

WELCOME!



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THE **EVENT PROGRAM**



STATE OF EV PROGRAMS OVERVIEW





Commonwealth of Massachusetts
Executive Office of
Energy and Environmental Affairs

Massachusetts EVICC, Intro to MA EV Charging Programs & Initiatives

Mark Scribner, Policy Advisor for
Transportation Decarbonization, MA EEA





Where We Are – and About EVICC

- **The Electric Vehicle Infrastructure Coordinating Council (EVICC)**, established in 2022, serves to recommend strategies that enable an equitable, interconnected, accessible, and reliable electric vehicle (EV) charging network in Massachusetts. [The Second Assessment](#) was filed on **August 11, 2025**.
- **Massachusetts has made considerable progress since the Initial EVICC Assessment (August 11, 2023)**
 - The total number of public EV charging ports (10,867 as of April 1, 2026)
 - The number of ports increased by ~50% between August 2023 and May 2025
 - Annual public EV charging deployment increased ~50% from 2023 to 2024
 - Public fast charging infrastructure deployment has surged from 142 in 2023 to 390 in 2025 (through August 1st)
- **Massachusetts is well situated compared with its peers**
 - Massachusetts ranks 4th in EV chargers per capita amongst all states, including ACC II and ZEV MOU states
 - Massachusetts ranks 1st in charger density
- **EVICC Third Assessment (due August 11, 2027)**
 - Work on the next assessment commences this summer
 - Stay engaged with EVICC (more info at the end of this presentation) to learn more and get involved in the process

Estimates of public chargers needed in 2030 and 2035

Type	2030	2035
Level 2	40,000	92,000
Public DCFC	5,500	10,500



Where We Are Existing State EV Charging Programs

Massachusetts has **programs in place or under development to support nearly every aspect of EV charging, including:**

EV Charger Deployment @ Scale

- [Massachusetts Electric Vehicle Incentive Program \(MassEVIP\)](#)
- Investor-owned utility incentive programs
 - [Eversource](#)
 - [National Grid](#)
 - [Unitil](#)

Test and Scale Novel Models, including:

- MassCEC's innovative programs include:
 - [On-Street Charging Solutions](#)
 - [Ride Clean Mass Charging Hubs](#)
 - [ACT4All](#)

Customer Support to Address Barriers

- MassCEC [Mass Fleet Advisor](#)
- Investor-owned utility fleet advisory services
 - [Eversource](#)
 - [National Grid](#)

Optimize Electric Grid Infrastructure Use

- Managed charging programs
- Transportation electrification plan development process per Section 103 of the [2024 Climate Act](#) (See [summary presentation](#))

- Public funding remains **an important tool in driving EV charging deployment.**
- **Over 2/3 of all public EV chargers have received funding** from state or utility programs.
- Massachusetts will look **to foster a self-sustaining EV charging infrastructure market over time.**



Where We Hope to Go

- EV charger deployment **currently faces significant headwinds**, including federal program and investment tax credit roll backs and market and cost uncertainties.
- Given existing headwinds and the need to increase deployment, the second EVICC assessment identified the need for Massachusetts to:



Be more strategic in employing public funding, leveraging private funding, and utilizing the grid, including:

- **Minimizing eligibility overlap**
- **Improving customer communications**
- **Targeting high-value DCFC opportunities**
- **Ensuring funds are utilized on intended use cases**



Improve efficiencies of existing programs by removing common barriers



Be proactive in planning for future EV charging, grid infrastructure, and future funding sources; and,

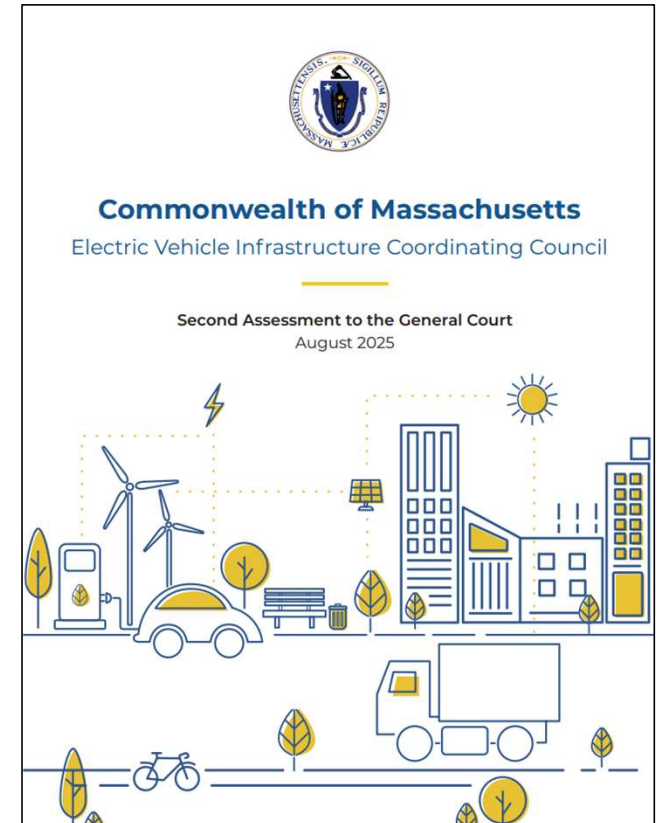


Significantly improve the EV charging experience.



