Commonwealth of Massachusetts

Executive Office of
Energy and Environmental Affairs

Electric Vehicle Supply Equipment (EVSE) Deployment

An Overview of Current Goals, Programs and Policies to Advance EV Charging

Where We Are

- **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 (9,413) has 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

State	Population	Count of EV Ports	Ports Per Capita (per 10,000)
1. Vermont	647,464	1,284	19.83
2. District of Columbia	678,972	1,275	18.78
3. California	38,965,193	56,055	14.39
4. Massachusetts	7,001,399	9,413	13.44
5. Colorado	5,877,610	6,532	11.11

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)

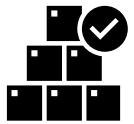
- Public funding remains **an important tool in driving EV charging deployment**.
- **Over 2/3 of all public EV chargers have received funding** from state or utility programs.
- Massachusetts will look **to foster a self-sustaining EV charging infrastructure market over time.**

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.

State EV Charging Priorities

- 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).

Initial EVICC Assessment

- **Key takeaways from the Initial EVICC Assessment:**
  - Additional EV charging infrastructure is needed
  - The customer charging experience needs improvement
  - Massachusetts should prioritize charger access for “garage orphans,” renters, and rural communities
  - A lack of grid capacity poses challenges to deployment
  - The State should better promote its EV charger incentive programs and awareness on the availability of EV charging

Initial Assessment Recommendations and Work of Interest to Municipalities

- **Recommendations from the Initial EVICC Assessment included:**
  - Enact "Right to Charge" legislation

    Status: Initial legislation for condos passed; developing legislation to expand access.
  - Expand curbside and overnight charging access

    Status: $11M+ allocated; programs launched targeting multi-unit dwellings.
  - Prioritize investments in underserved communities

    Status: New EVICC-funded programs focus on environmental justice and rural areas.

- **Work of specific interest to municipalities includes:**
  - In February 2024, EVICC allocated $50 million in ARPA funds to several EV charging programs, including$38 million to MassCEC for innovative charging programs to help scale new technology/business models
  - The 2024 Climate Act, signed on November 21, 2024, included several provisions related to EVICC, including Grants residents of condos and homeowners' associations the "right to charge"
  - EVICC released two public resources on Public Level 2 Charging Station Fees and policies

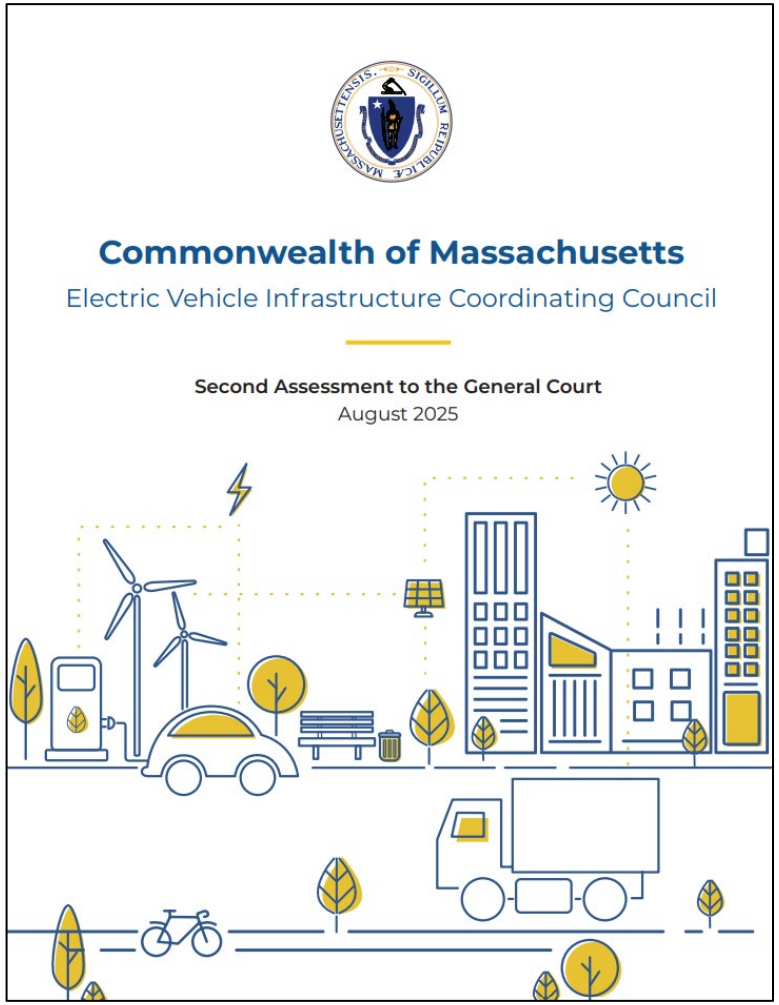
An update on all of the recommendations from the Initial EVICC Assessment is included in the Second EVICC Assessment.

