$ be used for Uber/Lift drivers who are often low income?

- Patrick: I want to be very clear that available budget is limited. We will continue to work with the legislature. With limited options to stay within budget, we have to leverage exposures so fleets, rideshare and infrastructure investments may be options for the future.

Amy Laura Cahn: To clarify, if \$ taken from the 80% RGGI going to energy efficiency, rate payers would have to take on the burden?

- Judith: Yes if funds taken from the 80%, ratepayers would have to take on the burden. We will continue to watch auction proceeds and do what we can but money must be in the account to pay rebates. Money borrowed from Alternative Compliance funds need to be paid back; also not a sustainable revenue source and with the growth of renewables there is even less Alternative Compliance funding coming in.

What do you foresee will result from this change?

- Patrick: the state rebate is not the only driver - price points of the vehicles will continue to go down introduction of new ZEVs will continue.

Barry: It is great that adoption rates are up, but concern that with federal tax credits going away (Tesla within a week and GM soon) I would caution that eliminating state incentives at the same time is problematic. What can we do?

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019

One Winter Street, 2nd Floor, Boston, MA

- Patrick: We agree we don't want to lose progress. The state has major climate change initiatives underway. We wish we had more discretionary funding - bond funds do not allow personal rebates. New funding can be used in the future.

Mark Scribner: Roadmap Conference in Portland discussed importance of outreach campaigns and use of electricity programs.

- Patrick: We do need to consider additional policies to promote electrification.

3. MassDEP – Commissioner Suuberg and Christine Kirby

- Transportation and Climate Initiative is a commitment of 9 states to develop a cap and invest program. Both the Secretary, myself and other senior staff spend time on this. This summer and fall we are at the information gathering stage not just on the regulatory aspects but also on the investment side. Meetings in Boston, New Jersey and upcoming in Baltimore this July will be focused on investment and equity issues, rural and urban topics since each have unique concerns to ensure investments make a difference. There will be a public web link going live soon that will explain the program with a link to the Georgetown Climate Center that is our repository of information as well as a coordinating entity. We look forward to engaging the community and will schedule visible and transparent listing sessions over the summer, Jordan Stutt at Acadia has been helpful to engage the right people. Any questions?

Robert Wimmer: How can the ZEV Commission play a role? Unique group to provide many perspectives.

- Marty: Support the effort but the group can help regulators with transportation electrification investment decisions including public transit, EVs in underserved communities and think about other investment opportunities. Attend listening sessions. The ZEV Commission will present a MA perspective and it would be useful to discuss later this summer/fall

Amy Laura Cahn – Sporadic ZEV Commission meetings are a problem, can we schedule meetings for the rest of the year?

- Patrick: yes we should schedule time
- Christine Kirby: DEP is spending the maximum VW mitigation funds in transportation electrification infrastructure (15% of \$75M total allotment, \$5.5 Million available for infrastructure in this cycle):
 - Fleets (\$0.5 million available)
 - \$336,000 allocated
 - several new applications pending review
 - Workplace Charging (\$1.5 million available)
 - 233,362 allocated and reserved
 - an additional 41 applications pending review as of June 4
 - Multi-unit Dwelling (\$1.5 million available)

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019

One Winter Street, 2nd Floor, Boston, MA

- 4 applications under review for \$49,790
- Public Access Charging (\$2 million available)
 - 90 possible applications valued at approximately \$2,132,551; if all are viable, DEP will consider funding above the \$2 million allotted
- Also, funding electric transit buses at Pioneer Valley and Martha's Vineyard

Veena Dharmaraj: Thank you for prioritizing electrification. What about the remaining VW funds?

- Christine – In discussions now about Cycle 2 but have nothing to announce now.

Amy Laura: Why those transit agencies and how far do the dollars extend?

- Christine – Communities really want transit electrification, we wanted EJ community focus and projects that were ready to go this Cycle.

Kathleen Rosen: What is the target date for decisions on the rolling applications?

- Christine – this summer

Robert: Why are MUDs problems? Talk to Greater Boston Real Estate Board (Greg Vasil)

- Christine – good suggestion. We have great synergy with the utility make-ready work also

Veena: Would you consider more electric transit buses?

- Christine – Yes

4. Jimmy Cassidy, Division of Standards

- DOS for about 6 months formally with City of Cambridge and Chairperson of National Weights and Measures. Method of sale code is adopted. We are the second state to incorporate the standard (first is California).
- The NIST tentative code for EV Fueling systems has been accepted but it is still a tentative code that industry is looking at. Working with vendors of EVSE.
- Consumer information in the tentative code requires stating on the customer' receipt the total quantity of energy delivered, unit prices, and total price. Also includes technical and metrological requirements to protect consumers and facilitate the testing and sealing of the systems.

Anne: Does MA intend to set up testing facility similar to CA?

- James: Working with them may have similar but different than CA

Anne: Are you ready to give evaluation certificates?

- James: Handbook is in early states, we are moving to align with the tentative code and balance end results.

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019

One Winter Street, 2nd Floor, Boston, MA

5. EEA - Kirk Brown Recharge America

- Linda introduces Kirk.
- See PowerPoint

Charlotte: Does this program cover personal EV charging (No)? Eversource efficiency programs can add personal charging to reduce peaks and will start offering it in July. Looking for all opportunities to partner; making progress with 144 contracts for make-ready work for over 1000 chargers. By end of year over 250 contracts for 2000 chargers. Challenge with higher education related to primary meter.

Daniel Gatti: Universities are uniquely important – not only the workforce but students are the future market. Make sure you move to target outside Boston. How much targeting?

- Kirk: So right, our experience with interns working EV test drive events showed us their enthusiasm and professionalism (for example, one intern with 40,000 followers developed a YouTube vlog about a ride and drive that is very powerful)
- Linda: Campus EV test drive events with Mass Drive Clean were highly successful involving students, faculty, parents and alumni in some cases. It is a great focus area.

Peter O'Connor: Shuttle buses from campus (workplace and university) should be an element of the program.

Bronwyn Cooke: To address MUD challenges, a BMP for how to get it done would be highly useful. People expect to charge at home, how do you help them to do it in a MUD. Partner with communities to promote in other programs.

Barry Woods: How will people find out about you? How can we help leverage?

Nicole: Go to planning organizations in municipal governments they have many good contacts. How do you know 10% adoption rate is good?

- Kirk: All good ideas. We should have hundreds of entities in this program. Website, one pager, word of mouth, connecting with groups that can reach many are the outreach steps at the moment. Really want to leverage MassEvo/ves and show an economic benefit for communities. Please be in touch with Recharge team (contact information included in PowerPoint) to follow-up.

6. Destination Electric – Rachel Ackerman

- See PowerPoint.

DRAFT Minutes of the MA ZEV Commission Meeting of June 24, 2019
One Winter Street, 2nd Floor, Boston, MA

- Supplementing an informational program (<https://driveelectricus.com/>) to include an experiential one <https://driveelectricus.com/destination-electric/>

7. Additional Discussion on MOR-EV rebate program.

Multiple members: MOR-EV is an important program and we want to see it continued. Who do we talk to a high level? Want the state to continue and not face potential loss of progress.

Patrick and Judith: For the record, cannot change end date unless there is new funding. Administration continuing to seek resources and sustained funding. Talk to Legislature.

Motion made, and amended through discussion. Motion by unanimous support with no opposition as follows:

- ✓ ZEV Commission recognizes that MOR-EV is critical to continue the growth and adoption of ZEVs and achieve goals.
- ✓ The Governor and Legislature should continue the program and find sustained new revenue to fund it.

Patrick Woodcock: Adjourn at 12:18 pm