Second EVICC Assessment

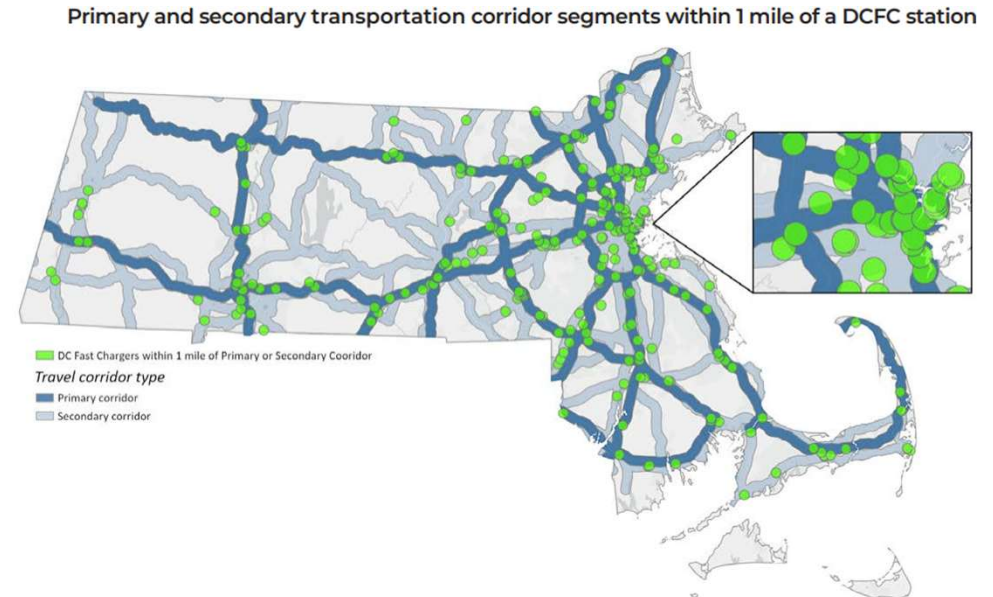
- Following workplan release (Fall 2024), public listening session (Spring 2025), and a public draft release (June 2025), The final EVICC Second Assessment was released on August 12, 2025
- **The Second Assessment outlines:**
 - The importance of EV charging to Massachusetts' transportation emissions goals
 - Where the Commonwealth is at in deploying EV charging infrastructure
 - Where the Commonwealth hopes to go regarding future EV charging infrastructure
 - How we plan to get from “here” to “there” – strategic actions to ensure that Massachusetts is well-positioned to continue its progress in deploying EV charging
- **The Massachusetts Department of Environmental Protection (MassDEP) also announced \$46 million to support the strategic buildout of EV chargers.**
 - The grant funding will support approximately:
 - \$16 million for EVIP to support existing public and private categories.
 - \$10 million to support medium- and heavy-duty charging hubs.
 - \$20 million for chargers along secondary corridors and other high-value EV charging opportunities.





Public Charging Importance and Program Gaps

- Public Level 2 and DC fast chargers serve different but complementary needs
- Expanding DC fast charging especially along secondary transportation corridors is essential to address charging demand, accessibility, and range anxiety in Massachusetts
- The Second Assessment recommends:
 - Prioritizing fast charging along secondary corridors,
 - Expanding community charging options for residents without off-street parking,
 - Deploying medium- and heavy-duty fleet charging infrastructure where fleet vehicles are based
- **Visit the EVICC website to learn more about the full recommendations of the Second Assessment.**





Commonwealth of Massachusetts

Executive Office of
Energy and Environmental Affairs

EVICC EV Charging Resources, 2026-2027

The Second Assessment recommendation included recommendations to develop resources to reduce barriers to EV charging infrastructure development. EVICC is currently leading the development of the following resources:

1. Massachusetts Right to Charge Guide
2. EV Charging-Only Parking Enforcement Guide
3. EV Charging Demand Charge Guide
4. EV Charging Zoning & Permitting Guide

More information about the first two resources will be presented at this afternoon's EVICC meeting.





