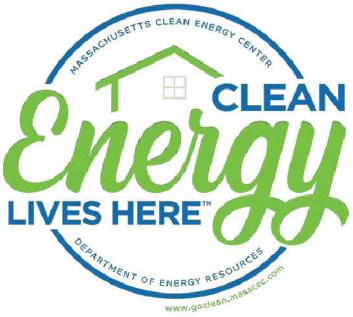
3. Current EV Charging Programs and Initiatives

Key Takeaways

- A wide array of incentive programs are offered in Massachusetts by state agencies, utilities, and others to support deployment of public, residential, fleet, and workplace charging.
- Massachusetts incentive programs focus on scaling up deployment, targeting deployment for certain sectors, testing new business models, and providing customer support.
- Nearly 68% of public chargers in Massachusetts have been supported by state or federal funding programs.
- Novel charging models supported by state programs include on-street residential charging, ride-hailing charging hub infrastructure, and vehicle-to-grid demonstrations.
- State agencies and the utilities also offer fleet advisory services and programs to minimize the grid impact of EV charging (e.g., off-peak rebates, managed charging, etc.).
- EVICC recommends that existing state program work to minimize the overlap in eligibility between programs and improve customer communications.

Several different federal, state, and utility incentive programs exist to support the development of a robust EV charging network through the Commonwealth. These programs include incentives for residential, workplace, fleet, and public chargers.

Incentive programs that help offset the costs of electrical infrastructure upgrades (called "make-ready"), charging equipment (called "EVSE" for electric vehicle supply equipment), and other costs are key to accelerating the rate of charger deployment in Massachusetts. This section provides an overview of the existing EV incentive programs in Massachusetts, their eligibility requirements, their funding sources, and their impact on EV charger deployment to date. Table 3.1 provides a summary and comparison of these programs. Additionally, MassCEC and other fleet advisory services offer both public and private fleet owners support to overcome challenges with EV fleet deployment. This chapter also provides case studies on other notable EV charging programs in Massachusetts.



MassCEC's Clean Energy Lives Here, Electric Vehicle website provides a clearinghouse of information on the programs detailed in this section and links to specific program resources and webpages. More detailed information about these programs is also available in Appendices 2 through 5.

Table 3.1. Summary of Massachusetts Programs Offering EV Charger Incentives[1]

	MassEVIP		Utility Programs[2]			DCAMM / LBE	Green Communities
Use Case(s)	Workplace, fleet, multi-unit dwellings, and educational campuses	Public Access	Residential	Public Access & Workplace	Fleet	State fleets, including charging state vehicles at home	Publicly accessible and fleet charging stations on municipally owned land
Charger Type(s)	Level 1 or 2	Level 1 or 2	Level 2	Level 2 or DCFC; Level 1 (National Grid only for certain cases)	Level 2 or DCFC	Level 2	
Covered Expenses	EVSE + make-ready costs (only for non-Eversource/ National grid customers)	EVSE + make-ready costs (only for non-Eversource/ National grid customers)	Make-ready; EVSE for low-income customers and multi-unit dwellings, networking and energy management systems for multi-unit dwellings depending on the utility	Make-ready, EVSE, networking for public access, and energy management systems depending on the utility	Make-ready and EVSE, depending on the utility	EVSE + 3-5 years of O+M and networking costs	
Percentage of Expenses Covered[3]	Up to 60%, to a maximum of $50,000 per address	Up to 80-100%, to a maximum of $50,000 per address	Up to 150% of average make-ready costs and, up to 100% of EVSE costs	Up to 150% of the average make-ready costs and up to 100% of EVSE costs	Up to 150% of average make-ready costs and, up to 100% of EVSE costs	Up to 100%	Up to $7,500 per charging station

[1]See Table 1.2 for a complete list of EV charger programs in Massachusetts. This table compares the eligibility criteria of a subset of programs that offer EV charger incentives on a rolling basis.
[2]Utility incentive program offerings and use cases vary by utility. For more information, see the below section "Investor-owned utility programs" and Appendix 3.
[3] All of the programs limit incentives to the customers' actual make-ready, EVSE, and networking costs.

State EV charging incentive programs

Massachusetts Electric Vehicle Incentive Program (MassEVIP)

Program Overview

MassDEP introduced MassEVIP in 2013 to promote the adoption of EVs and the development of EV charging infrastructure across the state. The early goal was to help cities and towns acquire EVs and charging stations by offsetting the upfront costs. In 2014, MassEVIP expanded to incentivize the early adoption of charging stations at workplaces. MassEVIP has subsequently expanded to include incentives for multi-unit dwellings, workplace, fleet, and public chargers.

MassEVIP also includes a Fleets Electric Vehicle Program, which provides public entities with funding to purchase or lease EV fleet vehicles up to 10,000 pounds.

Most MassEVIP programs are ongoing and accept applications on a rolling basis, except for the DCFC Charging program, which closed on March 19, 2021. A summary of MassEVIP Charging Infrastructure programs is included in Appendix 2.

Program Funding

The MassEVIP program has been funded by a number of sources, including from legal settlements and trusts. The Climate Protection and Mitigation Expendable Trust (CMT),[4] which is funded by the sale of allowances and alternative compliance payments paid by ratepayers, is currently the primary source of funding for MassEVIP grants and contractor support to process applications and payment requests.

Program Impact

MassEVIP programs have disbursed approximately $35 million and supported the deployment of nearly 7,000 EV charging ports as of April 2025. A summary of the funding disbursed and number of ports for each MassEVIP program is provided in Appendix 5.[5]

[4] CMT was established pursuant to the requirements of state regulation 310 CMR 7.74, Reducing CO2 Emissions from Electricity Generating Facilities, and 310 CMR 7.75, Clean Energy Standard. Funds allocated as a result of these regulations are held in segregated accounts by law. Funds are legally required to be spent only for the purposes allowed by the applicable statute, M.G.L. c. 21N.

[5] In total, 565 projects are completed, contracted, or awaiting approval indicated that they also were participating in a utility make-ready program and, therefore, would go through two separate contracting and payment processes: MassDEP's and an EDC's.

