

National Grid Clean Transportation MA Phase III Electric Vehicle Programs

*updated 4/26/23

nationalgrid



Agenda

MA EV Programs Overview

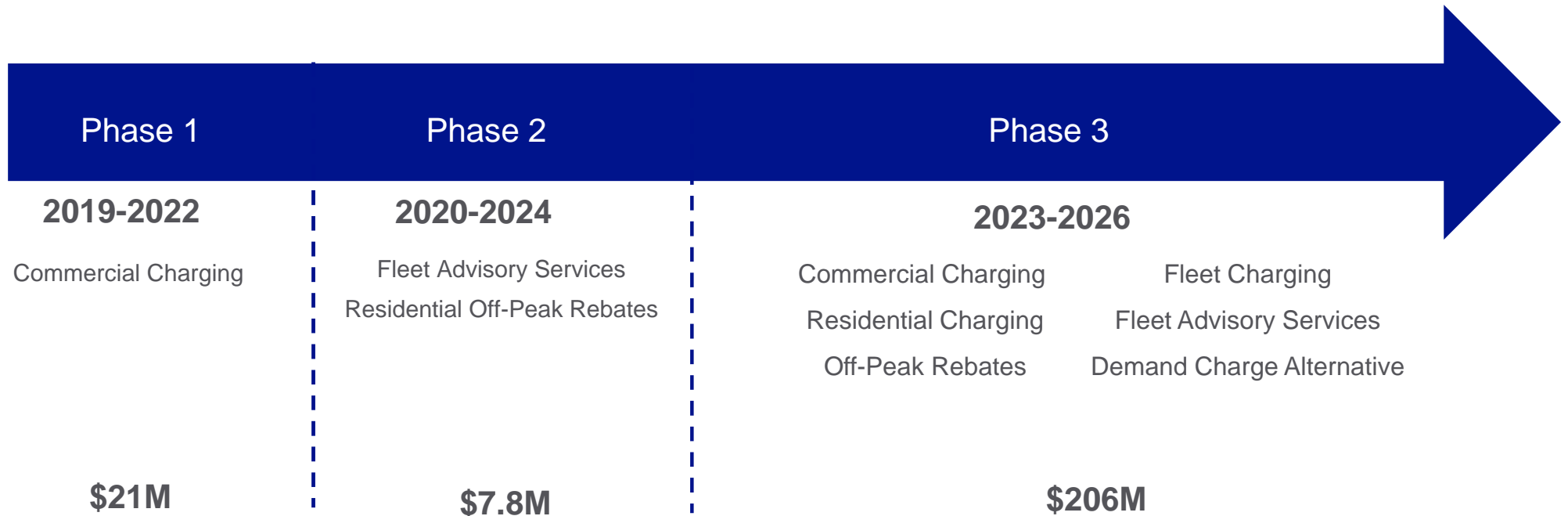
- Timeline
- Vision
- Commitment to Equity
- Customer Segments

MA Phase III Offerings

- Residential
- Commercial (Public, Workplace, Multi-Unit Dwellings)
- Fleet
- Demand Charge Alternative

Timeline

The Massachusetts Department of Public Utilities approved our Phase III Electric Vehicle (EV) proposal on December 30, 2022. This approval is among the first of its kind in the Northeast and will provide extensive EV infrastructure support (Make-Ready) to our customers, along with other unique program offerings.





Vision for Clean Transportation Programs

A future in MA where clean transportation is universal and the environmental and public health benefits are shared by all our customers and communities.

Our Guiding Principles

- Our programs support a cleaner environment and reduce GHG emissions
- Our customers and communities have equitable and affordable access to clean transportation choices
- Smart integration allows for grid optimization, customer savings, and enables a clean energy future

Alignment

- Align our work with state policies and commitments, ensuring we provide the necessary support to reach the state's ZEV goals, CECP targets, and a net-zero future by 2050.
- Expand our stakeholder partnerships to leverage existing and future efforts

Transportation is the single biggest source of GHG emissions in MA and a leading cause of air pollution.



