Commonwealth of Massachusetts

Executive Office of
Energy and Environmental Affairs

Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

April 1, 2026

Agenda

Opening

- Roll call, meeting agenda and objectives, and vote on meeting minutes
- Administrative Updates

Educational Presentation

- Overview and Update on Section 103
- Final Section 103 Charging Hub Analysis
- Future Funding Opportunities related to Section 103 hubs
  - MassCEC MHD Charging Hub Program
  - EEA/MassDEP Secondary Next Steps

Public Comment

Meeting Objectives

- Ensure stakeholders understand and have transparency into:
  - The process required by Section 103 of the 2024 Climate Act
  - The outputs of the Section 103 charging hub analysis
  - The next steps related to the charging hub analysis

Vote on March Minutes

Administrative Updates

- Procedural schedules were issued in the dockets on Eversource and National Grid's proposed 2027-2030 EV programs (D.P.U. 25-188 and D.P.U. 25-189, respectively)
  - April 14th: Deadline for intervenor testimony
  - May 14th: Deadline to issue discovery (i.e., substantive questions)
  - May 29th: Deadline for discovery responses

- **Save the Date** – Wednesday, June 10, 2026 – Drive Electric Massachusetts Symposium + June EVICC Meeting
  - Registration Coming Soon
  - Add the Symposium to your calendar in the meantime!

- MassCEC's Mobile Charging Solutions Webinar Series (more on the next slide)

Mobile Charging Solutions Webinar Series

Webinar series exploring fleet electrification using mobile charging solutions with charging manufacturers, industry experts, and fleet owners/operators.

Visit our webpage to view the recordings and slides from our previous webinars:

- Meet the Mobile Charging Manufacturers Parts 1 & 2
- Mobile Charging Case Studies
- Zero-Emission Charging Safety Education Webinar:

Stay tuned for registration details for our upcoming webinar!

- **MassCEC MHD Mobile Charging Solutions Pilot Lessons Learned: Fleet Spotlight**
  - Join us to hear from fleets participating in MassCEC's Mobile Charging Pilot. Fleet operators will share lessons learned, including the challenges and successes that come with using mobile charging solutions for the first time.
  - **Summer 2026** – Registration Details to be Announced

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Administrative Updates (cont.)

- **New EVICC Chair** (as of April 13th) – Melissa Mittelman, EEA Assistant Secretary for Decarbonization

Rules for Presentations / Public Comment

Presentations

- Presenters should keep to the assigned time
- The EVICC Chair will allow questions from EVICC members first and then the public if time remains

Public Comments

- Use the “raise hand” function to indicate your desire to speak at the appropriate time
- Identify yourself and affiliation prior to commenting
- Limit comments and questions to 3 minutes
- Please engage in constructive and respectful dialogue
- Be able to substantiate assertions or claims in support of comments

Public Comments

Presentations

Section 103 Process

Transportation Electrification Grid Planning Process

- Section 103 of the 2024 Climate Act established a new grid planning process to support future EV charging needs.
  - **Context:** Section 103 modified section 81 of the 2022 Climate Act, which established EVICC.
  - **Modification:** Section 54 of Chapter 14 of the Acts of 2025 amended paragraphs (5) and (6) of Section 103.

- Specifically, Section 103 requires:

1) EVICC to produce a **10-year EV charging forecast** and identify potential electric distribution grid constraints.
   - Chapter 4 of the Second Assessment includes 10-year forecasts.
   - Chapter 5 of the Second Assessment includes an overview of the analysis of associated grid constraints.
2) EVICC to work with stakeholders, state agencies, and the EDCs to **identify charging hubs** along transportation corridors and for use by medium- and heavy-duty vehicle (MHDV) fleets.
   - MBTA and MassDOT provided discrete lists of charging hubs for both categories. Additionally, EVICC retained a consultant to identify ideal areas for hubs via technical analysis and engagement with EVICC stakeholders.
3) The electric distribution companies (EDCs), Eversource, National Grid, and Unitil, to develop **a plan to build new infrastructure to meet the 10-year EV forecast and identified charging hubs**.
   - The EDCs may seek cost recovery of identified investments with DPU.

Section 103 Inputs and Outputs

Second EVICC Assessment

10-Year Forecast
Potential grid constraints based on the forecast in the EVICC Assessment

Section 103 Charging Hubs

Planned sites

MBTA planned
charging infrastructure site list

MassDOT planned
charging infrastructure site list

Potential, optimal sites

Section 103 census tract list
for Secondary Corridor Charging Hubs and Fleet Charging Hubs

Utility distribution system plan required under Section 103 (d) (4)

Identify optimal locations for these types of sites to inform **future funding opportunities**

Section 103 Grid Plan: 10-Year Forecast

Grid Constraints Based on 10-Year Forecast

- Based on the Second Assessment, EEA and the EVICC technical consultants, Synapse Energy Economics, developed a list of feeders and substations that may require upgrades due to future transportation electrification. The list includes:
  - Feeders with a load-to-capacity ratio at or above 80 percent in 2030.
  - Substations with a load-to-capacity ratio at or above 100 percent in 2035.

- Overloaded feeders and substations included in the list were identified using the 10-year forecast in Chapter 4 of the Second Assessment that utilizes Bloomberg New Energy Finance's EV adoption forecast, applied to Massachusetts.

- The 10-year forecast based on the 2030 Clean Energy and Climate Plan EV adoption estimates was not used because:
  - Recent federal action has had significant and unforeseen impacts on EV adoption rates.
  - Utilizing a more "conservative" forecast ensures that:
    a) the highest priority grid upgrades are addressed first; and,
    b) grid upgrades are only built where they are most likely to be needed.

- The forecast assumes that the current managed charging participation rates persist.

Section 103 Grid Plan: Planned Sites

MBTA and MassDOT Planned Charging Hubs

Future EV charging sites planned by MBTA and MassDOT that meet the Section 103 transportation corridor and MHDV charging hub definition were identified during the Section 103 stakeholder engagement process.

