

## 8. Summary of Recommendations



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## Summary

The Second EVICC Assessment represents an important next step towards building an equitable, interconnected, accessible, and reliable EV charging network for all Massachusetts residents. These biennial assessments offer the Commonwealth and transportation sector stakeholders a regular opportunity to evaluate Massachusetts' progress towards its transportation electrification goals and to refine its forecast of EV chargers and EV charging priorities.

Massachusetts has made significant progress since the Initial Assessment. However, in the short-term, it is imperative that EV charger deployment continues to grow despite federal and market headwinds, improvements are made to the customer experience, and that private funding is further leveraged. In the long-term, EV charger deployment will need to significantly increase in order to meet the Commonwealth's climate requirements.

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This Assessment adopts a set of strategic actions, consisting of eight focus areas, to ensure that Massachusetts is well-positioned to continue Massachusetts' progress in deploying EV charging infrastructure and to effectively adapt to changing circumstances:

### 1. Prioritizing Value

New and existing incentive programs designed to deploy EV charging will target the highest value charging opportunities, while also ensuring equitable deployment across the Commonwealth.

### 2. Enhancing Current Programs

Administrators of existing programs will work to improve the efficiency of and coordination between programs to enhance the customer experience and stretch current funding further.

### 3. Reducing Barriers

EVICC will develop additional resources, among other efforts, for municipalities and potential EV charging site hosts to address barriers to deployment.

### 4. Unlocking Private Funding

Massachusetts will leverage private industry and funding to a greater degree by, among other efforts, enabling new EV charging business models.

### 5. Improving Customer Experience

Massachusetts will develop and implement tangible solutions to improve the customer experience with EV charging, including through regulations to establish minimum reliability standards, consumer price and fee structure transparency, and charging station signage.

### 6. Minimizing Grid Impact

EVICC will work with the utilities to ensure that programs and technologies are deployed to minimize the need for electric grid upgrades to accommodate EV charging. These efforts should target the highest value opportunities and be incorporated into all proactive planning efforts.

## 7. Proactive Planning

EVICC will work with state agencies and stakeholders to execute on strategic, long-term planning efforts to ensure efficient EV charging infrastructure deployment, including through implementation of Section 103 of the [2024 Climate Act](#).

The work of EVICC is ongoing with several near-term steps planned for late 2025, including starting implementation of the Section 103 process discussed in Chapter 5 and Appendix 8. EVICC also anticipates developing public resources, assisting in drafting charger reliability regulations, and beginning analysis for the next EVICC Assessment.

EVICC looks forward to continuing to support the proliferation of EVs and EV charging throughout the Commonwealth.

## 8. Sustainable Funding

EVICC will work with relevant stakeholders to explore funding models that leverage existing funding pathways and reduce the reliance on funding from EDC customers in the long term.

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## Recommended Actions

Specific recommended strategic actions for state agencies, the investor-owned electric utilities (or EDCs), and the General Court that align with the above categories are included below.

Recommendations for municipalities and private actors are not included. However, these groups are equally, if not more, important in realizing Massachusetts' EV charging goals as they will be responsible for deploying the charging infrastructure needed by the public.

Municipalities will have the particularly important role of ensuring that residents without off-street parking have access to EV charging in public spaces. Private businesses will be needed not only to take on the work of deploying chargers, but also in taking the financial risk that their investments in EV charging will be repaid through the revenue received from EV customers. The importance of private actors will only increase moving forward if federal funding sources continue to be removed and as EV charging scales. The EV transition cannot happen without these groups. It is vital that EVICC and all state and regional governments prioritize ways to empower and partner with municipalities and private actors to realize the Commonwealth's transportation electrification benchmarks.

It is important to note that the actions included below are the most impactful, new efforts that EVICC recommends advancing over the next two years; however, it does not capture all of the ongoing EV charging work in the Commonwealth. In fact, these actions will only be successful in achieving the intended outcomes if current programs and initiatives continue as anticipated. Additionally, these actions will be prioritized based on their potential impact and available resources. Not all of these strategic actions will be fully accomplished over the next two years.