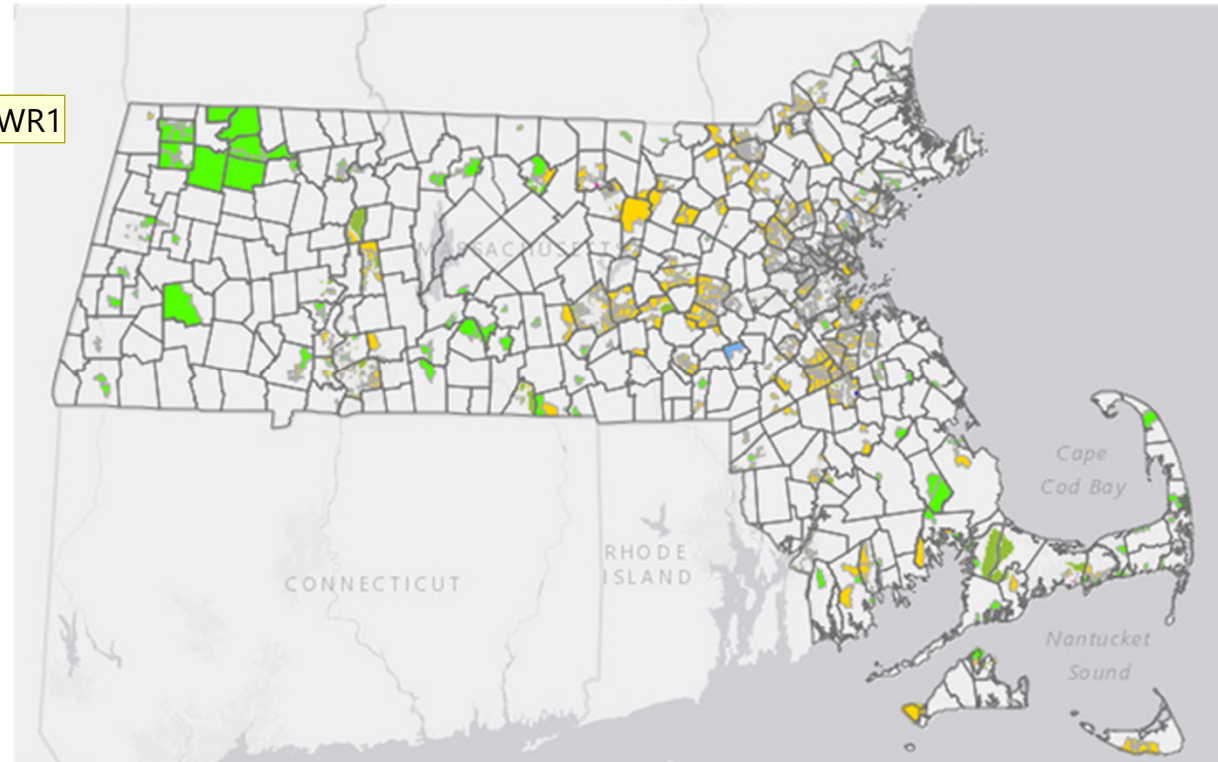
Commitment to Equity

Phase 3 programs are focused on supporting Environmental Justice Communities (EJC) and low-income customers.

For all segments, EJC eligibility is determined by address using the MA [Environmental Justice Community map](#) and income-based criteria.

For residential segments, low-income eligibility is determined by customers on the low-income discount rate (R-2).

WR1



MA GIS

Clean Transportation can help solve environmental and public health crises, which are concentrated in disadvantaged communities.

Customer Segments Supported by the MA Phase III Programs



Public & Workplace Programs

Support customers to deploy publicly-available chargers and install & operate the stations more cost-effectively.

Why?

Limited public charging is one of the biggest barriers to EV adoption.

Residential Programs

Provide at-home infrastructure incentives and managed charging programs to enable EV ownership and grid-optimized charging.

Why?

Necessary to enable EV adoption, but barriers exist for >50% of customers.

Fleet Programs

Includes support for public & private fleets. Provides customers with a transition plan, guidance, & funding.

Why?

One MHDV EV truck or bus can reduce >8x more CO₂ and >30x PM_{2.5} than a passenger vehicle.