State EV Charging Priorities – In Summary

- The state's priorities and strategy for building EV charging infrastructure are more important than the forecast of future EV charging infrastructure as the amount of EV charging infrastructure needed in the future is uncertain and highly dependent on several factors.
- State and utility program should focus on:
 - EV charging opportunities that have the **highest value for Massachusetts drivers** and **where state and utility programs can have the greatest impact**. In general, this means targeting public and fleet charging infrastructure.
 - EV charging opportunities that **maximize emissions reduction benefits** (e.g., MHD fleet electrification and EV chargers for rideshare drivers) and **support multiple high-value use cases** (e.g., fast charging along major corridors that also supports charging for residents without off-street parking or on-street charging).
 - The **equitable buildout of EV charging infrastructure** across the Commonwealth, particularly in areas or for customers that have historically had limited access to EV charging infrastructure (i.e., rural communities, communities with environmental justice populations, tenants of multi-unit dwellings without off-street parking, and MHD vehicles).



MASSACHUSETTS
**DEPARTMENT OF
ENERGY RESOURCES**

Massachusetts Offers Rebates for Electric Vehicles

State of EV Programs Overview

June 10, 2026

This presentation provides an overview of the available funding of the MOR-EV program.

Presented by
Morgan Bowler, Massachusetts Department of Energy Resources





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Background of the MOR-EV Program

MOR-EV Light Duty Rebate Offerings

MOR EV Pick Up and Class 2a/b Rebate Offerings

MOR-EV Class 3-8 Rebate Offerings

Background of the MOR-EV Program



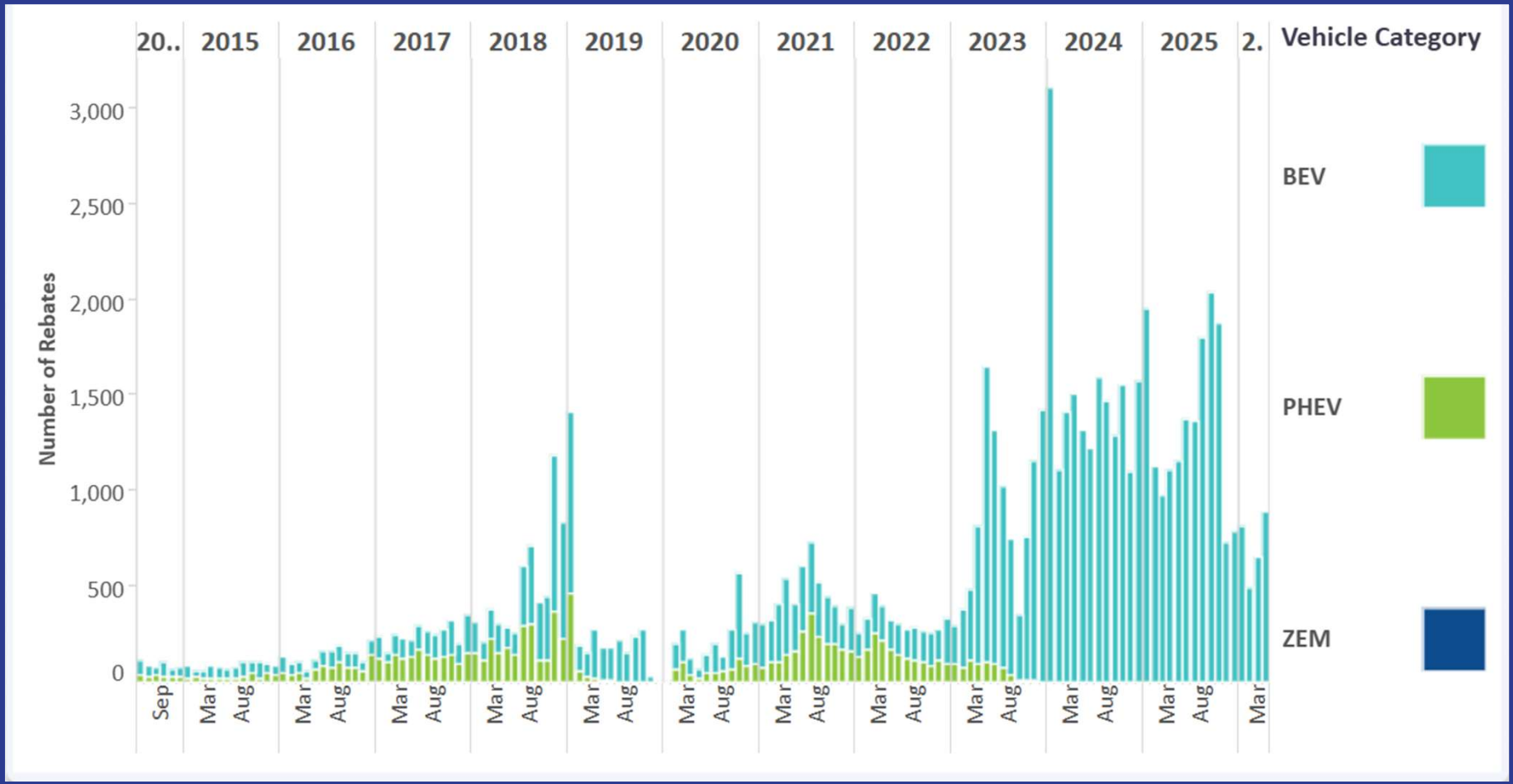
Since 2014, there have been a range of offerings for EVs at a range of rebate values.