Massachusetts Bay Transportation Authority (MBTA)

- **MHDV Charging Hubs:** MBTA provided a list of planned, future electric bus depots and their anticipated, incremental load.
- **Transportation Corridor Charging Hubs:** MBTA provided a list of optimal charging hub locations at commuter rail and park and ride sites that were explored for their Charging and Fueling Infrastructure (CFI) Grant Program application. MBTA and MassDOT continue to explore opportunities to build out charging infrastructure at these sites.

Massachusetts Department of Transportation (MassDOT)

- **Transportation Corridor Charging Hubs:** MassDOT provided anticipated, incremental grid capacity needs at their Service Plaza locations needed to accommodate EV charging over the next three years.

An electric vehicle charger at the Natick Service Plaza on the Massachusetts Turnpike. DAVID L. RYAN / BOSTON GLOBE STAFF. Available at: https://www.bostonglobe.com/2025/07/22/business/ev-charging-mass-turnpike-applegreen/.

Section 103 Grid Plan: Potential, Optimal Sites

Charging Hubs Census Tract Analysis

EEA retained E3 and Cambridge Systematics to develop frameworks to identify ideal charging hub locations, pursuant to Section 103, for:

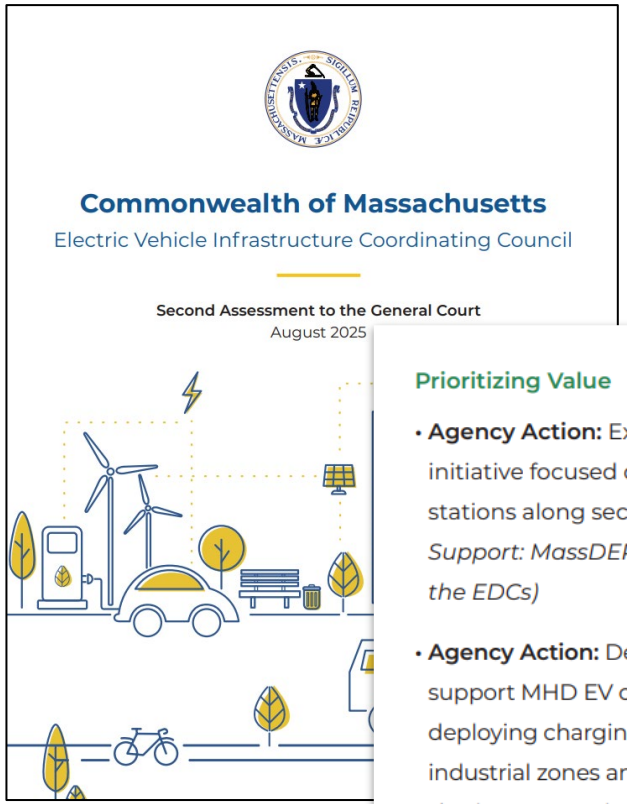
- Fast charging hubs along transportation corridors; and,
- Charging hubs to serve MHDV fleets.

Consistent with the findings and the 1st and 2nd recommendations of the Second EVICC Assessment, the frameworks focus on:

- Fast charging along secondary transportation corridors (defined later in this presentation) as primary transportation corridors are the focus of the National Electric Vehicle Infrastructure (NEVI) program and the MassDOT Service Plaza efforts.
- Shared and public access charging hubs for MHDV fleets to address the upfront cost barrier of EV charger for smaller fleets.

The output of the frameworks are census tracts that are ideal for each charging hub type.

- These census tracts will inform state programs and funding opportunities.
- They are not granular enough to inform EDC grid planning at this stage.



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)*

1st and 2nd recommendations of the Second EVICC Assessment

Section 103 Grid Plan

EDC-EVICC Coordination Steps

- EEA, on behalf of EVICC, provides the EDCs with the lists of grid constraints and charging hubs discussed on prior slides
  - **Status:** EEA provided the EDCs with these lists.

- The EDCs evaluate whether the identified feeders and substations and planned charging hubs are likely to be overloaded considering additional new loads, sources of generation, and other relevant information.
  - **Add'l Context:** The EDCs may identify additional feeders or substations that their analysis shows will overload by 2030 and 2035, respectively.
  - **Status:** The EDCs completed and are finalizing a summary spreadsheet the analysis for the feeders and substations identified in the 10-year forecast and have begun analysis on the planned charging hubs.

- For grid constraints confirmed by the EDCs, EEA has asked the EDCs to identify:
  - If any upgrade(s) have already been made or are already planned that would help mitigate the constraint.
  - Information on the upgrade(s) needed to fully mitigate the constraint.

Section 103
EV Charging Hubs Analysis

Final Presentation

CAMBRIDGE SYSTEMATICS

Energy+Environmental Economics

Eric Cutter, Partner
Chelsea Petrenko, Associate Director
Caitlin McMahon, Senior Consultant
Anna Clark, Consultant

Agenda

Content	Timing	Presenter
Project Overview	5 minutes	Chelsea Petrenko
Secondary Corridor Charging Hubs Framework and Results Deep Dive	15 minutes	Chelsea Petrenko
Fleet Charging Hubs Framework and Results Deep Dive	15 minutes	Caitlin McMahon

Section 103 Overview

+ **Section 103 of the 2024 Climate Act established a new grid planning process for EV charging.**
+ **Section 103 requires:**
  1. EVICC to produce a 10-year EV charging forecast.
  2. The EDCs to identify necessary grid upgrades based on a 10-year EV forecast.
  3. **EVICC to work with stakeholders, state agencies, and the EDCs to identify charging hubs along transportation corridors and for medium- and heavy-duty vehicles, prioritizing areas that can serve multiple use cases.**