Residential

Residential Offerings

Residential EV
Charging
Program

Turnkey
Installation

EV Off-Peak
Charging
Program

Residential EV Charging Program

This program provides residential customers (in 1-4 unit housing) with rebates for the installation of a **240V electrical service** to the participant's parking area.



Customer Segment Eligibility	Qualifications	In-home EV Charging Infrastructure Upgrades	Charger Rebates
Single Family (Non EJC, Non-Low-income Rate)	Enrollment in the Off-Peak Charging Program	Up to \$700	No Charger Rebates
2-4 Family (Non EJC, Non-Low-income Rate)	Enrollment in the Off-Peak Charging Program*	Up to \$1,400	No Charger Rebates

*National Grid will consider good cause exceptions to the managed charging enrollment requirement for customers in 2-4-unit properties if they have shared parking or do not own or lease an EV.

Website for more info: ngrid.com/evhub-ma

Turnkey Installation Offering

This offering provides residential customers located in environmental justice communities or enrolled on the low-income discount rate with a “turnkey” service to cover up to 100% of the cost for the installation of a 240V electrical service to the participant’s parking area.

For eligible low-income rate customers, the offering also covers up to 100% of the cost for the purchase and installation of a qualified charger.

National Grid will select a vendor to perform the installation. The vendor will bill National Grid directly for the cost of the project so the participant does not need to pay for the installation.

Additional details will be forthcoming.

Customer Segment Eligibility	Qualifications	In-home EV Charging Infrastructure Upgrades**	Charger Rebates**
Single Family (EJC*)	Enrollment in the Off-Peak Charging Program	Up to \$1000	No Charger Rebates
2-4 Family (EJC*)	Enrollment in the Off-Peak Charging Program***	Up to \$2000	No Charger Rebates
Single Family (Low-income rate)	Enrollment in the Off-Peak Charging Program	Up to \$1000	Up to \$700
2-4 Family (Low-income rate)	Enrollment in the Off-Peak Charging Program***	Up to \$2000	Up to \$700

* [Environmental Justice Community map](#) (click link to check address eligibility)

**Customer eligibility subject to vehicle purchase price. More information forthcoming

***National Grid will consider good cause exceptions to the managed charging enrollment requirement for customers in 2-4-unit properties if they have shared parking or do not own or lease an EV.

Residential EV Charging Program (EJC and Low-Income Rate Rebates)

This Program provides residential customers in EJ communities and on the low-income rate with rebates to cover up to 100% of the cost for the installation of a 240V electrical service to the participant's parking area.

For eligible low-income rate customers, the Program provides rebates to cover up to 100% of the cost for the purchase of a qualified charger.



Website for more info: ngrid.com/evhub-ma

National Grid

Customer Segment Eligibility	Qualifications	In-home EV Charging Infrastructure Upgrades**	Charger Rebates**
Single Family (EJC*)	Enrollment in the Off-Peak Charging Program	Up to \$1000	No Charger Rebates
2-4 Family (EJC*)	Enrollment in the Off-Peak Charging Program***	Up to \$2000	No Charger Rebates
Single Family (Low-income rate)	Enrollment in the Off-Peak Charging Program	Up to \$1000	Up to \$700
2-4 Family (Low-income rate)	Enrollment in the Off-Peak Charging Program***	Up to \$2000	Up to \$700

* [Environmental Justice Community map](#) (click link to check address eligibility)

**Customer eligibility subject to vehicle purchase price. More information forthcoming

***National Grid will consider good cause exceptions to the managed charging enrollment requirement for customers in 2-4-unit properties if they have shared parking or do not own or lease an EV.

EV Off-Peak Charging Program (Managed Charging)

The EV Off-Peak Charging Program allows residential customers to earn rebates when they charge their EV during designated off-peak times.

The Charge Smart MA platform requires connectivity through vehicle telematics or a network connected home charger.

