



# Strategizing for the Future of Electric Vehicle Charging Infrastructure

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AEG Q4 2021  
Stakeholder Challenge

# Charging infrastructure must grow exponentially to support zero-emission vehicle (ZEV) adoption goals, Order No. 594 Section 5C guidelines, and general market projections.

Accelerating the deployment of charging infrastructure is critical to boosting EV adoption and eliminating range anxiety.

- In 2020, the U.S. had approximately 216,000 charging stations available, which is only about 10% of what is needed (2.4 million) by 2030. (*International Council on Clean Transportation*)
- More than 100,000 electric vehicle (EV) fast-charging ports are required to support the nearly 22 million EVs projected to be on U.S. roads in 2030. (*Edison Electric Institute*)
- EV growth directly correlates to the increased availability of public/workplace charging options. (*International Council on Clean Transportation*)
- Executive Order No. 594, Section 5C guidelines for electric vehicle supply equipment (EVSE):  
“Agencies shall also support the installation of EVSE, commonly known as electric vehicle charging stations, at state facilities for state vehicles, employee-owned vehicles, and those driven by the public, where such installations are appropriate and applicable.”

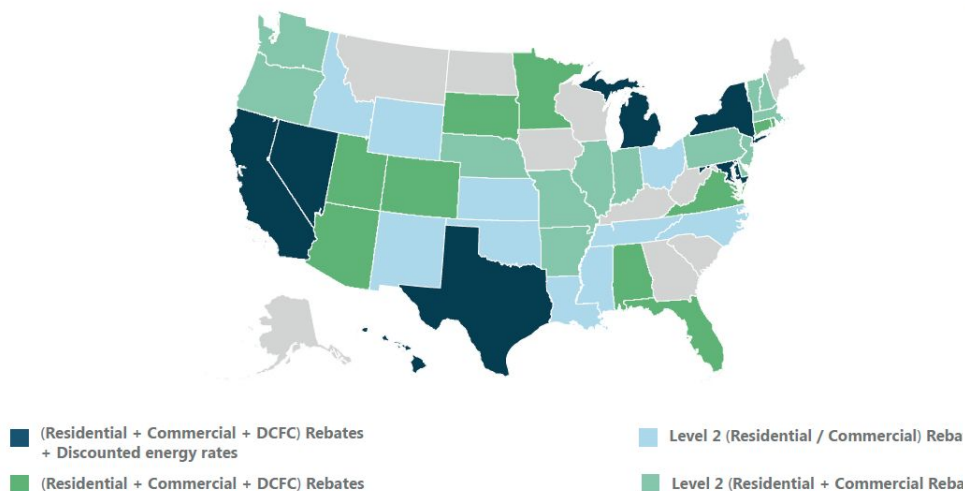
# EVSE rebate and make-ready programs are instrumental in driving growth—especially in environmental justice communities (EJCs).

Massachusetts has achieved top 5 ranking in large part due to:

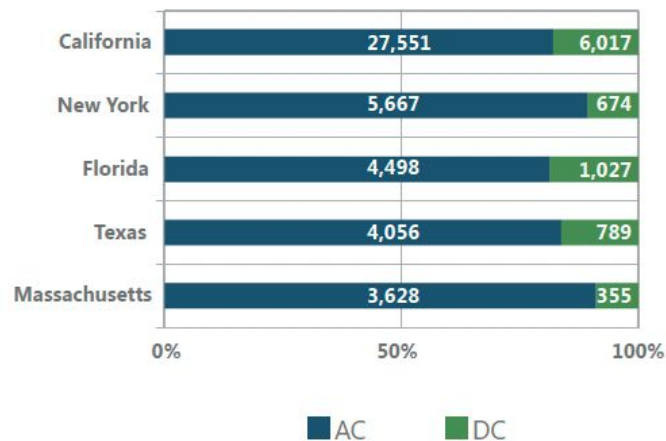
- National Grid make-ready (phase 1) = \$25M
- Eversource make-ready (phase 1) = \$45M
- MassDEP EVIP 2021 = \$4M

\*\*All programs offer higher funding levels for EJC locations.

EVSE Rebate Map



EVSE Infrastructure (Charging points) State Ranking



# Funding gaps are notorious for stalling the deployment of EV charging infrastructure.

The MassEVIP L2 2021 rebate program was small \$. Awards were slower than anticipated (likely oversubscribed); final decisions are still pending.

Utility make-ready program funds have been exhausted, pending next phases...

## OUT OF \$ UNTIL Q3 2022

- National Grid Make-Ready (phase 3) = \$191M
- Eversource Make-Ready (phase 1) = \$278M





# Why “Bridging the Gap” matters.

## Project Owners Wait for Pending Funds

Potential station owners will wait for upcoming grants to maximize the impact of their investments. Even if they can afford to move ahead, the prospect of potential funding often pushes project off into the future.

## Program Interruptions Lead to Budgeting Issues

Potential station owners plan within the current fiscal year. Any delays in expected grants often causes them to miss the window to utilize funds.

## Suppliers and Installers Have Difficulty Forecasting Work and Job Creation

Companies like Voltrek count on being able to forecast workflows in order to manage new job creation. Small businesses may have to lay off employees when the lion's share of expected work comes to a halt.

**We are already behind in EV charging deployment goals; funding interruptions push us even further behind!**



Site Owner: Bulger Veterinary Hospital, Lawrence, MA  
Grants: National Grid Make-Ready & MassEVIP  
(This installation would not have happened without grant funding.)  
Installation by Voltrek



Regarding mobility and transportation, to achieve Boston's carbon and equity goals, a critical obstacle for Voltrek to overcome is navigating the funding gaps that occur between phases of EVSE rebate and utility make-ready programs.