Energy+Environmental Economics

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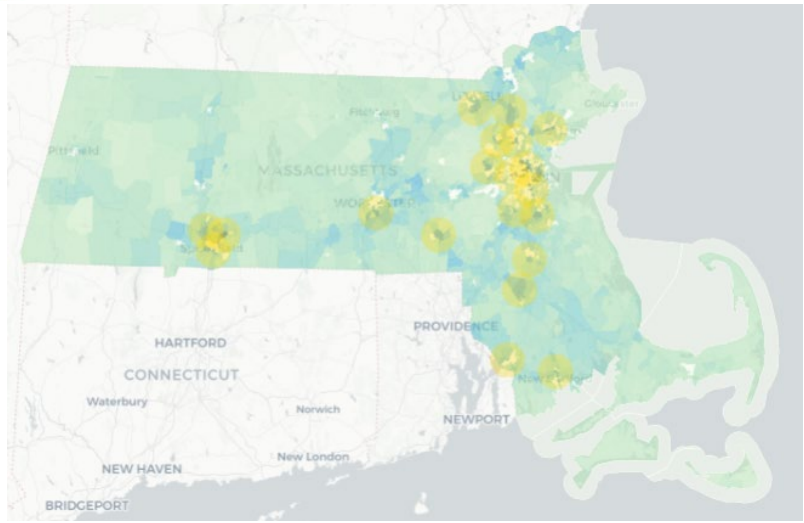


The objectives of this study are:

1. **Identify optimal locations** for these types of charging hubs which can apply for CEC funding.
2. **Share the tract list with the EDCs** to inform their distribution planning along with additional site lists from MassDOT and MBTA.

Methodology Overview & Timeline

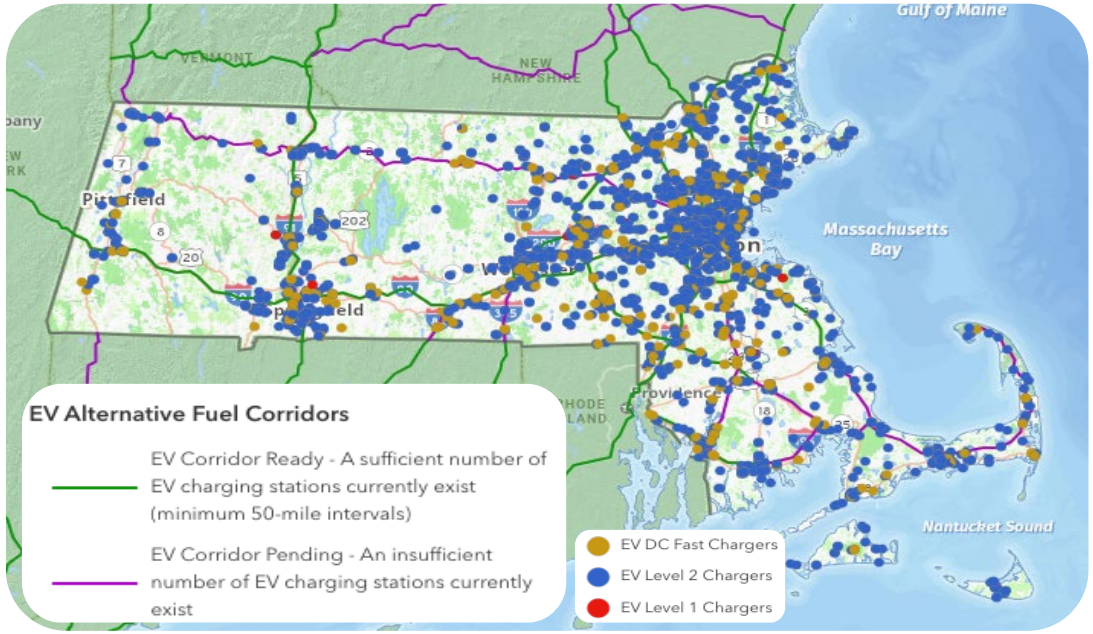
Project goal: Identify optimal charging hub census tract across Massachusetts,
informed by the Second EVICC Assessment and enhanced with advanced analytical tools

	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
Foundational Data Collection Aggregate and organize critical datasets from utilities, state agencies, and public sources.						
EV Charging Hubs Framework Development Establish a screening framework that reflects accessibility, emissions reduction, equity, and funding priorities.						
Site Selection Tool Deliver a transparent decision-support tool via Cambridge Systematics' LOCUS Tool.						
Stakeholder Meetings Lead three waves of stakeholder engagement with state agencies, EVICC, and the EDCs		Kick-off	Draft Framework	Draft Tracts		Final Tracts

This project aimed to identify two separate tract lists: one for secondary corridor hubs, one for fleet hubs

Secondary Corridor Hubs *(LDV focused)*

+ **Optimal use and location: Fast chargers along charging deserts on secondary corridors that enable travel along those roads**
  - Secondary corridors are state-owned roads that are not AFCs
+ **Existing Infrastructure:** Concentrated in Eastern MA, primarily L2



Fleets Hubs *(MHDV focused)*

+ **Optimal use and location: Shared depot or mixed-use charging to support smaller fleet electrification**
+ **Existing Infrastructure**: Owned and operated by large private companies and are primarily L2 (70-95%)
  - Amazon, Walmart, FedEx
  - Recent HDV fleets require L3
+ New MassCEC project in East Boston sited on ZipCar's land but also provides charging to rideshare drivers

*Other charging site lists will be passed to the EDCs (from MassDOT, MBTA, and EVICC), along with the tracts identified through this framework