Massachusetts Green Communities Designation & Grant Program

Program Overview

The Green Communities Designation & Grant Program is part of the DOER Green Communities Division. Municipalities that become certified as Green Communities are eligible for the competitive grant program, which distributes up to $20 million per year for municipal projects, focused on energy efficiency and clean energy projects, including public and fleet EV charging projects. Several communities in the Central Massachusetts Regional Planning Commission (CMRPC) region have already utilized their Green Community Grants to install EV charging stations including Mendon, Millbury, Charlton, Blackstone, Hardwick, and Barre.[6]

Green Communities grants can be used to fund new publicly available and/or fleet EV charging stations on municipally-owned property. Up to $7,500 is available per charging station for installation and equipment costs that must comply with the state's appliance efficiency standards. Notably, Green Communities and Leading By Example (LBE) funding (described in the State Fleet Charging Programs Section below) cannot be combined with MassEVIP funding.[7]

Program Funding and Impact

Since 2010, the Grant Program has disbursed more than $185 million to help municipalities implement energy efficiency measures, construct renewable energy projects, or pursue other avenues to reduce their fossil fuel energy consumption. While most grant program funds are used for building energy conservation projects, the Grant Program has funded 174 EV charger projects in 51 municipalities through the end of 2024.

[6]Massachusetts Executive Office of Energy and Environmental Affairs, *Massachusetts Electric Vehicle Charging Station Policies and Fees*, ArcGIS StoryMaps, accessed May 22, 2025, https://storymaps.arcgis.com/stories/ec4d0ab0fe8d434fa71958908d40bdf8.

[7]Massachusetts Department of Environmental Protection, MassEVIP Frequently Asked Questions, April 16, 2025, https://www.mass.gov/doc/massevip-frequently-asked-questions/download.

Investor-owned utility programs

Investor-Owned Electric Utilities / Department of Public Utilities

Program Overview

The DPU first explored its jurisdiction over EV charging in D.P.U. 13-182-A, finding that owners of EV chargers do not meet the statutory definition of electric distribution companies. Since 2013, the DPU has reviewed and approved EV program proposals by Eversource, National Grid, and Unitil and has made efforts to standardize the review of the electric distribution companies' EV charging infrastructure programs. In 2022, the DPU approved the current EV charging infrastructure programs for all three EDCs, including the first EV program in Unitil's service territory.[8]

Utility incentives are structured around several rebate categories, including rebates for EV charging infrastructure, charging equipment, and some networking costs. Eversource's and National Grid's EV infrastructure programs include a residential segment, a public and workplace segment, and a fleet segment. Unitil's EV charging infrastructure program includes a residential segment and a public segment. Other important utility programs include Demand Charge Alternative Rates, and fleet advisory services (discussed in more de tail in the Other Efforts section of this chapter).

Make-Ready Programs: The Eversource, National Grid, and Unitil make-ready programs offer rebates for infrastructure upgrades and installation costs for EV charging infrastructure. Make-ready costs include both "utility make-ready", which refers to the electrical upgrades needed on the utility's side of the electrical meter to accommodate increased electrical demand, and "customer make-ready," which refers to the electrical work needed on the customer's property to prepare for the installation of EV chargers.

EVSE Rebates: Eversource, National Grid, and Unitil provide rebates to cover EVSE costs for low-income residential customers in one to four-unit dwellings. Additionally, Eversource and National Grid provide rebates to cover EVSE costs for their public and workplace, residential multi-unit dwellings (with five or more units), and fleet segments. The DPU's analysis prioritized the highest level of EVSE funding for communities that meet the EJ criteria,[9] and directed Eversource and National Grid to implement a sliding scale for EVSE rebates with more funding for chargers deployed in EJ populations. Rebates for chargers in EJ populations generally cover 75-100% of costs, depending on which of the EJ populations criteria are met, and 50% of costs for non-EJ populations.

Networking Rebates: The DPU approved networking rebates for publicly accessible sites and multi-unit dwellings.

Demand Charge Alternative Rates: Demand charges for commercial utility customers can be quite high, especially for DCFC stations, and can easily make the cost of owning and operating an EV charging site financially unsustainable. In order to address this barrier to EV charging deployment, the DPU approved optional demand change alternative rates for Eversource, National

[8] *Electric Vehicles*, D.P.U. 21-90/21-91/21-92, at 168–169 (2022); *Massachusetts Electric Company and Nantucket Electric Company,* D.P.U. 18-150, at 384–394 (2019); *Massachusetts Electric Company and Nantucket Electric Company*, D.P.U. 17-13, at 62 (2018); *Eversource and Western Massachusetts Electric Company*, D.P.U. 17-05, at 501–503 (2017).

[9] More information about EJ populations and criteria is available in Chapter 4.

Grid, and Unitil for a ten-year term, from 2023 through 2033, in D.P.U. 21-90/D.P.U. 21-91/D.P.U. 21-92. These rates are available to all separately metered, eligible EV charging sites. Site owners must apply for the rebate programs and can receive up to a 100% demand charge discount in their first year, with rates for subsequent years being calculated based on the charging station's load factor. These programs help reduce financial barriers for EV charging station owners. A summary of the Companies' demand charge alternative rates is provided in Appendix 3.

Program Funding

Utility incentive programs are funded by the utilities' customers. Funding levels vary by utility company and program and are summarized in Appendix 3. In total, the current utility programs are funded for up to $395 million.

Program Impact

Eversource and National Grid are on pace to exceed the deployment targets for EJ populations set by the DPU in approving the programs. For both public, workplace, and residential multi-unit dwelling segments, the DPU established port deployment targets in EJ populations of 35 percent and 28.5 percent for Eversource and National Grid, respectively. For the fleet segment, the DPU established port deployment targets in EJ populations of 40 percent for both Eversource and National Grid. Port deployment targets for EJ populations were not established for Unitil since the majority of its service territory is comprised of neighborhoods that meet multiple EJ population criteria. Eversource, National Grid, and Unitil submit annual reports on key program metrics. Eversource, National Grid, and Unitil filed their annual reports for calendar year 2024 on May 15, 2024 in D.P.U. 25-51, 25-68, and 25-47, respectively.

