



**Massachusetts Municipal Wholesale Electric Company (MMWEC)
Resolution
In Support of Electric Vehicles**

The Massachusetts Municipal Wholesale Electric Company (MMWEC) and its Member municipal light plants (MLPs) support the energy and environmental policies and objectives of the Commonwealth of Massachusetts, including the reduction of carbon emissions. Electric vehicle adoption and EV charging infrastructure deployment are an integral part of this effort.

According to the Massachusetts Department of Environmental Protection, the transportation sector is responsible for more greenhouse gas emissions than any other sector in the state. In 2015, DEP reports transportation accounted for 39% of greenhouse gas emissions in Massachusetts. While overall, greenhouse gas emissions are on the decline, statistics show that more needs to be done to incent drivers to purchase electric vehicles and smart charging infrastructure.

There are both environmental and economic benefits to the electrification of the transportation sector. With a continued push on the public policy side and increasing consumer interest in reducing environmental impacts, electric vehicles and chargers can have a real impact on the environment. In addition, increasing electric vehicle deployment can lead to positive load growth, while smart charging allows the MLP to help control costs.

Seeing this need for action, MMWEC launched its own electric vehicle and charging program in May 2017. In conjunction with federal and state tax incentives, and in partnership with local car dealerships, MMWEC and participating Members are able to offer MLP customers an incentive to purchase an EV. Participating MLPs also have the option of offering a free or reduced-cost level 2 smart charger, which allows the MLP to control peak loads by limiting EV charging to off-peak time periods.

The current \$7,500 federal tax credit is in jeopardy, as more consumers purchase electric vehicles. When EV manufacturers reach the threshold of 200,000 EVs sold, the \$7,500 tax credit begins a phase-out period: the incentive is slashed in half for six months, then cut another 50% for a second six-month period. Two major electric vehicle makers hit the threshold in late 2018, triggering the tax credit phase-out process. At the same time, the state's electric vehicle rebate program, MOR EV, has reduced its per-vehicle rebate in 2019. These incentives, along with manufacturer rebates, must be preserved to further incent drivers to purchase EVs.

NOW, THEREFORE, BE IT RESOLVED, that MMWEC and its Member MLPs support and promote continued electric vehicle adoption and EV charging infrastructure deployment, in recognition of increasing customer interest and public policy goals towards reducing carbon emissions; and

BE IT FURTHER RESOLVED, that MMWEC and its Member MLPs are embracing cleaner energy policies and objectives, without madate to do so, reflecting a progressive approach to the environmental, policy and other issues facing electric utilities today.

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