Site Selection Tool Development

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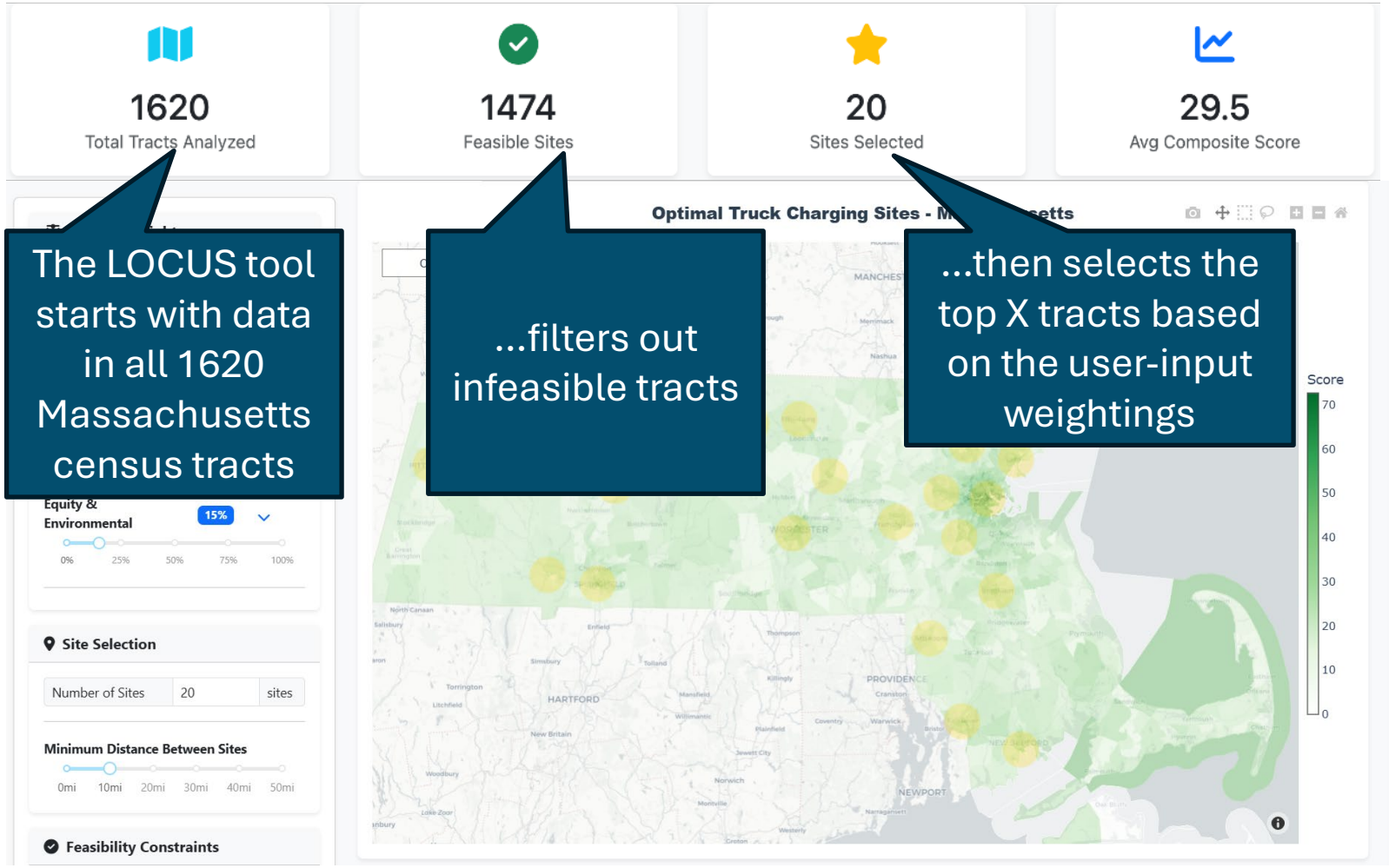
- **The team built a transparent decision-support tool via Cambridge Systematics' LOCUS Tool.**
  - The tool applies the stakeholder-reviewed tract selection framework to identify charging hubs
  - The LOCUS tool selects census tracts with the highest scores based on user-weighted criteria
  - Criteria in tool were selected after iterating through stakeholder feedback processes



Secondary Corridor Tool Framework and Results

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Selection Framework for Secondary Corridor Charging Hubs

Step 1

Filter out ineligible tracts

Binary filter

Feasibility Constraints

Secondary corridors filter: Within 0.5 mi

User input: minimum trips thru tract per day

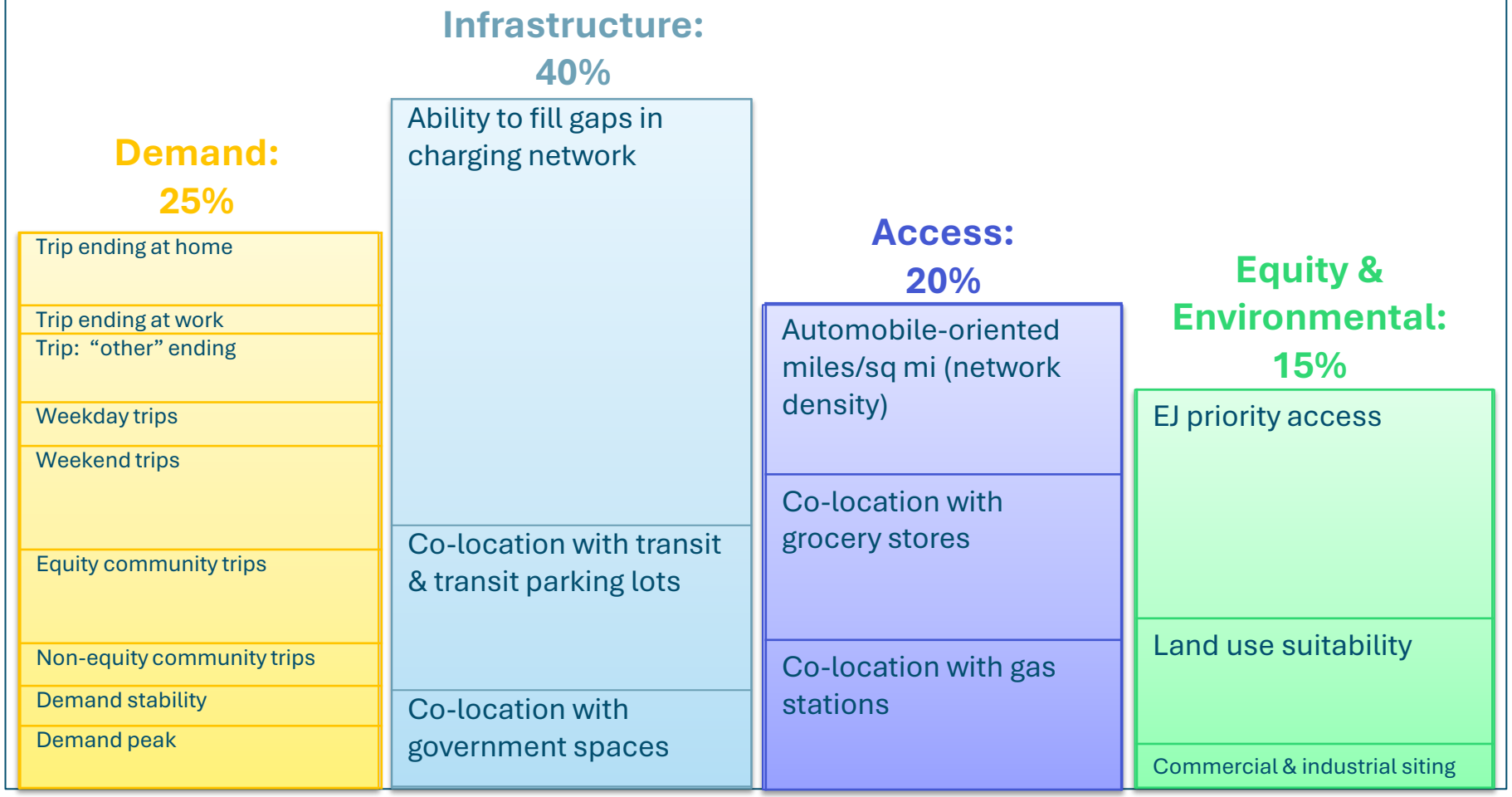
User input: minimum distance between selected tract centroids