Electric Vehicle Infrastructure Program Mid-Term Modification Filings

In December 2024, Eversource, National Grid, and Unitil filed petitions for mid-term modifications to their EV charging infrastructure programs in D.P.U. 24-195, D.P.U. 24-196, and D.P.U. 24-197, respectively.[10] These petitions reflect the success of the programs to date and include proposals to expand the utilities' EV programs and change the incentive structure to allow customers to stack third-party incentive funding with EDC program incentive funding. Eversource and Unitil proposed a residential managed charging program as part of their proposals, and National Grid proposed to eliminate the cap on the number of residential and fleet customers that can participate in its off-peak charging rebate program. National Grid also proposed to shift previously authorized funding to its off-peak charging rebate program and public and workplace segment from other program segments. Additionally, both Eversource and National Grid are proposing to lower the EVSE rebate for public and workplace DCFC due to the significant interest in these program segments to date and because their current public and workplace segment budgets are exhausted.

A summary of all components of the Companies' filings are provided in Appendix 3. Final briefs are due in D.P.U. 24-195, D.P.U. 24-196, and D.P.U. 24-197 on August 15, 2025. The DPU will carefully review the information provided in these proceedings and will issue an Order as expeditiously as possible.

[10]Visit the DPU file room and insert 24-195, 24-196, or 24-197 as the "Docket No." to access information related to these filings and corresponding DPU proceedings. See Appendix 3 for more information on the D.P.U. 24-195, 24-196, and 24-197.

State fleet charging programs

Program Overview

Massachusetts Executive Order 594 established a 20% electrification target for the entire state fleet by 2030. Lack of EV charging infrastructure for state fleets was quickly identified as a significant barrier to state fleet electrification. In 2023 DOER began supporting the deployment of EV charging infrastructure for state vehicles[11] through grant programs managed by the Leading by Example Division (LBE), in coordination with the Division of Capital Asset Management and Maintenance (DCAMM), which administers a complementary program.

The DCAMM EVSE Program prioritizes the installation of fleet charging at state-owned sites that the Office of Vehicle Management identified as high priority, which largely centers on Executive Branch agencies. The LBE Grant Program is open to all state entities, including Executive Branch agencies, constitutional agencies, public institutions of higher education, and quasi-public state authorities (see Appendix A for the full list of eligible entities).

The state fleet incentive programs provide a streamlined funding process to enable state entities to cover100% of the EV charging equipment and installation costs. The LBE Grant Program and the DCAMM EVSE Program typically cover all EV charger installation and equipment costs, as well as three to five years of prepaid networking, maintenance, and warranty fees, depending on the program.

As of January 2025, with the approval of the MA Domicile EV Charging Policy, the LBE Grant Program now also provides funding to Executive Branch employees who are assigned state fleet vehicles to install domicile EV charging for their home.

Program Funding

These efforts have leveraged funding from several sources. Since 2023, the LBE Program has received $2 million in funding for its grant program, including $800,000 from Regional Greenhouse Gas Initiative (RGGI) funds and $1.2 million in state capital funds (CIP), and has awarded nearly all of this funding to-date. In 2024, DCAMM received $9.5 million and LBE received $1.5 million in American Rescue Plan Act (ARPA) funds from EVICC. Since January 2023, DCAMM and LBE have allocated over $12.8 million toward the deployment of state fleet charging.

Program Impact

For the 10 years prior to the LBE and DCAMM programs, the state had installed just 92 charging ports for its fleets. Since the incentive programs were implemented, deployment of state fleet chargers has spiked, with 452 charging ports installed or planned to be installed between 2023 and the end of 2025. Ports that received LBE and DCAMM funding comprised the majority of all state fleet chargers deployed, indicating that these incentive programs have played a crucial role in state fleet charger deployment.

Appendix 5 includes details of ports funded by LBE and DCAMM programs as well as Annual Fleet Charging Port Deployment by Funding Type.

[11]Massachusetts Department of Energy Resources, "LBE Priorities and Efforts: Clean Transportation," Mass.gov, accessed May 22, 2025, https://www.mass.gov/info-details/lbe-priorities-and-efforts-clean-transportation.

State work on federal programs

National Electric Vehicle Infrastructure (NEVI) Formula Program

Program Overview

Several federal programs provide funding for EV charging infrastructure and are generally administered through state Departments of Transportation. The U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) NEVI Formula Program provides funding to states to strategically deploy EV chargers and establish an interconnected charging network to facilitate data collection, access, and reliability. The program specifically funds chargers along FHWA designated Alternative Fuel Corridors (AFCs). In order to be eligible for NEVI funding, MassDOT developed the NEVI Program Deployment Plan, which provides a framework for Massachusetts to expand its EV highway fast charging network through NEVI funding.

The Massachusetts NEVI Program Deployment Plan focuses on DCFC charging infrastructure serving long-distance transportation corridors, specifically Massachusetts' federally designated AFCs. All AFCs are divided into maximum 25-mile segments and the program requires that each segment be served by at least one charging station. This spacing requirement ensures that stations will be at most 25 miles from the State border and within 50 miles from each other (see Figure 3.1). There are 42 segments across the Commonwealth, shown in Figure 3.2. Overall, the stations in Massachusetts will be less than 25 miles apart on average, which exceeds NEVI spacing requirements.

Program Funding

NEVI is funded through the 2021 Infrastructure Investment and Jobs Act (IIJA), with resources available annually through FY2026. The NEVI program apportioned approximately $64 million of formula funds to Massachusetts, of which approximately $50M has been allocated to the Commonwealth to date. MassDOT obligated nearly $50M and continues to have access to this funding. These resources will support the Commonwealth's comprehensive EV charging infrastructure network by deploying charging infrastructure throughout the state.

Program Impact

Of the 42 total segments along AFCs in Massachusetts, one segment has a live site, and an additional 21 segments are in the design or installation phase. An additional 12 segments are in pre-development stages and 7 segments are already covered by existing charging infrastructure. Only one segment does not have a site identified. The number of charging ports at each station may vary, but NEVI funding is expected to fund at least 84 DCFC ports throughout the state.

