

On-Street Charging Solutions Program

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Agenda

- Program Background and Goals
- Program Overview
- Streetlight & Pole-Mounted Chargers
- Municipal & Resident Feedback

ACCELERATING DECARBONIZATION

We contribute to meeting our state's ambitious climate goals by tackling barriers to widespread use of clean energy and climate technology in buildings, transportation, and the grid.



MASSCEC'S WORK BY FOCUS AREA

EMERGING CLIMATE TECH

We help new climate-focused businesses grow faster by backing a vibrant community of researchers, startups, and established industry players - creating an ecosystem where they connect and thrive.



LARGE SCALE DEPLOYMENT: OFFSHORE ENERGY



CLEAN ENERGY & CLIMATE WORKFORCE DEVELOPMENT



Program Overview

BACKGROUND

- ▶ The [Electric Vehicle Coordinating Council \(EVICC\)](#) awarded MassCEC American Rescue Plan Act (ARPA) funds to advance electric vehicle (EV) charging infrastructure installation across the Commonwealth
 - The goal of the EVICC is to create an equitable, interconnected, accessible and reliable EV charging network

TIMELINE

- ▶ The program will run from November 2024-December 2026



Program Overview cont.

BARRIERS

- Access to charging is a significant barrier to EV adoption for renters, residents of multi-unit dwellings, residents of low-income housing, and residents without a dedicated garage, driveway, and/or parking space



PROGRAM GOALS

- Increase access to On-Street Charging and reduce barriers to EV adoption in Environmental Justice Communities (EJCs);
- Pilot innovative On-Street Charging models (pole-mounted, streetlight, pedestal mounted) that can be replicated & scaled; &
- Develop a guidebook to support municipalities deploying similar curbside charging programs

PROGRAM TEAM

- Commonwealth Electrical Technologies, Leidos (EVCharging@ComElectrical.com)

Program Offerings

Pathway 1: Feasibility Study

25 municipalities
will receive EV
charging station
planning support
& feasibility
studies

OR

Pathway 2: Implementation

15 municipalities
will receive EV
charging station
planning and
installation at up
to three sites

NO COST to program participants.
Includes support services and infrastructure.

Participating Municipalities

FEASIBILITY STUDY (25)

- Amherst
- Arlington
- Ashland
- Athol
- Barnstable
- Boston
- Everett
- Lowell
- Lawrence
- Marblehead
- Marion
- Montague
- Natick
- Northampton
- Newburyport
- Orleans
- Plymouth
- Quincy
- Salem
- Sandwich
- South Hadley
- Taunton
- Watertown
- Weymouth
- Woburn

IMPLEMENTATION (15)

- Brockton
- Brookline
- Cambridge
- Chelsea
- Fitchburg
- Framingham
- Holyoke
- Lynn
- Medford
- New Bedford
- Norwood
- Revere
- Somerville
- Springfield
- Worcester

Implementation Program Offerings

- 3-5 sites per municipality
- ~10 ports total
- \$500,000 per each municipality
- Implementation completed Spring 2026



Streetlight & Pole-Mounted Chargers

WHAT WE EXPECTED

- Pole-mounted and streetlight EVSE incorporated in both feasibility studies and implementation plans

CHALLENGES

- Utility pole attachment agreements
- Time and resources for pole-mounted
- Location of poles
- Streetlight power output
- Chosen EVSE OEM doesn't have pole-mounted equipment

RESULTS

- Majority pedestal mounted chargers due to preference for pedestal mounted chargers and encountered challenges
- Brookline – selected streetlight mounted chargers
- Holyoke- wanted to do streetlight mounted chargers, but desired streetlights only offer 120V. Chargers require 208 or 240V
- Feasibility Report results will be shared in 2026 and include more information.

Themes from Municipal and Resident Feedback

Payment Models

- Some munis preferred EVSE with **credit card readers**. This is not an option on all EVSE.

Ex. Worcester chose the Autel AC 80 amp with SWTCH Network for this reason

Higher Powered EVSE

- The Program offered 7.2kW/30amp EVSE as the standard. Some residents and municipal officials wanted to be able to charge at a faster rate and increase turnover – 11.2kW and 19.2kW EVSE (50 – 80 amps)

Ex. Holyoke requested higher powered chargers at some sites – Flo CoRe+ Max 80 amp

Parking Restrictions

- Resident concerns about limited parking & municipal approval led to the adoption of MassEVIP public access charging requirements 12 hours per day, 7 days per week.

Ex. Fitchburg municipal officials approved after this rule was adopted

Site Selection

- Selected sites were made known to the communities and feedback was encouraged. This led to withdrawal of some sites and consideration of additional sites.

Ex. One site rejected after community raised flooding concerns, other sites rejected due to limited parking.

QUESTIONS?

Thank you!

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Learn more at masscec.com/street-charging-solutions

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