Months	Rebate	Off-Peak Hours*
June 1 – September 30	\$0.05/kWh	9:00 pm – 1:00pm
October 1 – May 31	\$0.03/kWh	9:00 pm – 1:00pm

* Monday- Friday, excluding National holidays



Website for more info: nationalgridus.com/Charge-Smart-MA



Commercial

Commercial Offerings

Public & Workplace
EV Charging
Program

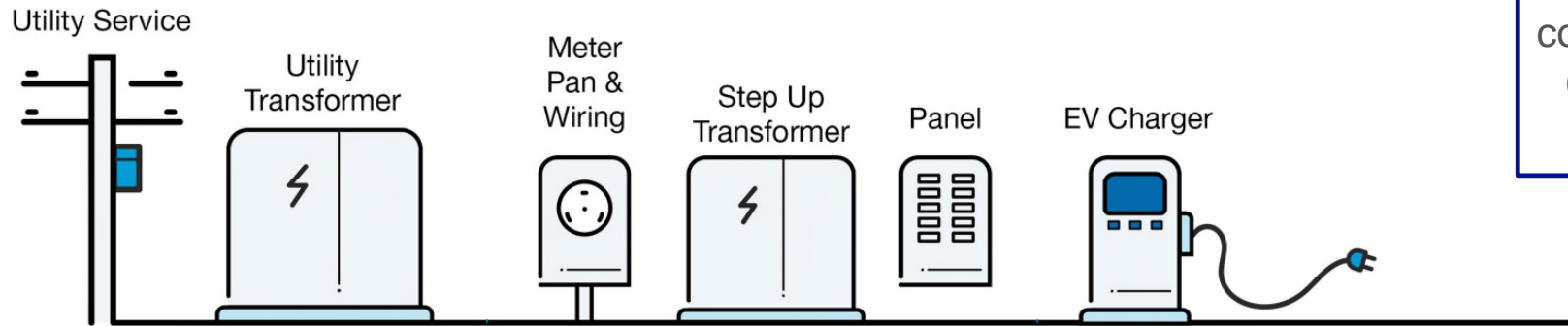
Co-located Energy
Storage

MUD EV Charging
Program

MUD EV-Ready
Site Plans

Commercial Charging Infrastructure (Make-Ready) Summary

What's Eligible?



Applies to all commercial customers (Public, Workplace, MUDs, Fleets)

Eligible for EV Charging Program Incentives			Not Eligible	
<ul style="list-style-type: none"> Customers may be required to pay for grid upgrades in excess of utility's design requirements 	<ul style="list-style-type: none"> Panel Conduit Trenching Design Permitting 	<ul style="list-style-type: none"> Step Up Transformers Wiring Customer Switchgear 	<ul style="list-style-type: none"> Charging Station (public only) Networking (comm. & MUD - public only) 	<ul style="list-style-type: none"> Station Installation Signs Bollard Maintenance
Utility Constructs	Customer Constructs			

Public and Workplace EV Charging Program (Level 2 Incentives)

Customer Segment Eligibility	EJC Criteria	Level 2 Charger Rebates	Networking Rebates*	Utility-Side Infrastructure Incentives	Customer-Side Infrastructure Incentives
Public	Located in EJC that meets income criteria	Up to 100% (ports 1-10) (cap \$3,600 per port)	\$480	Up to 100%	Up to 100% (per port cap: \$5,700 \$6,700 if new service)
Public	Located in EJC that does not meet income criteria	Up to 75% (ports 1-10) (cap \$2,700 per port)	\$480		
Public	Not located in EJC	Up to 50% Municipal (ports 3-10) Non-municipal (ports 5-10) (cap \$1,800 per port)	\$480		
Workplace (non-public)	N/A	None offered	None offered		

*Up to \$120 per year, per port. Pro-rated if less than 4 years.

Additional Info:

- Level 2 Charger Rebate cap is based on 100% average cost (\$3,600). Up to 50% and 75% rebates values are based on that value.
- Installed chargers must comply with the MA ENERGY STAR requirements and be qualified by National Grid.
- Networking is required for Public and Workplace L2 charging stations. Networking rebates are only available for Public L2 charging stations.
- Level 1 charging infrastructure rebates are available for eligible long-dwell locations.
- Customer-side incentive caps are based on average cost.
- [Environmental Justice Community map](#) (click link to check address eligibility)

National Grid

Website for more info: ngrid.com/ma-evcharging

Public and Workplace EV Charging Program (DCFC Incentives)