Figure 3.1. AFC Segments for Massachusetts

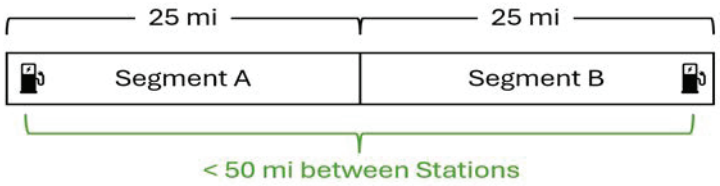
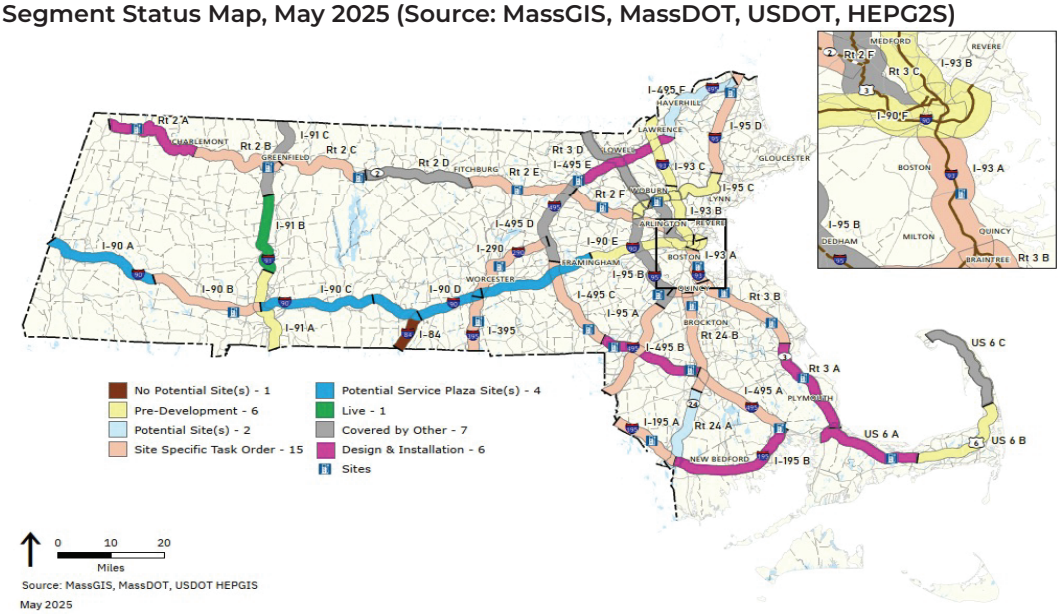


Figure 3.2. AFC Segment Status Map, May 2025 (Source: MassGIS, MassDOT, USDOT, HEPG2S)



Service Plazas

MassDOT owns 18 service plazas along major transportations through Massachusetts, including 11 service plazas along the Massachusetts Turnpike (Mass Pike).[12] The service plazas are spread across the state, serving drivers from Barnstable to Lee, and from Beverly to Plymouth and Bridgewater. The service plazas are integral to the Commonwealth's ability to meet the needs of the traveling public and are especially important for supporting long-distance travel. Over 15 million passenger vehicles and approximately 2.25 million trucks stop at the service plazas annually. In 2024, 31,537,874 gallons of gasoline and 5,580,213 gallons of diesel were sold at the 11 Mass Pike service plazas.

MassDOT recently selected Applegreen as the next operator of the MassDOT service plazas and announced next steps in its revitalization plans. As the service plazas serve as critical EV charging hubs to support long-distance travel and daily commutes throughout the Commonwealth, including for heavy-duty vehicles along the Mass Pike, robust and continuing EV charging infrastructure buildout requirements were included in the service plaza Request for Proposals (RFP), including:

1. By January 1, 2027, complete the build out of EV charging stations at the Natick, Framingham, Ludlow Eastbound, Ludlow Westbound, Blanford Westbound, Blanford Eastbound, Lee Westbound, and Lee Eastbound Service Plazas Operator to utilize the 2MW of power anticipated to be available to the maximum extent possible.
2. By January 1, 2027, deploy four EV charging stations for medium- and heavy-duty vehicles along I-90.
3. By January 1, 2028, all Service Plazas will have at least four DCFCs.
4. By January 1, 2035, deploy sufficient charging stations to ensure that EV drivers do not need to wait to access EV chargers during non-holiday weekdays and weekends.

[12]See "Service Plaza Locations," MassDOT, https://www.mass.gov/info-details/service-plaza-locations. Rest areas and Tourist Information Centers are also included within the map and list on the MassDOT website.

The RFP also set contractual performance standards that would improve the charging experience for customers, including: 24-hour customer service support; 97% or greater uptime; and amenities on par with those of the gas fueling stations. The service plaza operator RFP is available online and is subject to modification in the final service plaza operator agreements.

Applegreen will need to meet the buildout and performance standards included in the RFP if Massachusetts is going to remain a leader in EV charging infrastructure deployment. Sufficient electric capacity at the service plazas, proactive and collaborative coordination with the EDCs on future EV charger deployment, and efficient and cost effective interconnection will be important to support Applegreen in meeting these requirements.

Charging and Fueling Infrastructure (CFI) Grant Program

Program Overview

The federal Charging and Fueling Infrastructure (CFI) Program, Program, was enacted through the Bipartisan Infrastructure Law and is administered by the FHWA. CFI includes two funding programs. The Community Program provides funding for the installation of publicly accessible chargers, particularly in low-income, underserved, rural, and high-density communities. The Corridors Program provides funding for infrastructure deployments along NEVI AFCs.

Massachusetts has received four CFI awards:

- **Town of Deerfield:** $2.46 million for four DCFCs and four Level 2 chargers located near Interstate 91 in Deerfield, Massachusetts
- **Department of Conservation and Recreation's (DCR) Public Access EV Charging Program:** $1.2 million for Level 2 EV chargers deployed across DCR's portfolio of properties, including at state parks. A strategic plan will be developed through fiscal year 2026, with installations expected to begin in fiscal year 2027.
- **City of Boston:** $15 million for a mix of over 300 Level 2 chargers and DCFCs strategically deployed across the city. These chargers will be located within a 10-minute walk for most residents, with a strong focus on EJ populations.
- **Massachusetts Transit Regional Innovative Charging Expansion Strategy (MATRICES):** $14.4 million for 472 EV chargers at MassDOT-owned Park and Ride lots and Massachusetts Bay Transportation Authority (MBTA) owned transit station parking lots to support multi-modal transit and expand access to charging in disadvantaged communities near dense multi-family housing. MATRICES also includes customer education, workforce training, and community outreach to promote equitable EV charging infrastructure adoption.

