



MULTI-STATE ZEV TASK FORCE

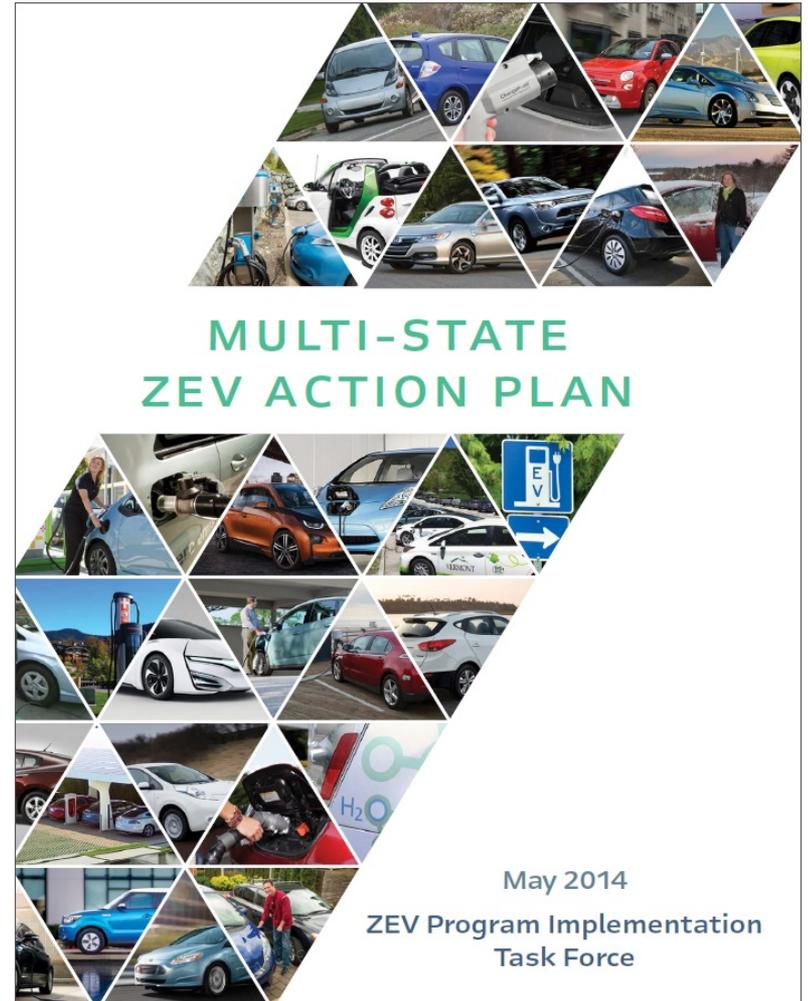


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NE Region EV/EVSE Coordination,
Collaboration and Corridor Planning
October 6, 2015
Norwood, MA

Background and Overview

- Eight ZEV Program states
- MOU signed October 2013
- Action Plan released May 2014





Implementation Workgroups



- Incentives
- Dealers
- Fleets
- Hydrogen
- Infrastructure – Planning
- Infrastructure – Regulatory
- Outreach
- Workplace Charging

State Progress on Incentives



- Four states offered ZEV purchase incentives in 2014 (CA, MD, MA, VT)
- Legislation for purchase incentives proposed in three states in 2015 (CT, OR, RI)
- Five states offered purchase incentives for EVSE in 2014 (MD, NY, OR, MA, CT)

Connecticut Incentive Program-



- Connecticut established point-of-sale EV rebate in May 2015
- \$3,000 for FCV or EV with battery pack > 18kWh
- \$1,500 for 7-18 kWh
- \$750 for < 7 kWh
- Rebate processed at dealership at time of vehicle purchase, reflected in final purchase price

Dealerships

Current Workgroup Activities:

- Publishing Dealership Recognition document on ZEVStates.us website
- Highlighting state dealership recognition programs and leading ZEV dealers on website
- Developed and deployed tool to track vehicle availability in ZEV markets



State Progress on Dealerships

ZEV MOU states have:

- Issued dealership recognition awards in California, Connecticut, and Vermont
- Conducted training/ education on consumer incentives
- Included an incentive for dealers who sell ZEVs in the Connecticut CHEAPR incentive program



State Progress on Fleets

All ZEV MOU states are taking action to add ZEVs to public fleets:

- Working on TCO tools for state fleet operators
- Establishing state fleet purchase targets
- Adding ZEVs to state fleet procurement lists
- Acquiring PEVs
- Installing charging stations
- Offering incentives to add PEVs to fleets