Optional toggle: only include rural tracts

Optional toggle: only include tracts with >0 feeder headroom

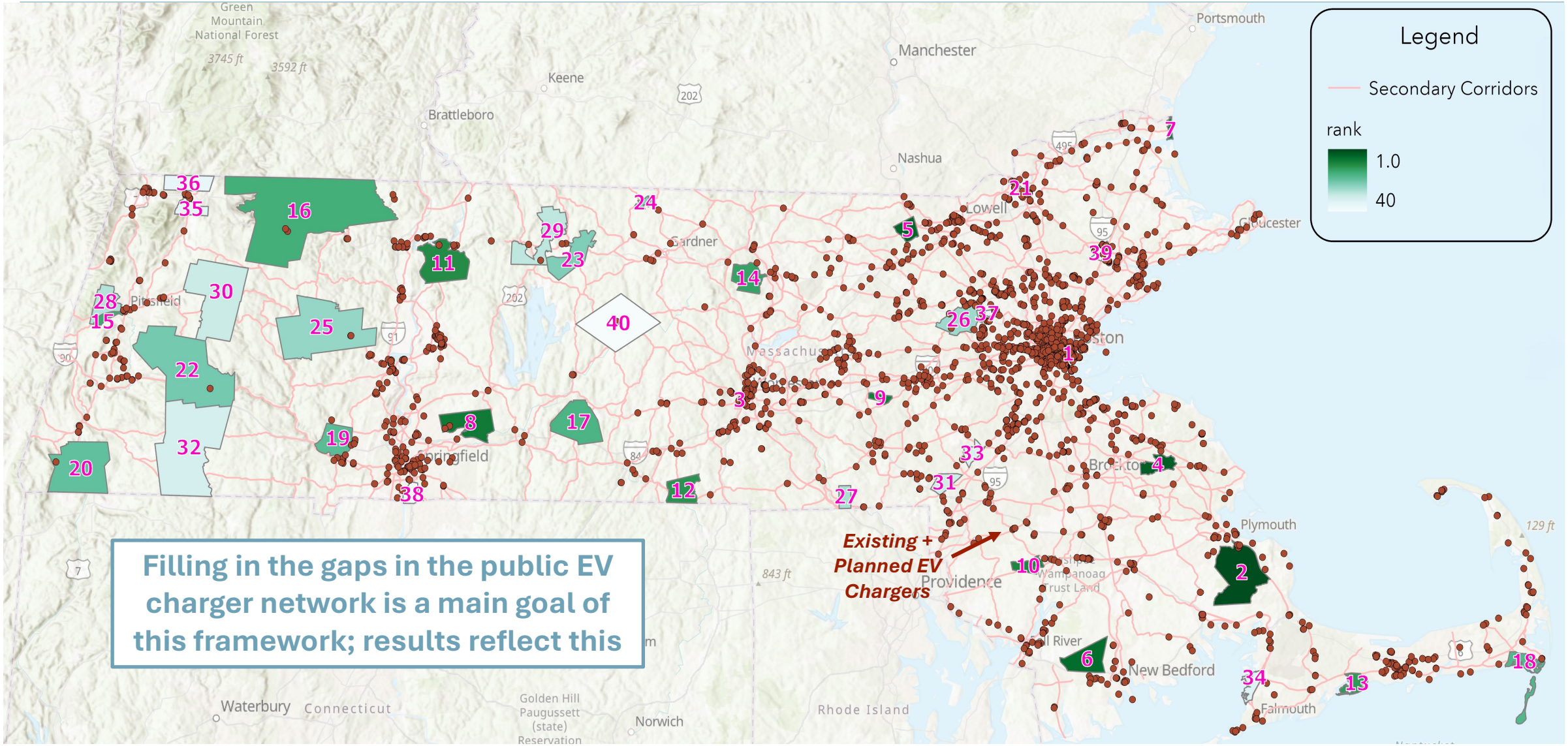
Step 2

User defines weights to a) four overall categories, and b) criteria within these categories