Program Funding

In total, FHWA awarded $23.06 million from to Massachusetts through CFIL. However, whether awarded CFI funding will be honored for the DCR, City of Boston, and MATRICES projects remains unclear. The MATRICES project CFI grant funding is not currently obligated. DCR still has access to its CFI funding and is currently moving forward with the project outlined above. The Town of Deerfield project has already been completed.

Program Impact

If these projects are able to move forward, over 750 EV chargers will be deployed at dozens of locations across Massachusetts. The EV charging site in Deerfield was the first NEVI-qualifying site in the Commonwealth to be placed into service for public use.

Federal and State Programs for Transit and School Bus Electrification

Overview of Programs

Several federally funded programs support electrification of school and transit fleets, including the Federal Transit Administration's Grants for Buses and Bus Facilities Program and the EPA's Clean School Bus Program. The Grants for Buses and Bus Facilities program makes federal resources available to states and direct recipients through competitive grants to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. The Clean School Bus program provides funding through rebates and grants to replace existing school buses with zero-emission and clean school buses and to install related charging infrastructure. MassCEC's School Bus Program also leverages EPA funds to support school bus fleet electrification throughout the Commonwealth, with funding for EV school buses and related charging infrastructure.

Funding

The Grants for Buses and Bus Facilities program is funded through the Federal Transit Law. The Clean School Bus Program was funded through the Bipartisan Infrastructure Law with $5 billion to distribute from FY 2022 to 2026. The Clean School Bus rebate and grant programs are currently closed. Through March 2025, MassCEC's School Bus Program was awarded $33.3 million to support deployment of electric school buses across the state, including $3 million to provide advisory services to school districts looking to electrify their school bus fleet.

Impact

Massachusetts transit agencies have received over $293 million in funding for purchasing battery electric buses and installing associated charging infrastructure through the Bus and Bus Facilities program since 2016. Through the Clean School Bus program, school districts in Massachusetts have received $73 million in rebates and nearly $120 million in grants to fund the purchase of 550 electric buses in 2022 and 2023. Boston Public Schools used some of their grant funds to install 50 DCFC ports for their electric bus fleet. MassCEC's School Bus Program has awarded over $24.4 million to school districts to purchase more than 250 EV school buses and install over 200 Level 2 chargers and DCFCs as of July 2025.

Massachusetts Clean Energy Center Innovative Programs

MassCEC is a state energy and economic development agency that administers several programs designed to pilot and support the rollout of innovative EV charging strategies. A summary of MassCEC's EV charging-related programs is provided below.

More information on On-Street Charging Solutions, Ride Clean Mass: Charging Hubs, Vehicles-to-Everything Demonstration Projects, and Medium- and Heavy-Duty Charging Solutions can be found on MassCEC's EV Charging Infrastructure webpage. Early lessons learned from each program can be found in Appendix 6.

More information on ACT4All, Round 2 (ACT4All 2) can also be found on MassCEC's dedicated webpage.

On-Street Charging

Program Overview

The Initial EVICC Assessment found that a lack of access to charging is a significant barrier to EV adoption for residents without a dedicated garage, driveway, and/or private parking space. The Initial Assessment recommended that state agencies work with municipalities to develop guidance and support for programs to expand curbside charging and overnight charging infrastructure. However, municipalities face high upfront installation costs and complex technical landscapes; as such, MassCEC's On-Street Charging Solutions Program was designed to address these barriers.

The On-Street Charging Solutions Program provides no cost EV charging infrastructure planning support and feasibility studies to a representative subset of 25 municipalities, as well as funding and technical support to install on-street charging projects in 15 municipalities. The program focuses on municipalities with high numbers of renters, multi-unit dwelling (MUD) residents, and EJ populations. Feasibility studies will be delivered to selected municipalities by September 2025 and charging stations are scheduled to be installed and energized for selected municipalities by January 2026. A comprehensive On-Street Charging Guidebook will be published in December 2026 that leverages lessons learned to equip all municipalities with step-by-step guidance, barriers and solutions to consider, and practical tools and resources to successfully design and deploy future on-street EV charger strategies.

Program Funding

In 2024, MassCEC received $12.28 million in ARPA funds from EVICC for the On-Street Charging Solutions Program.

Transportation Network Company Charging Hubs

Program Overview

Many vehicle-for-hire (VFH) drivers, including both TNC drivers and taxi drivers, are low- or moderate-income (LMI), have two or more jobs, and drive more miles than the average driver. In 2023, approximately 78.7 million TNC rides originated in Massachusetts. These high-mileage drivers are a priority for electrification and require access to

fast, reliable, and convenient charging.

MassCEC's Ride Clean Mass: Charging Hubs program is piloting EV charging station hubs for TNC and taxi drivers. Implementation will include the purchase and installation of publicly accessible Level 2 and DCFC charging stations at approximately six sites across the Commonwealth. Based on VFH driver survey results, sites were chosen with a focus on locations with high numbers of TNC drop-offs and pickups, locations where VFH drivers reside, and locations with few to no existing charging stations. Leveraging lessons learned from the program, a Charging Station Siting Strategy will be published in December 2026 to provide guidance on siting considerations, business models, and VFH driver needs, preferences, and usage to support deployment of public and private EV charging stations to support VFH EV drivers.

Program Funding

In 2024, MassCEC received $8 million in ARPA funds from EVICC for the Ride Clean Mass: Charging Hubs program.

Vehicle-to-Everything

Program Overview

Bidirectional charging enables the batteries in electric vehicles to both receive energy from charging stations and discharge through them to an external load allowing EVs to be used as energy storage assets. This technology is particularly effective in supplying energy back to the grid during peak hours and providing back-up power during grid outages.