Customer Segment Eligibility	EJC Criteria	DCFC Charger Rebates	Utility-Side Infrastructure Incentives	Customer-Side Infrastructure Incentives
Public	Located in EJC that meets any criteria	Up to 100% (cap for 50-149 kW: \$40,000 150+ kW: \$80,000)	Up to 100%	Up to 100% (cap 50-149 kW: \$30,000 150+ kW: \$60,000)
Public	Not located in EJC	Up to 100% for 50-149 kW: (cap \$40,000) Up to 50% for 150+ kW: (cap \$40,000)		
Workplace (non-public)	N/A	None offered		

Additional Info:

- Charger rebate price caps are based on 100% values; Calculate the 50% on the 100% price cap values above. DCFC charger rebate totals are capped at \$400,000 per site.
- Installed chargers must be qualified by National Grid.
- Networking is required for Public DCFC.
- [Environmental Justice Community map](#) (click link to check address eligibility)

Public Charging Co-located Energy Storage

Co-located storage incentives will be available to commercial customers to enable public DCFC deployment in high value areas where there are capacity limitations.

\$2M in funding is set aside to support up to five customer sites.

Additional details will be forthcoming.

Multi-Unit Dwelling EV Charging Program (Infrastructure Incentives)

Customer Segment Eligibility	Charger Type	Utility-side Infrastructure Incentives	Customer-side Infrastructure Incentives
MUD (5+ residential units)	Level 2 (L2)	Up to 100%	Up to 100% (per port cap \$5,700 / \$6,700 if new service)

Additional Info:

- Multi-unit dwelling properties with 5+ residential units are eligible.
- Customer-side incentive caps are based on average cost.
- Installed chargers must comply with the MA ENERGY STAR requirements.

Website for more info: ngrid.com/ma-evcharging

MUD EV Charging Program (L2 Charger and Networking Rebates)

Customer Segment Eligibility	EJC Criteria	L2 Charger Rebates	Charger Rebate Caps	Networking Rebates
MUD (5+ residential units)	Located in EJC that meets income criteria	Up to 100%	Shared Charger: \$3,600	\$480*
	Located in EJC that <u>does not</u> meet income criteria	Up to 75%	Individual Networked Charger: \$700	
	Not located in an EJC	Up to 50%	Individual Non-Networked Charger: \$400	

*Up to \$120 per year, per shared port. Pro-rated if less than 4 years.

Additional info:

- Charger rebate price caps are based on 100%; calculate 50% and 75% rebates based on the 100% values above.
- Networking is not required for MUD chargers, but rebates are available if customer purchases networking services and installs a shared charger on the National Grid Qualified Equipment list.
- [Environmental Justice Community map](#) (click link to check address eligibility)

MUD EV Ready Site Plans

Supports property owners of MUDs with 20+ residential units in developing an EV Ready Site plan for the infrastructure, EV charging station equipment, and management practices required to provide EV charging to residents.

Plans to include:

- Proposed project sizing
- Cost estimates
- Evaluations of existing electrical infrastructure
- Operational and financial impacts of the installation
- Discussion of EV Load Management Systems if needed due to capacity constraints

Up to 100% of the cost of the report will be funded by this offering.

To join our waitlist visit: <https://www.nationalgridus.com/MA-Business/Energy-Alternatives/Multi-Unit-Dwelling-Waitlist-Form>



Fleet

Fleet Offerings

Fleet EV
Charging
Program

EV Off-Peak
Charging
Program

Fleet Advisory
Services

Fleet EV Charging Program

Charger Type	Customer Segment Eligibility	Utility-side Infrastructure Incentives	Customer-side Infrastructure Incentives	Charger Rebates**	Networking Rebates
Level 2 (L2)	Private Fleets	Up to 100%	Up to 100% (max \$5,700/ \$6,700 if new service)	No Charger Rebate	Not Offered
	Public Fleets (non-EJC)			Up to 50% (Cap \$1,800)	
	Public Fleets (EJC)*			Up to 100% in Income EJC Up to 75% in other EJC (Cap \$3,600 Income/ \$2,700 other EJC)	
DCFC	Private Fleets	Up to 100%	Up to 100% (Cap 50-149 kW: \$30,000 150+ kW: \$60,000)	No Charger Rebate	Not Offered
	Public Fleets (non-EJC)			Up to 50% (Cap 50-149 kW: \$20,000 150+ kW: \$40,000)	
	Public Fleets (EJC)*			Up to 100% (Cap 50-149 kW: \$40,000 150+ kW: \$80,000)	

Public fleets are defined as: public transit, including school buses, and government owned fleets.