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## Prioritizing Value

- **Agency Action:** Explore the creation of an initiative focused on deploying fast charging stations along secondary corridors. *(Lead(s): EEA; Support: MassDEP, MassDOT, DOER, EOED, and the EDCs)*
- **Agency Action:** Develop additional initiatives to support MHD EV charging, including exploring deploying charging hubs near fleet depots and industrial zones and piloting MHD charger-sharing reservations paired with other solutions to reduce common fleet charging barriers. *(Lead(s): EEA and MassDEP; Support: MassCEC, MassDOT, DOER, and the EDCs)*
- **Agency Action:** Identify locations that could serve multiple high-value EV charging use cases including, but not limited to, (a) fast charging hubs along major transportation corridors to support long-distance travel, rideshare drivers, and residential charging and (b) charging stations at public parking lots, e.g., municipal and transit lots, to serve daily trips and residential charging. *(Lead(s): EEA; Support: MassDEP, MassDOT, MBTA, DOER, and the EDCs)*
- **Agency Action:** Establish partnerships with state, municipal, and stakeholder organizations to conduct tailored outreach and ways to package existing incentive programs to high-value EV charging opportunities, potentially including (i) grocery stores, (ii) big box stores, (iii) small businesses in city centers, (iv) popular vacation and tourism destinations (e.g., hotels and resorts in the Berkshires and on Cape Cod), (v) public parking lots, e.g., transit and transportation hubs, and (vi) MHD fleets that could financially benefit from electrifying (e.g., last mile delivery and service industry vehicles). *(Lead(s): EEA; Support: EOED, MassDEP, DOER, MassDOT, MBTA, and municipal governments)*

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## Unlocking Private Funding

- **Agency Action:** Build on the success of MassCEC's 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. Simultaneously, look for new opportunities to test and help scale other innovative business models. *(Lead(s): MassCEC; Support: EEA)*
- **Agency Action:** Explore ways to further unlock the Charging-as-a-Service and similar business models for publicly accessible charging. *(Lead(s): EEA; Support: MassCEC)*

## Minimizing Grid Impacts

- **Agency Action:** Explore additional, innovative rate designs, novel incentive structures, and customer engagement strategies, such as active managed charging or campaigns to increase participation rates in existing managed charging programs, to maximize the practical potential of managed charging to avoid grid upgrades and minimize related costs in areas that are projected to face grid constraints by 2030 or 2035 *(Lead(s): DOER and the EDCs; Support: EEA and DPU, as appropriate)*
- **Agency Action:** Develop a long-term managed charging strategy, defining program benefits, cost-effectiveness metrics, and incentive structures, and integrating lessons learned from pilot projects and industry best practices into broader implementation. Such strategy should include relevant metrics that provide meaningful insight into the progress in developing and implementing the comprehensive strategy. *(Lead(s): DOER and the EDCs; Support: EEA and DPU, as appropriate)*
- **Agency Action:** Incorporate anticipated load reductions resulting from managed charging programs into distribution system planning efforts and plans. *(Lead(s): The EDCs; Support: DOER, EEA, and DPU, as appropriate)*
- **Agency Action:** Work with EV charger developers to identify existing procedural and technical barriers to utilizing solar and storage technologies to support EV charging and efficient use of existing grid infrastructure and, subsequently, engage with the EDCs to explore potential solutions to the identified barriers. *(Lead(s): DOER; Support: EEA, MassCEC, DPU, as appropriate, and the EDCs)*
- **Agency Action:** Continue ongoing coordination to identify and execute next steps related to EV load management planning and vehicle-to-everything (V2X) load dispatch capabilities. *(Lead(s): DOER and EEA; Support: MassCEC, DPU, as appropriate, and the EDCs)*

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## Enhancing Current Programs

- **Agency Action:** Better align MassEVIP and the EDC 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:** Ensure that future iterations of existing state-funded EV charging programs appropriately prioritize the high-value use cases identified in the Second Assessment, support development of EV charging infrastructure that serves multiple high-value use cases, where possible and appropriate, and utilize the [Guide to the Equitable Siting of Electric Vehicle Charging Stations in Environmental Justice Populations](#) as applicable. *(Lead(s): Program Administrators, i.e., MassDEP, MassCEC, DOER, and the EDCs; Support: EEA, MassDOT, and MBTA)*
- **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 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)*

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## Reducing Barriers

- **Agency Action:** Collaborate with the legislature and relevant stakeholders to explore ways to standardize local EV charger permitting to reduce EV charger deployment delays, including developing model ordinances. *(Lead(s): EEA and DOER)*
- **Agency Action:** Develop resources to reduce barriers for municipalities, potential EV charging site hosts, and other EV charging stakeholders similar to the [Public Level 2 EV Charging Station Fees and Policies Guide](#) including, but not limited to, guidance on how municipalities can utilize the Second EVICC Assessment, more detailed Level 2 fee guidance and DCFC fee guidance, information on EV charging station operations, maintenance, and networking, and demand charge information and best practices. *(Lead(s): EEA and EVICC member organizations with expertise related to the resource under development)*
- **Agency Action:** Create a Municipality Resource Committee to support development of resources for municipalities, which will meet on an ad hoc basis. EEA will work with DOER's Green Communities Division and the Metropolitan Area Planning Council to identify potential committee

members and others who can help develop and/or review materials and OEJE to ensure that representation from community-based organizations and EJ populations are included. *(Lead(s): EEA; Support: DOER, MAPC, and OEJE)*