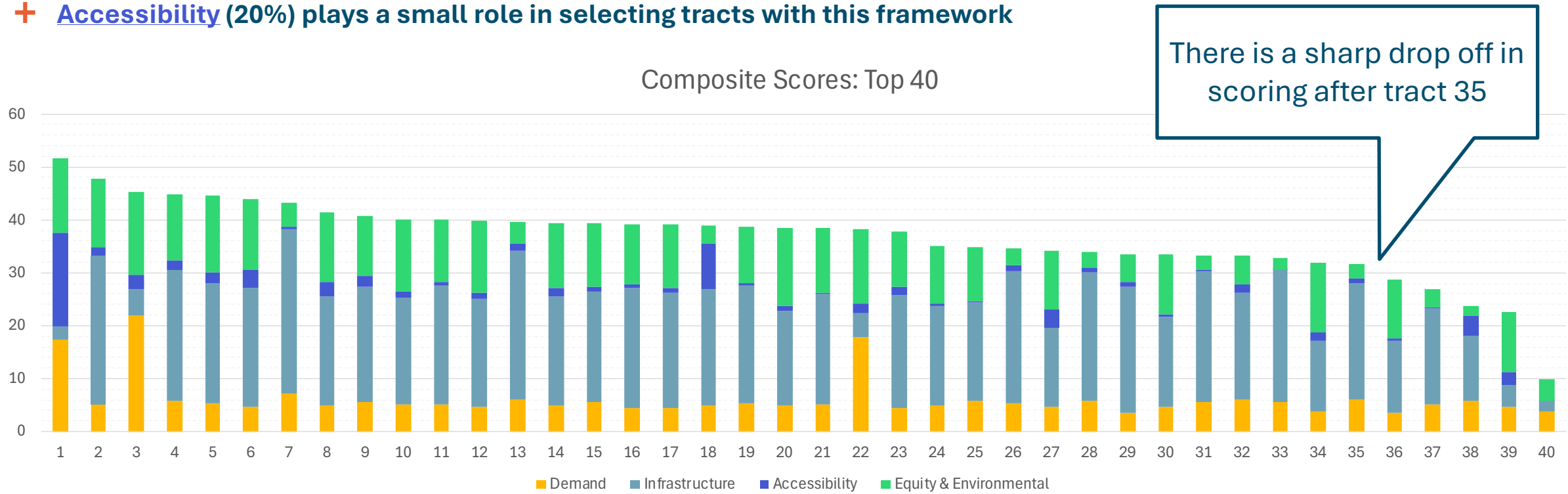
Secondary Corridor Charging Hubs: Top 40 Ranked Tracts

+ Existing & Planned Charging Infrastructure



Breakdown of Secondary Corridor Charging Hubs Results

- Infrastructure (40%) is a key driver for most tracts selected by the tool, aligning with the framework
- Demand (25%) is a large component of composite scores for only a couple of tracts, most other tracts have average scores
- Equity & Environmental (15%) varies in determining tracts selected – they are a large driver for only a couple of tracts
- Accessibility (20%) plays a small role in selecting tracts with this framework



Secondary Corridor Charging Results

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- The table lists the **top 20 census tracts for secondary corridor charging hubs in MA**, including their charging type, composite score, and whether they're rural
- Most of the highest-scoring tracts are **non-rural** and skew toward **long-distance charging use cases**, reflecting where the overlap of demand + network gaps are most pronounced.

Charging Type Guide

Long-distance

Areas with a higher concentration of long-distance (>50 mi) trip ends

Other

Areas with fewer long-distance (>50 mi) trip ends

Rank	Tract ID	Nearby City	Charging Type	Composite Score	Rural?
#1	25025070104	Boston	Long distance	52	No
#2	25023530600	Plymouth	Long distance	48	No
#3	25027731202	Worcester	Long distance	45	No
#4	25023503102	Hanover	other	45	No
#5	25017318100	Groton	other	45	No
#6	25005653102	Freetown	other	44	No
#7	25009267103	Newburyport	Long distance	43	No
#8	25013810414	Palmer	Long distance	41	No
#9	25017385101	Hopkinton	other	41	No
#10	25005613400	Attleboro	other	40	No
#11	25011040702	Deerfield	other	40	**Yes**
#12	25027755202	Southbridge	Long distance	40	No
#13	25001013002	Barnstable	Long distance	40	No
#14	25027709100	Fitchburg	other	39	No
#15	25003900700	Pittsfield	Long distance	39	No
#16	25011040100	Greenfield	Long distance	39	**Yes**
#17	25027761100	Milford	Long distance	39	No
#18	25001010700	Barnstable	Long distance	39	No
#19	25013812800	Springfield	other	38	No
#20	25003926100	Great Barrington	Long distance	38	No

The top 3 tracts are in Boston, Plymouth, Worcester

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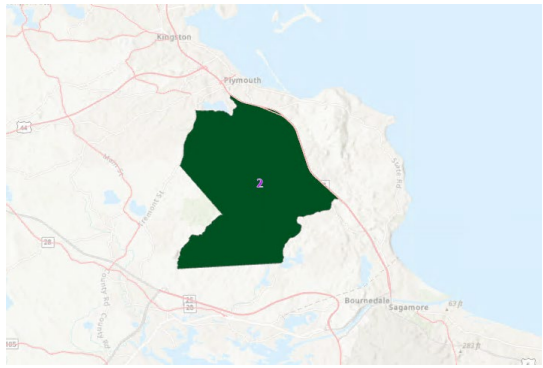
+ Boston: demand, accessibility, and equity drive selection

- Source/destination for many weekend and weekday trips, medium-high en-route charging potential, high accessibility for EJ communities
- Close to many secondary corridors: Rte 28, Rte 9, Rte 3, Rte 20, Rte 30, Rte 2A, Rte 1
- 4 MVA median feeder headroom