In 2023, the program underwent considerable changes and formalized the program rules in regulation. These changes included:

- Adding a trade-in rebate adder
- Introducing income-qualifying rebates
- Establishing a point-of-sale program

These additions helped to significantly increase program participation.

Total Rebates Approved per Year by Vehicle Category



Light Duty Base Rebate Offerings

Rebates are available post-purchase or at the point-of-sale at participating dealerships

Rebate	Value	Applicant Eligibility	Vehicle Eligibility
New	\$3,500	MA resident, business, or non-profit	• Purchase Price of \$55,000 or less
Used	\$3,500	MA resident participating in an income-qualifying program ¹ or meeting income thresholds ²	• Must be two years old/not sold within last two years • Purchase Price of \$40,000 or less

¹Examples of Income Qualifying Programs:

- SNAP
- Massachusetts Health Connector
- MassHealth
- WIC

²Income Thresholds:

- \$150,000 for married filing jointly or a surviving spouse
- \$112,500 for heads of households
- \$75,000 for all other filers

Light Duty Adders

Both adders can be combined with either base rebate for a potential total of \$6,000 in incentives.

Rebate	Value	Applicant Eligibility	Vehicle Eligibility
MOR-EV+ Adder	\$1,500	MA resident participating in an income-qualifying program	N/A
Trade-In Rebate Adder	\$1,000	MA resident, business, or non-profit that trades in an eligible vehicle. Funding is limited annually	Must be at least 12-year-old ICE vehicle

- MOR-EV+ Adder is available post-purchase or at the point-of-sale at participating dealerships but must be obtained at the same time as the base rebate.
- Trade-In Rebate Adder is only available post purchase.

Examples of Eligible Light Duty Vehicles

Find Eligible Vehicles on the [MOR-EV Light Duty Eligible Vehicles List](#).



Chevrolet Blazer EV

Rebate: \$3,500

New: 2024 - 2026
Used: 2024

[Manufacturer's Website →](#)



Ford Mustang Mach-E

Rebate: \$3,500

New: 2023 - 2025
Used: 2021 - 2024

[Manufacturer's Website →](#)



Honda Prologue

Rebate: \$3,500

New: 2024 - 2026
Used: 2024

[Manufacturer's Website →](#)



Hyundai IONIQ 5

Rebate: \$3,500

New: 2023 - 2025
Used: 2022 - 2024

[Manufacturer's Website →](#)



Kia EV6

Rebate: \$3,500

New: 2023 - 2025
Used: 2022 - 2024

[Manufacturer's Website →](#)



Nissan Ariya

Rebate: \$3,500

New: 2023 - 2025
Used: 2023 - 2024

[Manufacturer's Website →](#)



Tesla Model Y

Rebate: \$3,500

New: 2023 - 2026
Used: 2013 - 2024

[Manufacturer's Website →](#)

Pick Up & Class2a/b Rebates

Only available post-purchase.

Rebate	Value	Applicant Eligibility	Vehicle Eligibility
MOR-EV Pick Up & Class 2a/b Rebate	\$7,500	One of the following: • MA resident • MA business or nonprofit • Educational institutions, such as schools, colleges and universities • Local, municipal and state governments and departments	Purchase Price of \$80,000 or less
MOR-EV+ Adder	\$1,500	MA resident participating in an income-qualifying program	N/A

Eligible vehicles can be found on the [MOR-EV Trucks Eligible Vehicles](#) list.

Examples include: Chevrolet Silverado, Ford E-Transit, Ford F-150 Lightning, GMC Sierra, Rivian R1S or R1T.

Class 3-8 Rebates

Different application process: applicants must apply for and receive an approved rebate reservation voucher PRIOR to taking delivery of their vehicle.

Rebate	Value	Applicant Eligibility	Vehicle Eligibility
Class 3-8	• Class 3: \$15,000 • Class 4: \$30,000 • Class 5: \$45,000 • Class 6: \$60,000 • Class 7: \$75,000 • Class 8: \$90,000	One of the following: • MA resident • MA business or nonprofit • Educational institutions, such as schools, colleges and universities • Local, Municipal and State governments and departments	Purchase Price of \$2 million or less
Environmental Justice Adder	10% of base rebate value	Any of the above applicants	Must be registered in or operate at least 50% of the time in an EJ Community



MASSACHUSETTS
**DEPARTMENT OF
ENERGY RESOURCES**

Thank You!