MassCEC's Vehicle-to-Everything (V2X) Demonstration program launched in early 2025 and will deploy bi-directional charging infrastructure across the Commonwealth to improve grid resilience, reduce energy costs, and increase renewable energy integration. The program will explore a variety of use cases by deploying approximately 100 bi-directional chargers at residential, commercial, and school sites, with a focus on deployment in rural areas, Gateway Cities, and EJ populations.

All bidirectional charging stations are expected to be installed and operating by January 2026, with data collection ongoing throughout 2026. At the conclusion of the program, MassCEC will develop a comprehensive Guidebook based on the lessons learned to provide stakeholders with the technical information needed, such as costs, charging management, and potential barriers and solutions, to independently assess the technical and financial viability of V2X charging projects. In addition, MassCEC will convene regional and national stakeholder groups to share lessons learned from the V2X charging demonstration program with stakeholders across Massachusetts and the nation.

Program Funding

In 2024, MassCEC received $6.96 million in ARPA funds from EVICC for the Vehicle-to-Everything Demonstration program.

Mobile Charging for Medium- and Heavy-Duty Vehicles

Program Overview

Mobile charging solutions can minimize the complexity of EV charging infrastructure installation, making it an increasingly appealing option for fleet owners and operators looking to test out and right size MHD ZEVs. To install permanent EV charging infrastructure, fleet owners incur hefty charging infrastructure costs, face lengthy utility and equipment lead times, and often experience grid or facility ownership restraints that can prohibit electrification.

To address these barriers, MassCEC's MHD Mobile Charging Solutions Program will pilot semi-permanent, off-grid, and grid-flexible charging solutions with four (4) MHD fleets domiciled and operating throughout the Commonwealth, with a focus on fleets domiciled in EJ populations. Mobile charging stations and MHD ZEVs are expected to be deployed on a rolling basis no later than May 2026. MassCEC will develop public resources in December 2026 to provide all fleet owners and operators with the technical and financial information, such as total cost of ownership, siting considerations, and optimal duty cycles and use cases, to independently pursue mobile charging station deployment projects.

Program Funding

In 2024, MassCEC received $6.03 million in ARPA funds from EVICC for the MHD Mobile Charging Solutions Program.

Accelerating Clean Transportation for All Round 2

MassCEC's ACT4All is an equity-focused clean transportation grant program with the dual goals of increasing access to clean transportation and decreasing burdens from the existing transportation system for overburdened and under-served populations. ACT4All, Round 2 (ACT4All 2) sought innovative and replicable projects to increase access to EV charging infrastructure for Massachusetts residents without a dedicated private-parking spot, including residents of MUDs, residents of low-income housing, and renters.

The four projects that were selected under the EV charging topic area are funded through $4.5 million in ARPA funding provided by EVICC

- **Equal Energy Mobility:** Installing curbside and streetlight-mounted EV chargers in Barnstable County and Mashpee Wampanoag Tribal Lands in collaboration with Zipcar and other partners.
- **Matcha:** Deploying vendor-owned and operated Level 2 EV chargers at MUDs in partnership with community-based organizations.
- **Metropolitan Area Planning Council:** Deploying mobile solar- and battery-powered EV charging stations at public housing developments, paired with carshare options.
- **PowerOptions:** Piloting a vendor-owned and operated model to expand charging access for non-profit and public properties in priority population communities.

Other Efforts

MassCEC and EDC Fleet Advisory Services

Several fleet advisory programs are available to public and private fleet owners across Massachusetts. These programs provide technical assistance for EV and charging infrastructure decisions to help overcome common barriers to EV fleet deployment. Across all programs, participating fleet owners receive a customized report on transitioning their fleet, vehicle recommendations, and ongoing technical assistance for pursuing funding.

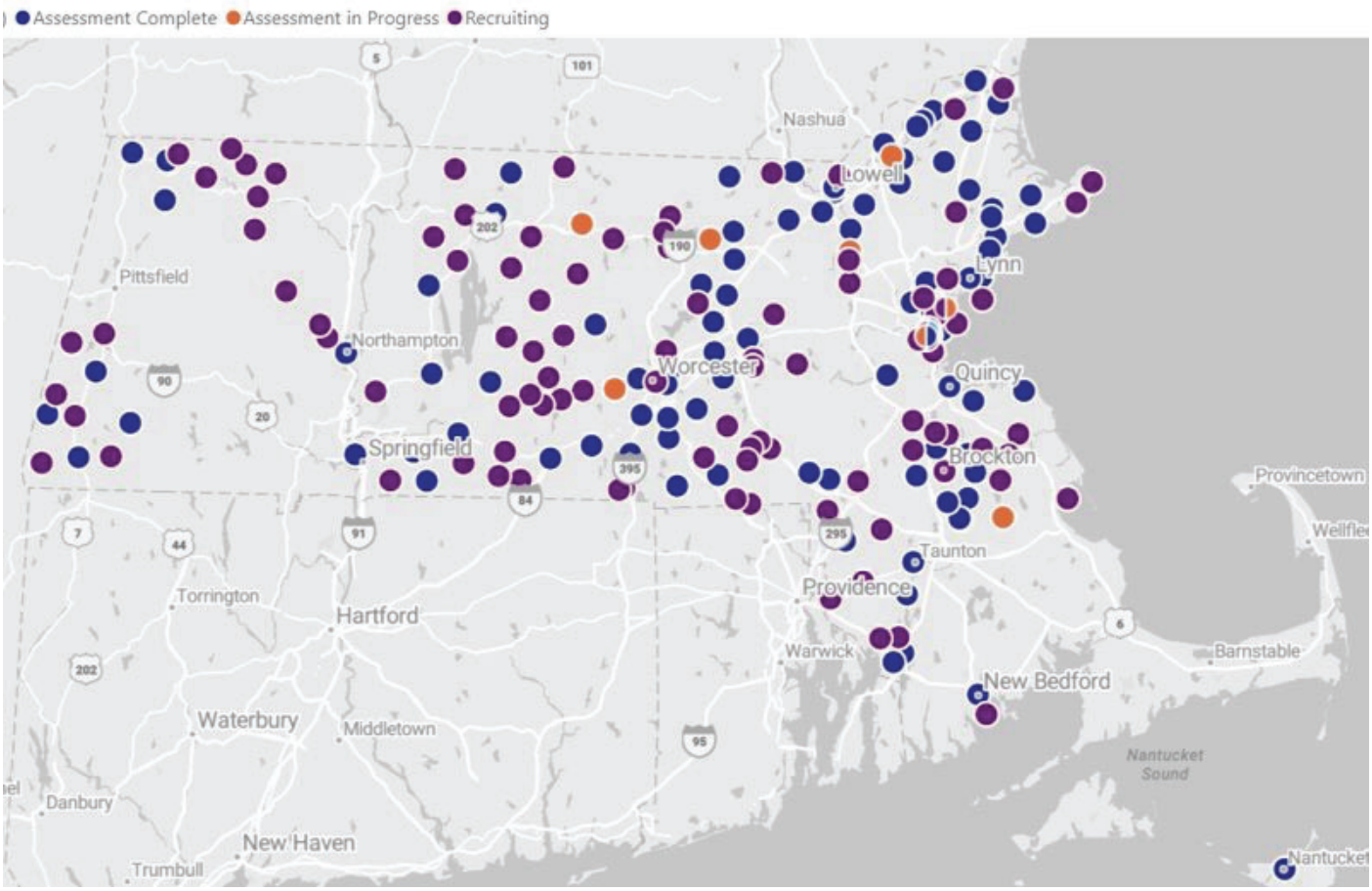
The fleet advisory programs help participants leverage funding opportunities, educate participants on EV charging and maintenance, and help participants procure EVs for targeted uses to help overcome common barriers, such as high upfront costs, organizational growing pains, and concerns about charging times, maintenance costs, and range anxiety, among others.