* EJC eligibility is defined as fleet customers based in an EJC that meets any EJC criteria, including fleets that operate more than 50 percent of the time within census block groups that meet any EJC criteria.

** DCFC charger rebate totals are capped at \$400,000 per site.

Installed chargers must comply with the MA ENERGY STAR requirements (L2) and be qualified by National Grid (L2 & DCFC).

Fleet Advisory Services

The National Grid Fleet Advisory Services Program provides no-cost, expert analysis to help publicly-owned fleet customers in electrifying their fleet vehicles.

We offer publicly-owned fleet customers personalized guidance, thorough analyses, and customized reports to assess the impact of electrification of their vehicles, including productivity and efficiency, fuel costs, operational and maintenance costs, and carbon footprint.

Eligibility: public transit, including school buses, and government owned fleets

Website for more info: fleetadvisoryma.nationalgrid.com

EV Off-Peak Charging Program

The EV Off-Peak Charging Program allows fleet customers to earn rebates when charging commercial EVs during designated off-peak times.

The program is available to all fleets, including private and government-owned commercial vehicles.

Additional details will be forthcoming.

Months	Rebate	Off-Peak Hours*
June 1 – September 30	\$0.05/kWh	9:00 pm – 1:00pm
October 1 – May 31	\$0.03/kWh	9:00 pm – 1:00pm

* Monday- Friday, excluding National holidays





Additional Funding Source Requirements

Additional Funding Source Requirements

Public, workplace, fleet, and MUD customers are required to apply for any available additional funding sources and report the funding received to National Grid. This step helps ensure National Grid's incentives can help as many customers as possible.

- All public, workplace, fleet and MUD customers are required to comply with these additional funding sources requirements.
- Public, workplace, fleet and MUD customers are required to apply for MassEVIP and any other funding, as eligible, to the extent that the funding is available and aligned with National Grid's EV program offerings. All additional funding sources amounts received must be reported to National Grid.
- Customers must wait at least 2 months after applying to additional funding sources for a response. If a response is not received, or funding not awarded, after 2 months, customers can request that National Grid move forward with the project, approving the total amount of National Grid incentives the customer is eligible for.
- If additional funding sources are received before the project is closed out, National Grid will adjust the final incentive amount before final payment.
- Customers are required to fill out a disclosure form as part of the application process. Before projects are finalized, customers will disclose the final funding amounts provided from other sources.



EV Rate Offerings

Demand Charge Alternative Program

Demand Charge
Alternative
Program

Demand Charge Alternative Program

The Demand Charge Alternative Program will support customers in reducing their operating costs of EV chargers by providing a tiered load factor-based discount on their demand charges.

The program will be offered for 10 years and will accept enrollments through 2032.

Eligibility:

- All new and existing separately metered DCFC and L2 EVSE customers on General Service Demand Rates (G-2 or G-3)
- Eligible customers can enroll anytime during the first 9 years of the program

*Launching Summer 2023

Load Factor Threshold	Enrollment Years	Demand Charge Discount
None	1	100%
LF <= 5%	2 to 9	100%
5% < LF <= 10%	2 to 9	75%
10% < LF <= 15%	2 to 9	50%
LF > 15%	2 to 9	0%

$$\text{Load Factor} = \frac{\text{Billed Energy in kWh}}{\text{Billed Demand in kW} * \text{Hours in Billing Period}}$$

Thank you!

We appreciate your support and engagement. Please feel free to reach out if you have questions.

Email: EVnationalgrid@nationalgrid.com

MA Residential Customer Programs: ngrid.com/evhub-ma

MA Commercial Customer Programs: ngrid.com/ma-evcharging

MA Fleet Programs: nationalgridus.com/ev-fleet-hub/

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