Massachusetts Electric Vehicle Incentive Program (MassEVIP)

Massachusetts Department of Environmental Protection

Haidee Janak, Branch Chief, Transportation Program
Erin Bostwick, MassEVIP Program Coordinator
Katherine Christopher, MassEVIP Asst. Program Coordinator

May 2026



The Commonwealth of Massachusetts
Department of Environmental
Protection



MassEVIP Rolling Program Overview

Level 1 & 2 Charging Stations up to 36kW

Plug-in vehicles for public fleets, up to 25 per fleet

Workplace & Fleet Charging (WPF)

- Rolling program, up to \$50,000 per address

Multi-Unit Dwelling & Educational Campus Charging (MUDC)

- Rolling program, up to \$50,000 per address

Public Access Charging (PAC)

- Rolling program, up to \$50,000 per address

Fleet Vehicles

- Rolling Program, all-electric and plug-in hybrid vehicles up to 10,000 lbs.
- Government fleets only



MassEVIP Fleet Vehicles Program

- ▶ Public entities only
- ▶ For purchase or lease of electric vehicles
 - ▶ Up to \$7,500 for BEVs
 - ▶ Up to \$5,000 for PHEVs
 - ▶ \$750 for Zero emissions Electric Motorcycles (ZEMs)
- ▶ Maximum 25 EVs per entity
- ▶ Base price no more than \$60,000.00
- ▶ Vehicle weight up to 10,000 lbs.

MassEVIP Charging Programs

WPF

- Level 1 & 2 charging stations
- Up to 60% of eligible costs
- Workplaces with 15+ employees on-site
- Practically accessible to all employees
- Electric fleet vehicles must be garaged in MA
- Non-residential location

MUDC

- Level 1 & 2 charging stations
- Up to 60% of eligible costs
- Multi-unit dwellings with 5+ units
- Campuses with 15+ students on-site
- Practically accessible to all students/staff/residents

PAC

- Level 1 & 2 charging stations
- Up to 100% of eligible costs on government property, 80% for non-government property
- Practically accessible to the public, min. 12 hrs/day, 7 days/week
- Non-residential location



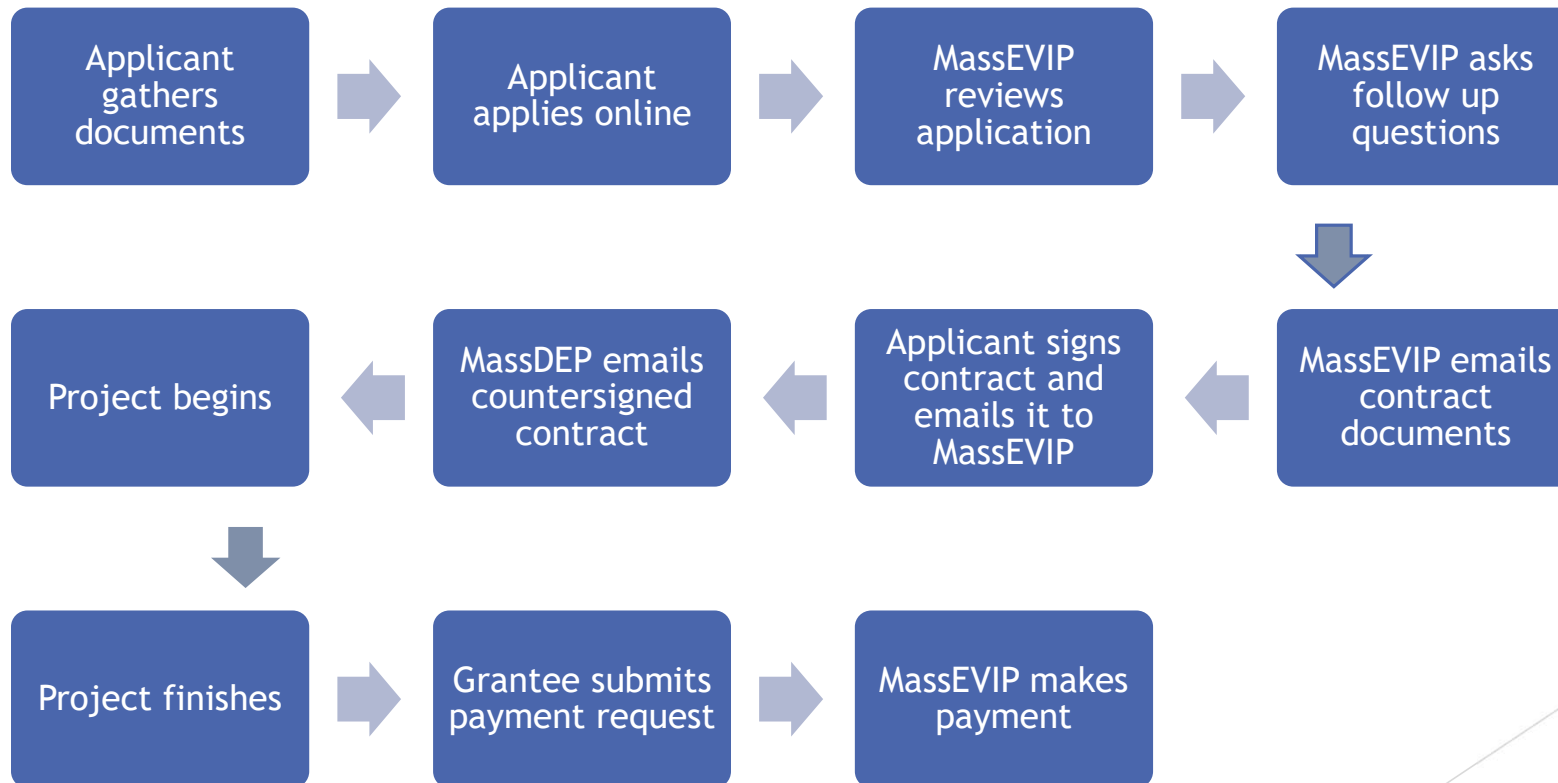
EVSE Eligible & Ineligible Costs:

