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July 14, 2021

Mark D. Marini, Secretary
Department of Public Utilities
One South Station, 5th Floor
Boston, MA 02110

Re: Petition of NSTAR Electric Company d/b/a Eversource Energy for Approval of Phase II Electric Vehicle Infrastructure Program – D.P.U. 21-90

Dear Secretary Marini:

On behalf of NSTAR Electric Company d/b/a Eversource Energy (“Company” or “Eversource”), enclosed for filing is Eversource’s testimony and exhibits in support of its proposed Phase II Electric Vehicle Infrastructure Program (“Phase II Program”). The Phase II Program is submitted in accordance with the directives of the Department of Public Utilities (“Department”) in D.P.U. 20-69-A. In addition, the Phase II Program’s Demand Charge Alternative Rate Structure is submitted in accordance with Section 29 of Chapter 383 of the Acts of 2020 (the “Transportation Act”).

The Phase II Program builds upon the Company’s first Electric Vehicle Infrastructure Program by providing offerings to meet the diverse needs of all the Company’s customers, building the infrastructure required to support statewide EV adoption, and helping to enable the Commonwealth’s broader transition to a clean transportation future. Recognizing that this transition will require a complete shift in one of the economy’s largest segments and that each of the Company’s customers’ needs are different, this Program aims to provide options to meet the diverse needs of all the Company’s customers and provide shared benefits across all communities the Company serves. The Phase II Program is structured to both build the electric backbone for the transportation sector and facilitate EV adoption, ensuring the Commonwealth’s homes, workplaces, fleets, communities, and highway-corridors are ready for EVs at the scale necessary to meet the Commonwealth’s ZEV targets.

The Company’s proposed Phase II Program includes the following offerings for:

- a. **Public and Workplace Segment:** provides financial support for Electric Vehicle Supply Equipment (“EVSE”) installations at public sites and workplaces, for Level 2 (“L2”) chargers, and Direct Current Fast Charging (“DCFC”)
- b. **Residential Segment:** provides programmatic and financial support for EVSE and at-home charging enablement at:
 - i. properties with 1-4-units; and

- ii. multi-unit dwellings (“MUDs”) with five or more units;
- c. **Fleet-Segment:** provides financial support for light duty fleet EVSE installations, fleet electrification advisory services and tools
- d. **Other Offerings**
 - i. **Pilots to Increase Access to Electric Mobility in Environmental Justice Communities (“Equity Pilots”)** to provide support for innovative programs that increase access to electric mobility in EJC and to accelerate electric fleet conversion for fleets that serve EJCs.
 - ii. **Workforce Development and Electrician Training** to support the EV workforce of the future, including new workforce entrants and incumbent workers.
 - iii. **Demand Charge Alternative Rate Structure** for commercial customers with a sliding scale of demand charges and volumetric charges, in accordance with the requirements of the Transportation Act.

The Company is proposing to run the Phase II Program for a period of four years.¹ The Company has estimated the total cost of the Phase II Program will be approximately \$190.2 million.

Consistent with the Department’s directives in D.P.U. 20-69-A, the Company has coordinated extensively with the other Massachusetts electric distribution companies, Massachusetts Electric Company and Nantucket Electric Company, each d/b/a National Grid (“National Grid”) and Fitchburg Gas and Electric Light Company d/b/a Unitil (“Unitil”) (together with the Company, the “EDCs”), during the development of the Phase II Program. As a result of that coordination, the EDCs are proposing a substantially similar limited term alternative rate offering in compliance with the Transportation Act. The EDCs have also aligned significantly on the core Public and Workplace and Residential EVSE infrastructure incentive offerings and are jointly proposing a Workforce Development and Electrician Training offering.² Based on its experience with the first phase of the Electric Vehicle Infrastructure Program and the specific needs within its service territory, the Company is also proposing unique offerings for DCFC Charging Hubs in EJCs, an EJC Car Sharing Pilot and a make-ready pilot for medium duty and heavy duty fleets serving or located in EJCs.

In support of the Company’s Phase II Program proposal, the Company is submitting direct pre-filed testimony and exhibits of the following Company witnesses:

1. **Prefiled Testimony and Exhibits of Kevin Boughan – Exhibits ES-KB-1 through ES-KB-10.** Mr. Boughan is the Manager, Research and Business

¹ The four-year Program timetable is consistent with the Company’s proposed four-year Grid Modernization Plan timetable, in part for ease of regulatory review.

² As this is Unitil’s first phase of EV program, Unitil’s EVSE incentive offerings are structured differently than those proposed by the Company and Eversource.

Development for Eversource, responsible for managing the Company's EV development strategies and charging development programs across Eversource. His testimony describes the offerings of the Phase II Program, discusses the need for each offering and the benefits to customers and the Commonwealth, demonstrates that the Phase II Program complies with the directives of D.P.U. 20-69-A and the Department's relevant standards of review, and sponsors supporting exhibits with information about the Phase II Program scale and budget.

2. **Filed Testimony and Exhibits of Richard D. Chin – Exhibits ES-RDC-1 through ES-RDC-3.** Mr. Chin is the Manager of Rates for the Massachusetts regulated operating companies of Eversource Energy. Mr. Chin's testimony describes the Company's proposal for a limited term rate offering, consisting of two new rate schedules, and associated pricing that would be applicable to charging use at separately metered, electric vehicle charging sites, in compliance with the Transportation Act and the Department's directives in D.P.U. 20-69-A.
3. **Filed Testimony of Robert W. Frank – Exhibits ES-RWF-1 through ES-RWF-3.** Mr. Frank is the Director, Revenue Requirements, Massachusetts for Eversource Energy Service Company. Mr. Frank's prefled testimony describes Eversource's proposal to recover the costs of the proposed Phase II Program.

Also enclosed with this filing are notices of appearance of counsel for the Company of Matthew S. Stern and Ashley S. Marton.

Thank you for your attention to this matter. Please contact me if you have any questions.

Sincerely,



Matthew S. Stern, Esq.

Enclosures

cc: Jonathan Goldberg, Department of Public Utilities
Scott Seigal, Department of Public Utilities
Elizabeth Anderson, Office of the Attorney General
Nathan Forster, Office of the Attorney General

**COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES**

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Phase II Electric Vehicle Infrastructure)	
Program)	
_____)	

APPEARANCE OF COUNSEL

In the above-referenced proceeding, I hereby appear for and on behalf of NSTAR Electric Company d/b/a Eversource Energy.

Respectfully Submitted,



Matthew S. Stern, Esq.
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Dated: July 14, 2021

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC UTILITIES

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D.P.U. 21-90

APPEARANCE OF COUNSEL

In the above-referenced proceeding, I hereby appear for and on behalf of NSTAR Electric Company d/b/a Eversource Energy.

Respectfully Submitted,



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