+ Plymouth: infrastructure drives selection

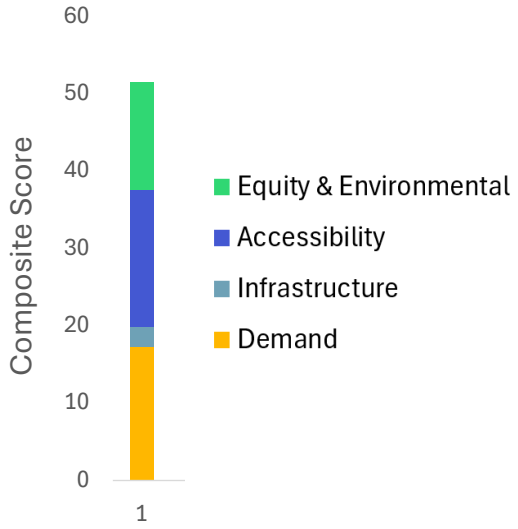
- Fills gap in charging network, high en-route charging potential, high transit overlap
- Close to secondary corridors: Rte 3, Rte 58, Rte 44, Rte 80
- 12.6 MVA median feeder headroom

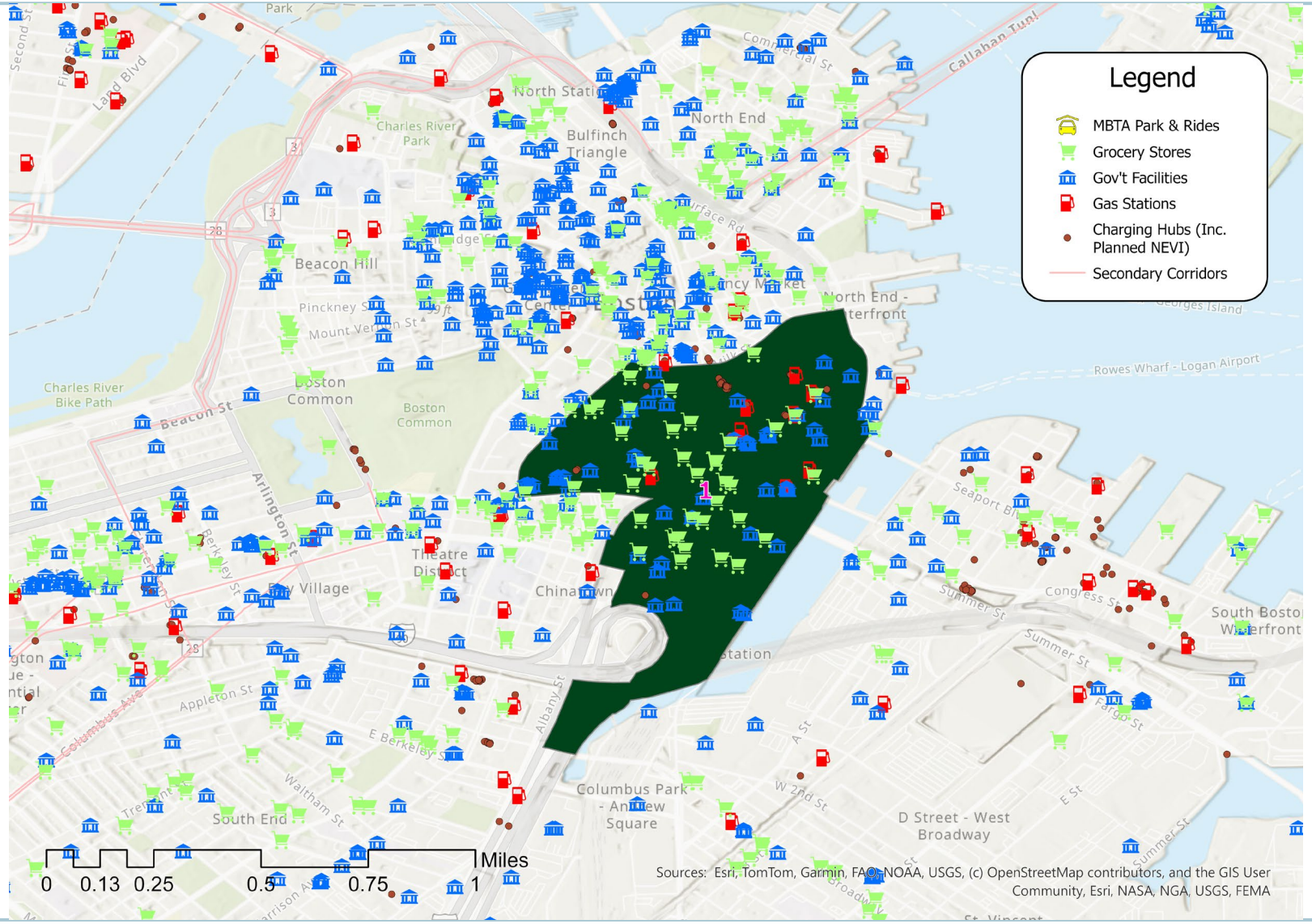


+ Worcester: demand, equity, and infrastructure drive selection

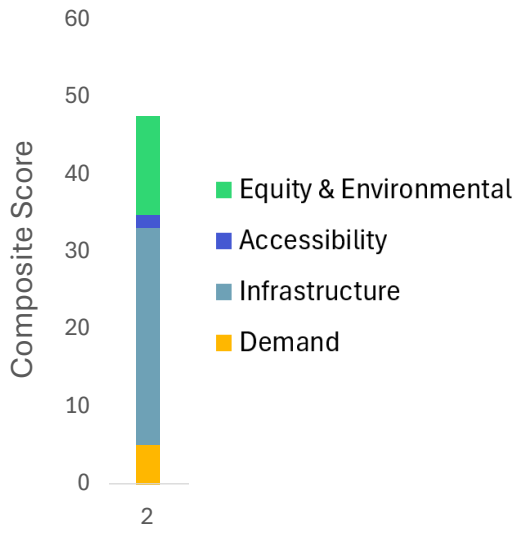
- Very high en-route charging potential, high transit overlap, high accessibility for EJ communities
- Close to numerous secondary corridors: Rte 12, Rte 9, Rte 122, Rte 146
- 2 MVA median feeder headroom