Hardware	Installation	Ineligible
• Charging station console • Charging cable and connector • Cable management strategy • Mounting hardware • Payment module • Shipping/Freight for eligible hardware	• Customer owned electricity upgrades • Construction costs related to installation (including ADA EV Parking space) • Signage and pavement painting	• Land/parking space • Software subscription • Warranty • Taxes • Internet connection or cell signal • Planning or permitting • Shipping/Freight for ineligible hardware • Bollards, curbs, wheel stops, setbacks, bumper guards • Electricity consumption and demand charges • Preventative and corrective maintenance • Utility owned electricity upgrades • Others as determined by MassDEP

MassEVIP Requirements

- ▶ EVSE cannot be delivered until grantee has a MassDEP-signed contract
 - ▶ If applying for installation funding, no work can be done prior to MassDEP's signature on the contract
- ▶ Charging station can support vehicles from multiple manufacturers
- ▶ Charging station is new
- ▶ AC charging stations must be Energy Star certified and listed in [State Appliance Standards Database \(SASD\)](#)
- ▶ Charging station is certified to Underwriters Laboratories (UL) standards by a Nationally Recognized Testing Laboratory (NRTL)
- ▶ 1 designated parking space for each port, reserved for EV parking only
- ▶ Minimum of 5% of charging stations built to be accessible to persons with disabilities
- ▶ Grantee shall operate and maintain charging station for 3 years
- ▶ ...and others

Project Steps



Payment Processes (for non-VW funded projects)

- ▶ Submit payment request once project is complete
 - ▶ Payment request form
 - ▶ Photos
 - ▶ Invoices
- ▶ Only eligible costs incurred after executed contract date
- ▶ Payment may come as mailed check or EFT



Massachusetts Electric Vehicle Incentive Program (MassEVIP) Charging Station Programs

	Workplace & Fleet (WPF)			Multi-Unit Dwelling & Educational Campus (MUDC)		Public Access Charging (PAC)
Application deadline	Rolling			Rolling		Rolling
Who may apply	Private, public and non-profit workplace with at least 15 employees on-site	Private or non-profit fleet owner with at least 10 employees on-site	Municipal, public university and college or state agency fleet owner	Private, public or non-profit		Private, public or non-profit
Eligible Location Types	Non-residential workplace	Non-residential location where applicant garages fleet vehicle	Non-residential location where applicant garages fleet vehicle	Dwelling with 5 or more residential units	Educational campus with at least 15 students on-site	Non-residential location available for public use
Who must be allowed to use charging station?	All employees who drive an EV	Applicant's EV fleet users	Applicant's EV fleet users	All residents who drive an EV	All students/staff who drive an EV	Anyone who drives an EV
Maximum level of funding	60%			60%		100% at government owned property; 80% at all other locations
Minimum required hours of availability	N/A			N/A		24 hours/day unless location has restriction, then 12 hours/day
Charging station type	Level 1 or Level 2			Level 1 or Level 2		Level 1 or Level 2
Time to complete project – existing locations/new construction	18 months/ 24 months (plus 3 months to complete contracting)			18 months/ 24 months (plus 3 months to complete contracting)		18 months/ 24 months (plus 3 months to complete contracting)
For all programs:						
• For National Grid, Eversource, and Unitil program participants, funding covers equipment only; for all others, funding covers both equipment and Installation • Charging station must be able to charge EVs produced by multiple manufacturers • A parking spot must be clearly marked as EV-only with permanent signage for each port installed • The applicant must own the location or provide written permission from the location owner to install charging station						