Eversource and National Grid Advisory Programs

ICF administers fleet advisory services for Eversource and National Grid, which provides technical assistance and a customized report to participants. Eligible fleets include public transit, public university/college, and municipal, state, and federal government entities. The program has enrolled over 100 fleets, primarily owners and operators of local government fleets.

Figure 3.3 shows the number and location of fleets that have received an assessment (blue dot), have an assessment in progress (orange dot), or are being recruited by ICF or the EDCs to participate in the program (purple dot).

Figure 3.3. Fleets Participating in the Eversource and National Grid Advisory Program as of January 8, 2025[13]



MassCEC Mass Fleet Advisor

MassCEC's Mass Fleet Advisor program, administered by CALSTART in partnership with PowerOptions, provides a personalized electrification strategy for each participating fleet, along with guidance for EV purchasing decisions and navigating financial incentives. Eligible fleets include private and non-profit fleets with depots in Massachusetts and municipalities served by Municipal Light Plants. The program filled its original 65 slots and has since expanded to 200 fleets.

More information on the programs detailed above can be found on each organization's dedicated webpage (Eversource, National Grid, and MassCEC) and in the slides presented at the January 8, 2025 EVICC Public Meeting.

[13]"EVICC Public Meeting," EVICC, January 8, 2025, slide 19, https://www.mass.gov/doc/evicc-meeting-deck-january-8-2025/download.

Other notable EV charging efforts in Massachusetts

Boston Curbside Charging Case Study

To help meet future emissions goals, the City of Boston is expanding curbside EV charging options, installing 250 curbside charging stations across the city by 2030. The Curbside Charging program aims to provide accessible charging options for residents, particularly those without private parking options, with the goal of having at least one charger located within a five minute walk of every home in Boston.

The program employs two models:

- Model 1 involves public-private partnerships with vendors like itselectric and Greenspot, who install and operate low-profile charging stations at no cost to the city. The city does provide oversight on charger operations and fee structure. Parking at these stations is on a first-come, first-served basis with a four-hour limit during the day, with unrestricted overnight parking.
- Model 2 consists of city-owned stations installed and maintained by Better Together Brain Trust in partnership with Flo. Each location will have four charging ports and is strategically placed near public amenities such as parks, libraries, and commercial areas.

As of the middle of 2025, the program is still relatively new, and has not yet disseminated impact data. It will continue to contribute to Boston's broader goals to promote clean transportation and reduce greenhouse gas emissions.

Massachusetts Municipal Light Plants (MLPs) Case Studies Background

Since 2018, MLPs have emerged as leaders in transportation electrification, leveraging their unique position as community-owned utilities to design innovative Electric Vehicle programs. These utilities have implemented comprehensive solutions ranging from off-peak charging incentives and income-qualified rebates to smart load management systems and community partnerships, with notable successes like Braintree Electric's 60% participation rates, Concord Municipal Light's community collaborations And Shrewsbury's active charge management and community engagement. Through their ecosystem of technical solutions, financial incentives, and educational tools, MLPs demonstrate how local control enables responsive, customer-focused program design that accelerates EV adoption while ensuring equitable access across their service territories. With many of these MLP programs supported by municipal energy services organization Energy New England (ENE) and public power agency Massachusetts Municipal Wholesale Electric Company (MMWEC), these MLPs are well-positioned as essential partners in achieving state transportation electrification goals while maintaining affordability and reliability for all customers.

Town of Concord/CMLP Case Study

The Concord Municipal Light Plant (CMLP) offers comprehensive support for EV charging infrastructure across residential, commercial, and MUD properties. For residential customers, a $250 rebate is available for Level 2 charger installation, including associated electrical upgrades. CMLP also assists MUD property owners with technical guidance and promotes awareness of Massachusetts' "Right to Charge" law to ensure equitable access to home charging. In addition, the Connected Homes Program offers financial incentives for off-peak charging to support grid efficiency. These programs complement state-level funding and reflect Concord's broader climate goals to reduce transportation emissions, which represent 32% of the town's total greenhouse gas output. By reducing cost barriers and supporting diverse use cases, CMLP's initiatives aim to accelerate EV adoption and contribute to the town's target of an 80% reduction in emissions by 2050.