- **Agency Action:** Create and maintain a public inventory of EV chargers in Massachusetts, to the greatest extent practically possible, to inform the biennial EVICC Assessment. This inventory will leverage existing data sources and future Division of Standards (DOS) registration processes. *(Lead(s): EEA; Support: DOS)*
- **Agency Action:** Develop public awareness campaign to educate potential EV owners on the basics of EV charging to help overcome the lack of understanding of EV charging and to dispel common misconceptions about EVs and EV charging. *(Lead(s): EEA and MassCEC)*
- **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)*

## Proactive Planning

- **Agency Action:** Create a planning framework for integrating EV charging infrastructure projections into electric distribution system planning through the requirements outlined in Section 103 of the 2024 Climate Act, including identifying potential grid constraints that may be caused by transportation electrification in 2030 and 2035 for further investigation by the EDCs. The framework should include the process by which the EDCs will identify and file for approval with DPU necessary grid upgrades and should ensure that known, high-value charging locations, such as the MassDOT Service Plazas, have sufficient grid capacity to support light-, medium-, and heavy-duty EVs on the timescale needed to meet the Commonwealth's climate requirements. *(Lead(s): EEA and the EDCs; Support: DOER, MassDOT, MBTA, and DPU, as appropriate)*
  - **Agency Action:** Assess grid resilience and infrastructure needs for EVs before, during, and after major weather events and other emergency events with a particular focus on emergency vehicles and public transportation fleets, identifying key reliability gaps and backup power solutions, including off-grid and solar and storage technologies, to inform future planning. *(Lead(s): EEA; Support: DOER, MassDOT, MBTA, the EDCs, and emergency management agencies)*
  - **Agency Action:** Continue ongoing coordination to identify and execute next steps related to EV charger interconnection processes. *(Lead(s): EEA, DOER, and the EDCs; Support: MassDOT, MBTA, and DPU, as appropriate)*
  - **Agency Action:** Continue ongoing coordination on transportation electrification inputs and strategies for the next Clean Energy and Climate Plan (CECP). *(Lead(s): EEA; Support: DOER, MassDEP, MassCEC, MassDOT, MBTA, DPU, and the EDCs)*
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## Sustainable Funding

- **Legislative Action:** Work with stakeholders and the legislature to explore sustainable, long-term models to fund EV charging initiatives that leverage existing funding pathways and reduce the reliance on funding from EDC customers. *(Lead(s): EEA; Support: All EVICC member organizations)*
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## Improving Customer Experience

- **Legislative Action (Continued from Initial Assessment):** Renew efforts to pass comprehensive “right-to-charge” legislation by expanding on the 2024 Climate Act to include renters. *(Lead(s): EEA)*
  - **Legislative Action (Continued from Initial Assessment):** Expand consumer protection regulations for EV chargers by building on the 2024 Climate Act to allow DOS to enforce such regulations and to inspect the accuracy of pricing information through a charger registration process consistent with best practices in other jurisdictions. All data from the registration process must be shared with EEA for inclusion in the charger inventory. *(Lead(s): DOS and EEA)*
  - **Agency Action:** Implement a phased approach to regulating the reliability of fast and Level 2 charging, setting minimum uptime standards for fast chargers installed on or after June 1, 2026. Implementation of such regulations should seek to balance the dual objectives of improving the customer EV charging experience and making any new requirements as easy to understand and implement as possible. *(Lead(s): EEA (regulation drafting); Support (as needed): MassDEP, DOER, and DPU (one will be assigned to implement the regulations))*
  - **Agency Action:** Develop resources to support improvement of the customer EV charging experience, including, but not limited to, guidance on EV charging station and wayfinding signage. *(Lead(s): EEA; Support: MassDEP, DOER, MassCEC, and MassDOT)*
  - **Agency Action:** Explore the development of model local ordinances and other approaches that allow municipalities, property owners, and other government entities to fine internal combustion engine vehicles for parking in EV charging parking spots, consistent with state law. *(Lead(s): EEA; Support: DOER, MassDOT, and MAPC)*
  - **Agency Action:** Ensure that the [Guide to the Equitable Siting of Electric Vehicle Charging Stations in Environmental Justice Populations](#) is utilized, as applicable, in the execution of the Second EVICC Assessment recommendations. *(Lead(s): EEA; Support: All EVICC member organizations)*
  - **Agency Action:** Investigate best practices and explore potential ways to support implementation of low-income discount rates and other mechanisms to financially support EJ populations in paying for EV charging if and where practical. *(Lead(s): OEJE; Support: EEA and other interested EVICC member organizations)*
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