June 25 – New Bedford, MA adds 10 Leafs to fleet

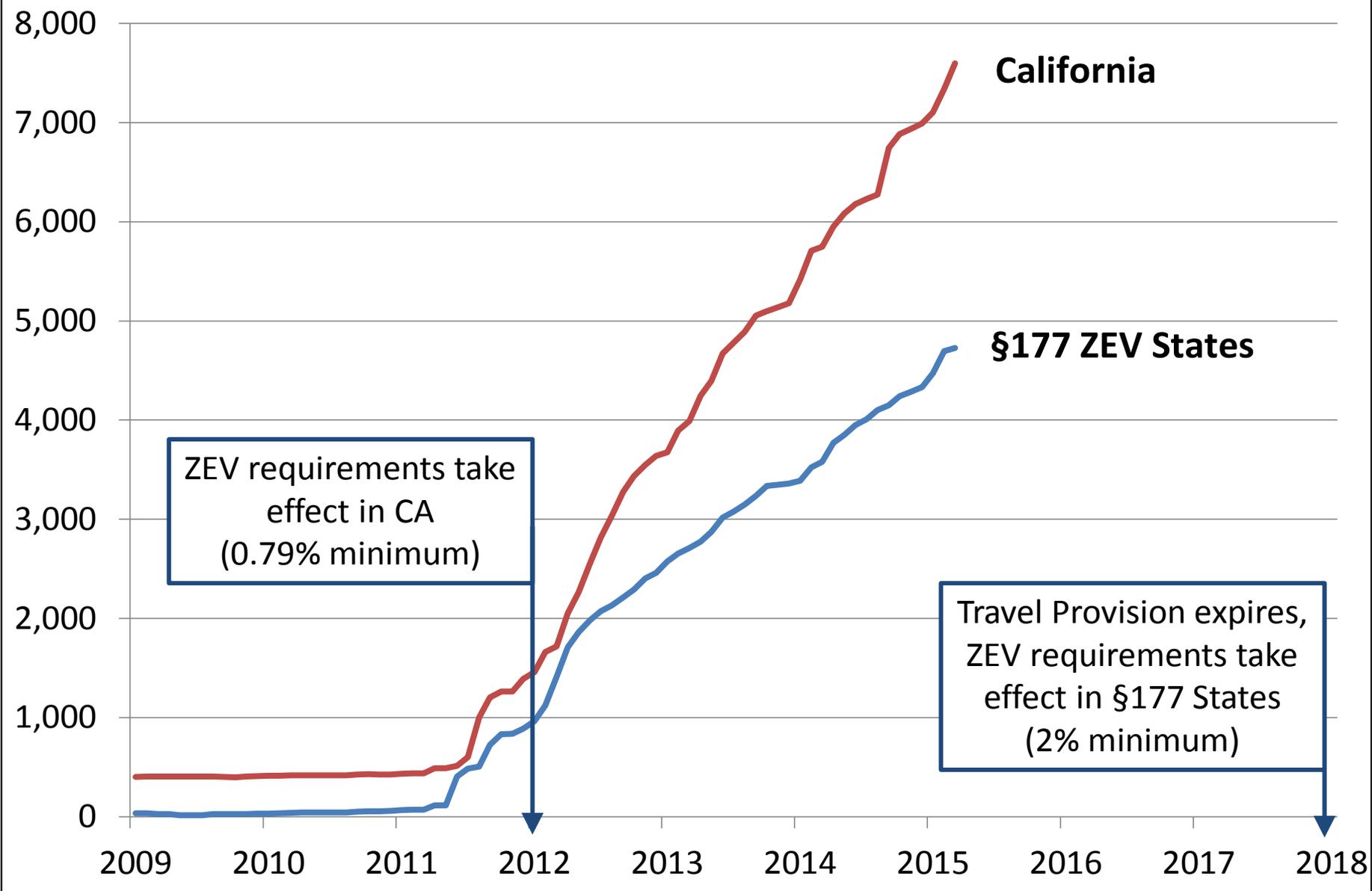


Infrastructure Planning

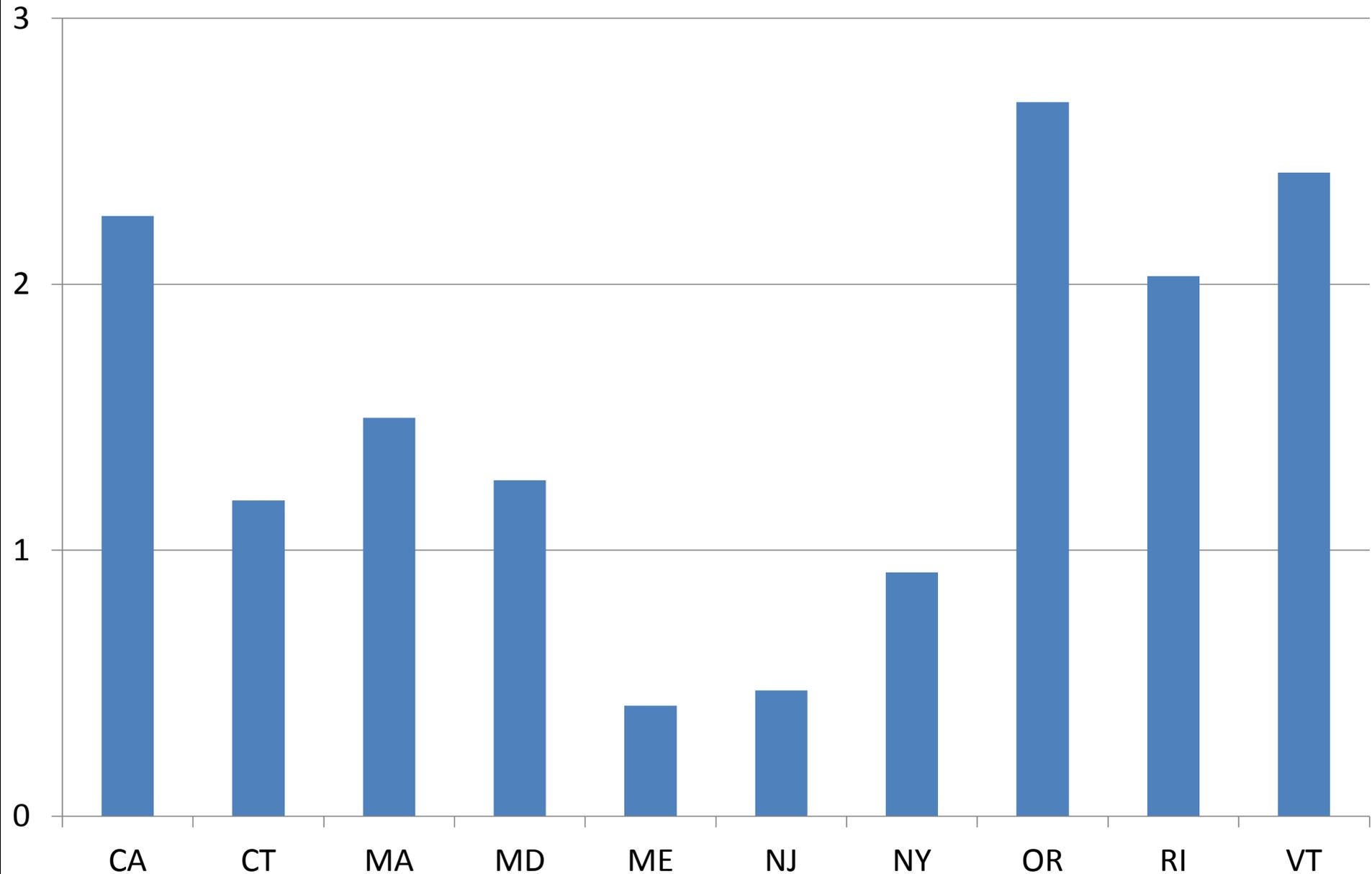


- Sent letter to FHWA seeking legal interpretation regarding EV charging on federal highways
- Published EV Signage Recommended Practices document in collaboration with FHWA
- Adding DC fast chargers (≈ 278 in Northeast ZEV states, half Tesla)
- Installing EVSE at park and rides and mass transit locations
- Establishing charging corridors

Public and Private EV Charging Stations



Public EVSE per 10,000 LDVs, 2015



Source: Alternative Fuels Data Center, National Automobile Dealers Association.

Infrastructure – Regulatory



- Working on a “best practices” guide for PUC regulatory action
- Will be published on ZEVStates website in October
- Reviewing state building code provisions facilitating installation of EVSE to identify/synthesize best practices

Infrastructure – Regulatory

- EVSE providers exempted from regulation as utilities in six states
 - CA, CT, MD, MA, NY, OR
- RI is working on a PUC petition
- Six ZEV MOU states have, or are considering, TOU rates
 - CA, CT, MD, MA, NY, OR
- Two ZEV MOU states have building codes promoting EVSE ready buildings
 - CA, VT

Outreach and Education

- ZEVStates.us website launched in April as portal and clearinghouse for state ZEV info
- Conducting survey with UC Davis on customer knowledge and attitudes on PEVs
- Sharing knowledge between states on public events and other outreach efforts

Workplace Charging

- Significant state progress expanding access to public charging
- States looking carefully at ways to support workplace charging
- Studies show that over 90% of charging is done at home and at work
- Workplace charging can be tipping point for consumers
- Effectively doubles the range of the vehicle



What's on the Horizon

In one generation (2012-2017) affordable BEVs will have increased range by about 2.5x at similar prices.