Shrewsbury/SELCO Case Study

Guided by a strategy of supporting beneficial electrification, Shrewsbury's electric utility, SELCO, has made significant efforts to drive EV adoption. SELCO offers rebates up to $1,000 on the purchase/lease of EVs, up to $350 for EV chargers, and ongoing bill credits for participating in SELCO's demand response program, Connected Homes, which limits EV charging during peak events.

Consumers rely on SELCO as a trusted advisor on electrification. In response to common customer concerns about EVs (e.g. limited range, unreliable charging infrastructure, and high initial costs), SELCO has crafted marketing materials to highlight the benefits of EV adoption for their customers, including saving money on maintenance and fuel, as well as reducing carbon emissions. Additionally, SELCO is upgrading their distribution system to bolster customer confidence in grid reliability, strategically electrifying their own fleet, and building more public charging stations.

Program alignment and coordination opportunities

As detailed in this Chapter, Massachusetts offers both state-funded and utility-administered EV charging incentive programs to support a growing statewide charging network. While these programs bring substantial resources to the table, they also introduce complexity for applicants and site hosts. Better coordination across these efforts could reduce confusion, improve the effectiveness of outreach, and provide clearer pathways for accessing funding. Aligning program design may also help target public investments toward the high-priority gaps, including those in EJ populations.

Both MassEVIP and the EDCs provide incentives for many of the same customer types installing Level 2 chargers. These include workplaces, multi-unit dwellings, public access sites, and fleets. The programs often offer similar incentives for EVSE and installation costs. While this approach increases the overall pool of funding available, it can also lead to duplication and uncertainty, especially when eligibility criteria, reimbursement rates, or application processes differ by utility territory or program administrator.

This overlap in program coverage is particularly important given the high-value use cases identified in Chapter 4, which serve as a guide for future MassDEP, EDC, and other EV charging programs. Thus, as these programs evolve and target specific use cases more precisely, coordination between programs will become even more important. Specifically, MassDEP's ability to target specific customer types through flexible grant programs and the EDCs' expertise in infrastructure upgrades and customer rates and utility bills may point to areas where each entity is best positioned to lead. Additional work between these organizations and with stakeholders is needed to understand how these strengths can be aligned to improve program efficiency and overall impact.

Ongoing evaluation of the roles and strengths of each funding program is key to improving the coordination of Massachusetts' EV charging efforts. Clarifying how MassEVIP and utility programs can complement each other would support a more streamlined experience for applicants and increase the ability to optimize the use of public resources and to help address existing gaps and support underserved areas. Improving program alignment may also help accelerate the deployment of charging stations and increase the effectiveness of private sector participation and funding.

Public Comments

During the monthly EVICC public meetings in 2024 and 2025 and at the public hearings on the Second EVICC Assessment, EVICC members and members of the public provided feedback about the state's current efforts related to EV charging. Key themes from those comments are highlighted below.

- Program offerings and eligibility requirements can be difficult to navigate, especially when trying to compare across state and utility programs.
- More funding for DCFC is necessary.
- Efforts should be made to increase transparency about the amount of funding allocated to incentive programs and how much funding remains uncommitted.
- More resources and technical assistance are needed to help applicants understand and navigate program applications
- A centralized location for information about all of the EV and EV charger incentive program offerings in the Commonwealth would be helpful.

A summary of comments provided during the public hearings on the Second EVICC Assessment and the minutes and presentations from prior EVICC public meetings are available on the EVICC website.

EV Charger Contractor Comments

EEA, MassDEP, DOER, and the EDCs conducted a listening session with a group of EV charging contractors on May 30, 2025 to understand their perspectives on state and utility incentive programs. The EV charging contractors subsequently submitted a collaborative memorandum with additional feedback during the Second Assessment public comment period.

The experience of the EV charging contractors has varied by program, with some experiencing improvements in communication and transparency as programs have evolved. However, much of the feedback reflected frustration with inconsistent incentive program eligibility, unclear program guidelines, as well as poor communication with applicants and delays in application processes, particularly with the Eversource program. Contractors also expressed frustration about transparency around funding availability and application status.These challenges are causing business management and continuity issues for the charging companies and impacting public satisfaction charging projects.

Suggestions for improvement from the contractors included simplifying and aligning program requirements and application processes, clearly identifying program points of contact and improving applicant support structures, allowing incentive stacking, and streamlining payment processes. EVICC will work with the contractors to ensure that these programmatic challenges are addressed and that state and utility programs are improved moving forward. This commitment is reflected in the EVICC recommendations and will guide EVICC's work beyond the publication of the Second Assessment.

EVICC Recommendations

EVICC recommends the following actions to address the key themes highlighted in this Chapter and to improve the existing suite of EV charging infrastructure efforts to ensure an equitable, interconnected, accessible, and reliable EV charging network in Massachusetts.

- **Agency Action:** Better align MassEVIP and the utility EV charger incentive programs by coordinating customer eligibility and program requirements to improve the customer experience and more efficiently disburse available funding. *(Lead(s): MassDEP and the EDCs; Support: EEA and DOER)*
- **Agency Action:** Improve customer communications of existing incentive programs including, but not limited to, quicker response times, greater clarity on program rules and processes, and information on pending program applications, as applicable and appropriate, and public access to information on current program funding status and other relevant information to improve transparency and help stakeholders plan future EV charging infrastructure deployment more effectively. *(Lead(s): MassDEP and the EDCs; Support: EEA, DOER, and DPU, as appropriate)*
- **Agency Action**: Build on the success of the existing innovative EV charging infrastructure programs and ACT4All, Round 2 innovative charging projects by providing resources and lessons learned to help further unlock the potential of these business and technology models and looking for new opportunities to test and help scale other innovative business models. *(Lead(s): MassCEC; Support: EEA)*
- **Agency Action:** Leverage existing initiatives and coordination efforts to improve customer information on and access to MassEVIP, EDC, DOER, and other EV charger incentive programs. *(Lead(s): EEA; Support: MassCEC, MassDEP, and the EDCs)*
- **Agency Action:** Improve information sharing on existing EV charging programs and state EV charging initiatives with relevant non-profits and other organizations that may not be aware of or have had limited exposure to EVICC. *(Lead(s): EEA; Support: All EVICC member organizations)*