Second EVICC Assessment

- **Following workplan release (Fall 2024), public listening session (Spring 2025), and a public draft release (June 2025), Thefinal 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.



How We Plan to Get There – Second Assessment Strategic Plan

The Second Assessment recommends **32 strategic actions** to ensure that Massachusetts is well-positioned to continue its progress in deploying EV chargers and to effectively adapt to changing circumstances.

The strategic actions are organized into the following categories:

Be More Strategic

- Prioritizing Value – see slide
- Unlocking Private Funding – build on MassCEC's innovative success and unlock new business models like Charging-As-A-Service
- Minimizing Grid Impact – by working with electric utilities to develop strategies and programs that minimize grid upgrade needs

Improve Efficiency

- Enhancing Current Programs – see slide
- Reducing Barriers – see slide

Be Proactive

- Proactive Planning – grid system and resilience planning in collaboration with electric utilities
- Sustainable Funding – innovative ways to ensure critical programs are continued through optimal phase-out schedule

Significantly Improve the Charging Experience – see slide

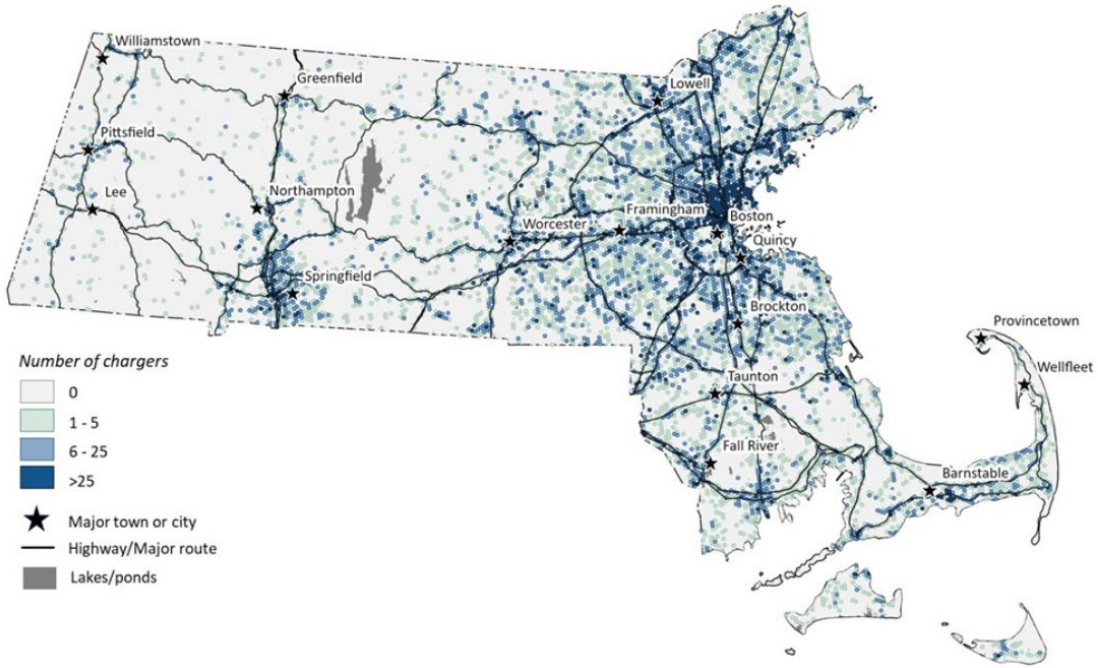
Public Charging

- Public Level 2 chargers can serve several charging use cases, including providing charging within communities to support daily trips and serving residents without off-street parking.
- Public DCFC tend to be the most convenient charging option for drivers when charging away from home and can serve multi-unit dwellings.
- The availability of DCFC along the state's main transportation corridors is critical for meeting charging demand and addressing range anxiety and charger availability concerns.
- The Second EVICC Assessment identified gaps in the state's network of public DCFC along secondary corridors.