(2012) Nissan Leaf: \$29,010 / 84 miles



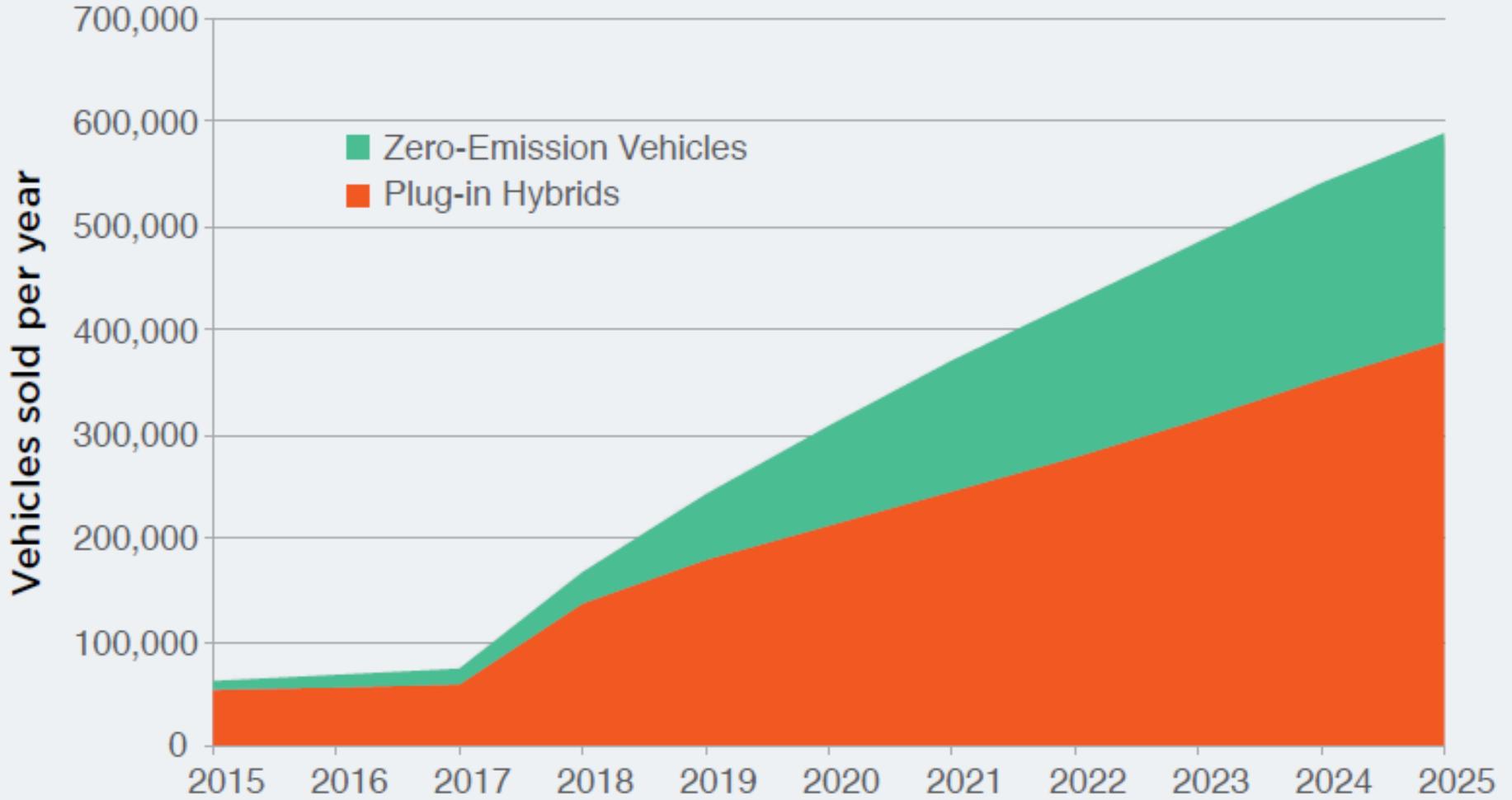
(2017) Chevrolet Bolt: \$37,500 / 200 miles



(2017) Tesla Model 3: \$35,000 / 200 miles



Projected ZEV Compliance Scenario for the MOU States





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