<https://www.mass.gov/doc/matrix-of-massevip-grant-programs/download>

- ▶ MassEVIP Workplace & Fleet Charging Program - <https://www.mass.gov/how-to/apply-for-massevip-workplace-charging-incentives>
- ▶ MassEVIP Multi-Unit Dwelling & Educational Campus Charging Program - <https://www.mass.gov/how-to/apply-for-massevip-multi-unit-dwelling-educational-campus-charging-incentives>
- ▶ MassEVIP Public Access Charging Program - <https://www.mass.gov/how-to/apply-for-massevip-public-access-charging-incentives>
- ▶ MassEVIP Fleet Vehicles Program <https://www.mass.gov/how-to/apply-for-massevip-fleets-incentives>
- ▶ MassEVIP FAQ - <https://www.mass.gov/doc/massevip-frequently-asked-questions/download>

Email us at massevip.massdep@mass.gov

Resources

STATE OF EV PROGRAMS

Drive Electric Symposium; June 10, 2026

Rachel Ackerman, Senior Director

AGENDA

Funding

Technical Support

Resources

FUNDING AND TECHNICAL SUPPORT

SCHOOL BUS ELECTRIFICATION ADVISORY SERVICES

- FREE fleet electrification planning program
- Support for up to 30 school bus fleets in accessing additional funding opportunities
- Creates customized feasibility designs, financial models, and procurement plan
- School districts OR 3rd party school bus fleets (in partnership with school districts) may directly apply to receive free electrification advisory services
- Goal of geographic and ownership model diversity

Participating Districts

- Springfield
- Boston
- Mashpee
- Worcester

- Fitchburg
- Everett
- Medford
- Natick

- Truro
- Framingham
- Watertown

FLEET ELECTRIFICATION ADVISORY SERVICES

MASS FLEET ADVISOR

Mass Fleet Advisor provides **free technical advisory services** to fleets across MA interested in electrification, including:



Phase 1: Electrification Analysis

up to 150 fleets

- In-person site assessment for EV charging stations, solar and/or battery storage
- Total cost of ownership analysis
- One-to-one vehicle replacement analysis
- Detailed fleet analysis report



Phase 2: Procurement

up to 25 fleets

- Incentive application support
- Utility coordination for infrastructure installation
- Workforce training
- Phase 2 is determined by fleet interest and readiness to procure vehicles

RIDE-FOR-HIRE INCENTIVES

RIDE CLEAN MASS

- Rebates for high mileage vehicle-for-hire drivers to purchase or rent EVs
- Qualified drivers:
 - consistency on transportation network company platform (Uber/Lyft)
 - all medallion holding taxi
 - all livery businesses
- Drivers are more likely to be low-to-moderate income and drive an average of 3x more miles than a typical driver



Rebate Amounts

	New	Used
Uber/Lyft	\$14,00	\$6,500
Taxi/Livery	\$17,500	\$12,500
Rentals	\$200/wk for 8 wks	

Recent Program Updates

- [New application portal](#)
- Increased rebate amounts
- Addition of livery businesses
- Removal of MSRP cap
- *Coming Soon: point-of-sale*

RESOURCES

E-BIKES

**Clean Energy Lives Here:
Explore the Benefits and FAQ
of E-bikes**

<https://goclean.masscec.com/renters/electric-bicycles/>

**Changing Lives with E-Bikes
Across Massachusetts:
MassCEC's Micromobility Story**

<http://www.masscec.com/changing-lives-e-bikes>



CHARGING STATION

GUIDEBOOKS & TRAININGS

Existing Materials

Mobile Charging Webinars

- [Zero-Emission Charging Safety Education Webinar](#)
- [Mobile Charging Case Studies](#)
- [Meet the Mobile Charging Manufacturers: Part 1](#)
- [Meet the Mobile Charging Manufacturers: Part 2](#)

[Vehicle-to-Everything Research Report on considerations for deployment](#)

Coming Soon Materials

[On-Street Charging for Municipalities Guidebook for Siting and Installation: *End of 2026*](#)

[Uber/Lyft/Taxi Charging Hubs Guidebook for Site Host Charging and Installation: *End of 2026*](#)

[Vehicle-To-Everything Demonstrations Assessment of state of market, barriers, & best practices: *Spring 2027*](#)

[Medium- and Heavy-Duty Mobile Charging: *End of 2026*](#)

[Charging for Low-income and Multi-unit Dwellings Case studies across four deployments: *2027*](#)

EV RESOURCES

FOR DRIVING ELECTRIC IN MA

*Webpages can be found on the [MassCEC Clean Transportation Resources page](#)