Estimates of public chargers needed in 2030 and 2035

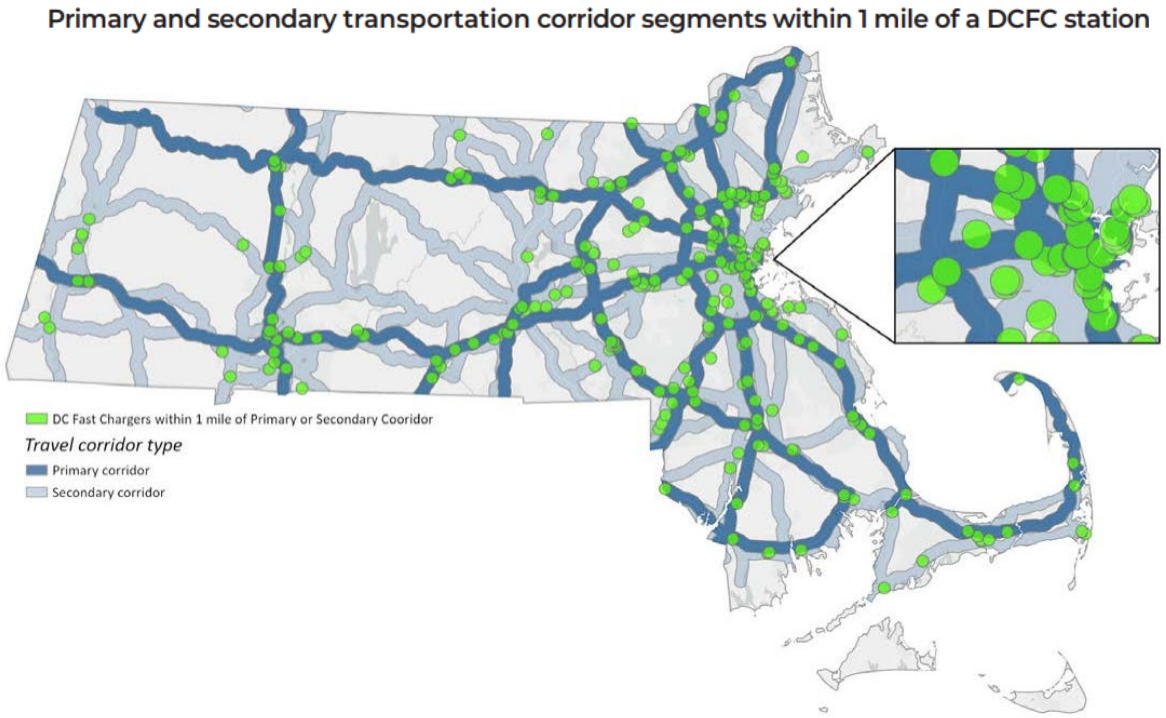
Type	2030	2035
Level 2	40,000	92,000
Public DCFC	5,500	10,500

Public Level 2 chargers forecast to serve 2.4 million light-duty EVs by 2035



EV Charging Program Gaps

- The Second Assessment also recommends that the following gaps in the EV charging network and existing program offerings be prioritized moving forward:
  - Ensuring a baseline of **fast charging along secondary transportation corridors;**
  - Scaling on-street charging and charging at public transit parking lots in residential areas to **support residents without off-street EV charging**, particularly in municipalities without existing on-street charging programs; and,
  - Deploying **MHD fleet charging**, including charging for transit fleets, at or near where fleet vehicles are housed, both for individual fleets and at depots to serve multiple fleets.

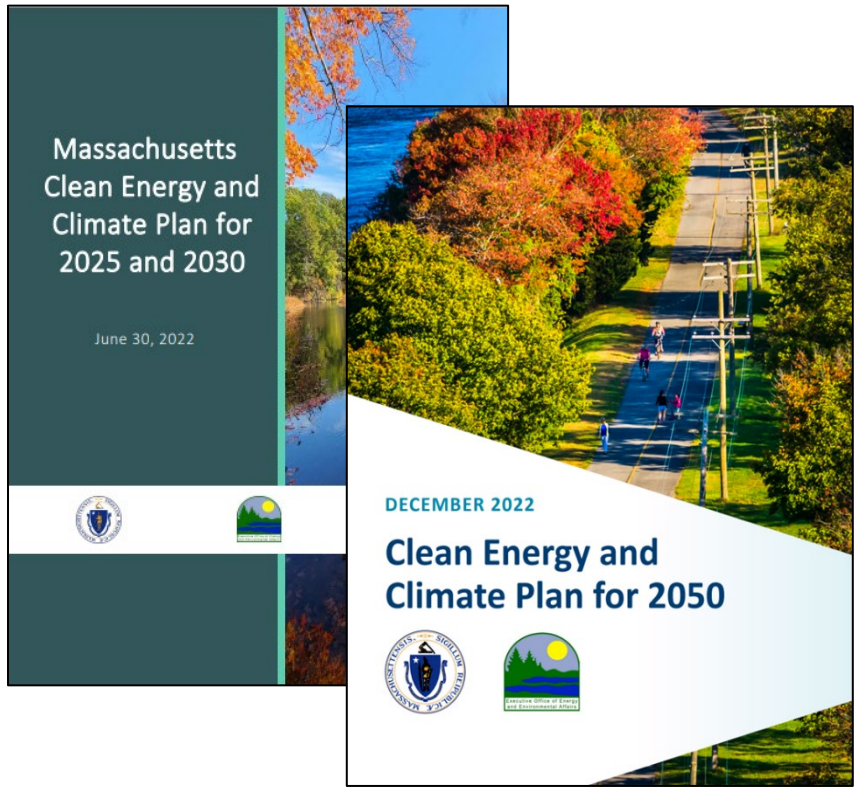


Stay Involved

- Attend the Monthly EVICC Meetings
  - First Wednesday of every month; 1-3pm
- Visit the EVICC Website
  - Website includes meeting schedule, past meeting notes, the First Assessment, and other resources
- Sign-Up for the EVICC Email List

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

Thank You