RESIDENTS DRIVING ELECTRIC



Visit the state's hub for EV education to learn about **EVs, charging stations,** and available **rebates.**

[EVs for Personal Transportation](#)

BUSINESSES AND FLEET OWNERS DRIVING ELECTRIC



Review the state's comprehensive guide to fleet electrification to learn about available **vehicles, charging stations,** and **rebates** to **lower upfront costs.**

[EVs for Businesses and Fleets](#)

LIGHT DUTY VEHICLE DEALERS SELLING ELECTRIC



Boost sales and sell smarter by learning about **EV sales trainings,** the advantages of enrolling your dealership in **MOR-EV,** and brushing up on **common customer questions.**

[EVs for Dealers](#)

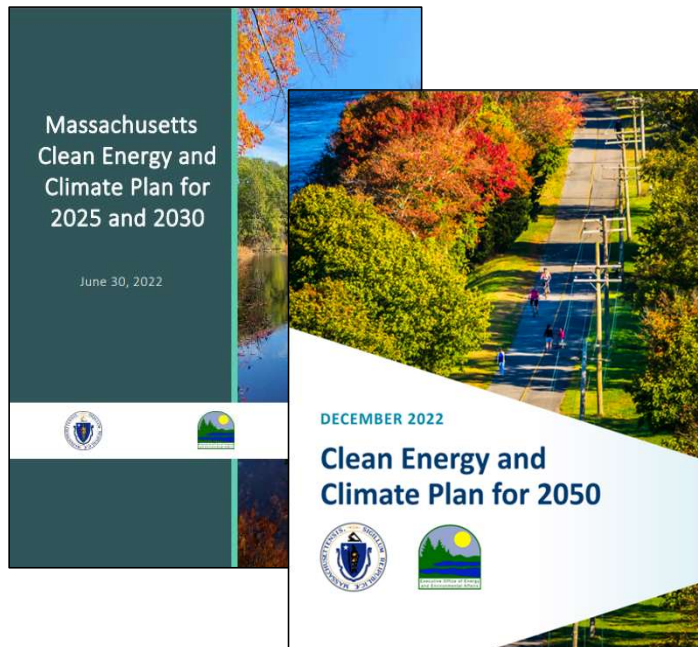
THANK YOU





The 2035 CECP

➤ *The CECP's purpose is to guide Massachusetts toward achieving its emissions-reduction targets while supporting a clean energy economy and improving public health.*



- The Massachusetts Clean Energy and Climate Plan (CECP) is the Commonwealth's comprehensive statewide roadmap outlining policies, strategies, and sector-specific actions required to meet legally mandated greenhouse-gas emissions limits under the Global Warming Solutions Act.
- The 2035 CECP: Due January 1, 2028
- Opportunity to revisit the suite of transportation decarbonization policies
- CECP process will be an opportunity to engage!
- We welcome public involvement to share thoughts on not only EVs and charging but also the transportation sector at large



Stay Involved



- Attend [Monthly EVICC Meetings](#) (virtual, except*)
 - First Wednesday of every month; 1-3pm
 - ***TODAY: Wednesday June 10th**
 - In-person at AC Hotel Worcester
 - If you haven't yet registered, please see staff during a break or lunch
 - *Next in-person will be December (date TBA)
- [Visit the EVICC Website](#)
 - Website includes meeting schedule, past meeting notes, the First Assessment, and other resources
- [Sign-Up for the EVICC Email List](#)



Drive Electric Massachusetts Symposium

Held in conjunction with the



**June Electric Vehicle
Infrastructure Coordinating
Council (EVICC) Meeting**

EXPANDING EV CHARGING INFRASTRUCTURE ACROSS MASSACHUSETTS

Moderator – Melissa Mittelman

Assistant Secretary for Decarbonization
Massachusetts Executive Office of Energy & Environmental Affairs



Noel Chambers

Dan Baldassini

Julia Gold

Stephanie Ciccarello

Steven Tupper

Director of Energy Efficiency and Electrification at Energy New England

Sales Manager at Autel Energy

Principal Strategy and Policy Analyst for Clean Transportation at National Grid

Director of Sustainability for the Town of Amherst

Director at the Cape Cod Commission



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PROGRAMS FOR FLEETS FLEET ELECTRIFICATION AND SERVICES

Moderator – Jordan Stutt
Senior Director, Northeast Region
CALSTART



Sean Tully

Brian Kesselman

Robert Rose

Sophia Vitello

Marcella McNerney

Manager, Electric Mobility at Eversource

CEO at Insight Distributed Energy

Senior Master Electrician at Boston Water and Sewer Commission

Data & Project Analyst with the LBE Division at the MA Department of Energy Resources

Program Manager on the Clean Transportation team at the MA Clean Energy Center



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