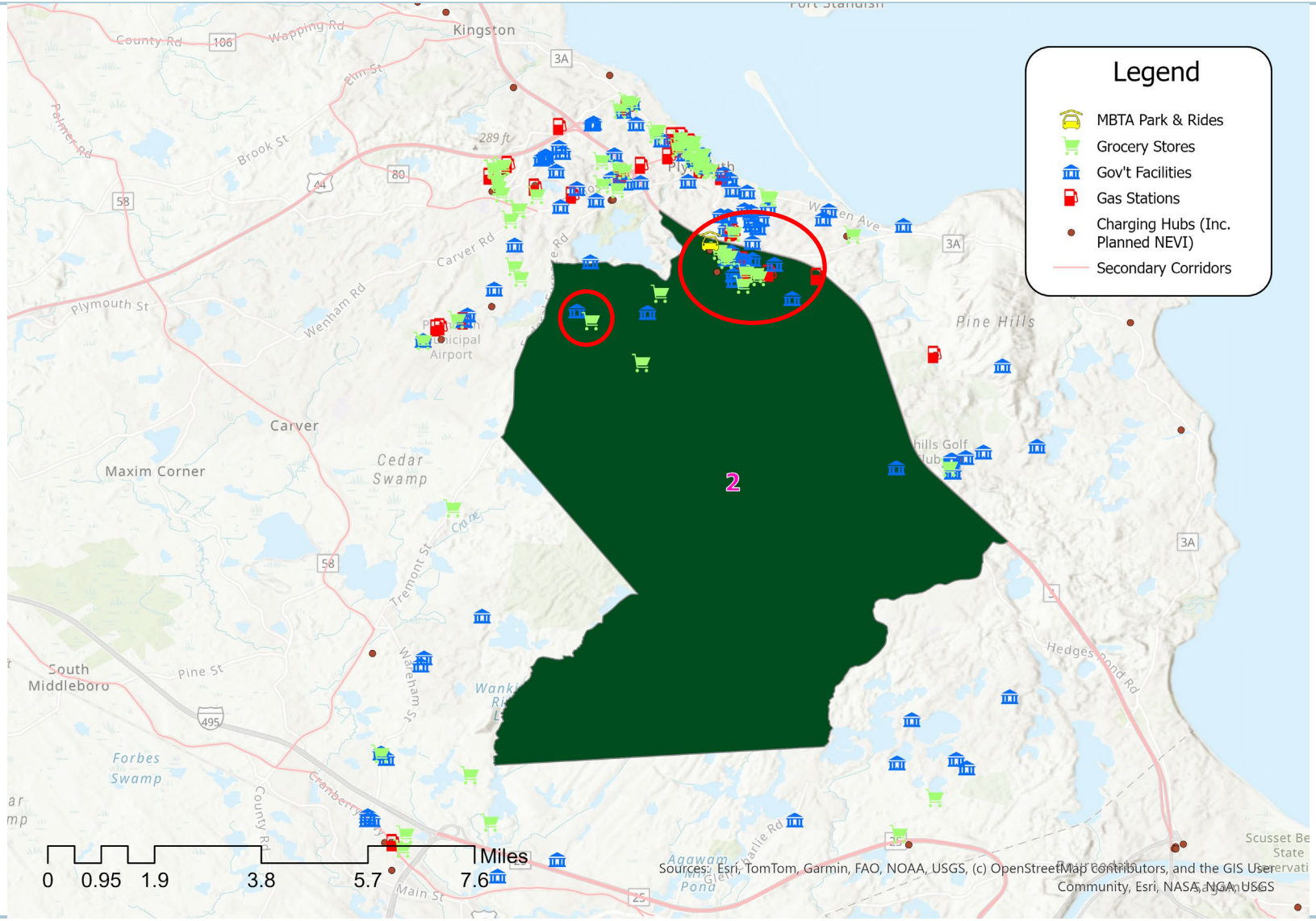
Tract #1: Potential Siting Options, Downtown Boston



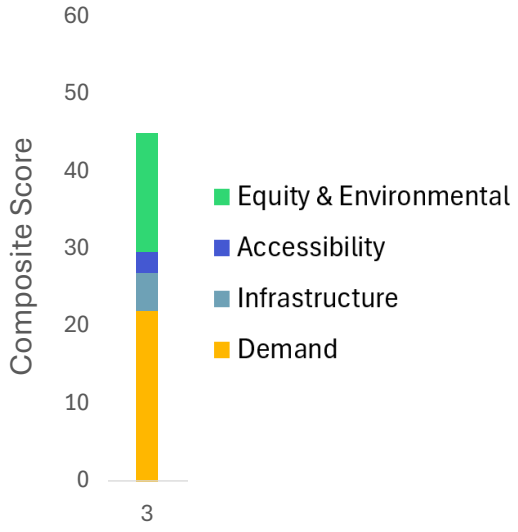


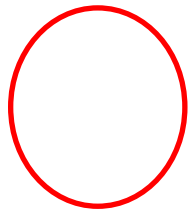
Tract #2: Potential Siting Options, Plymouth

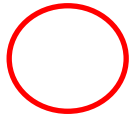




Tract #3: Potential Siting Options, Worcester

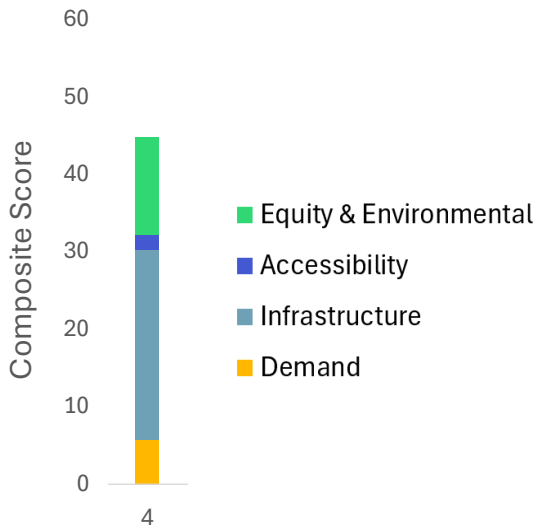


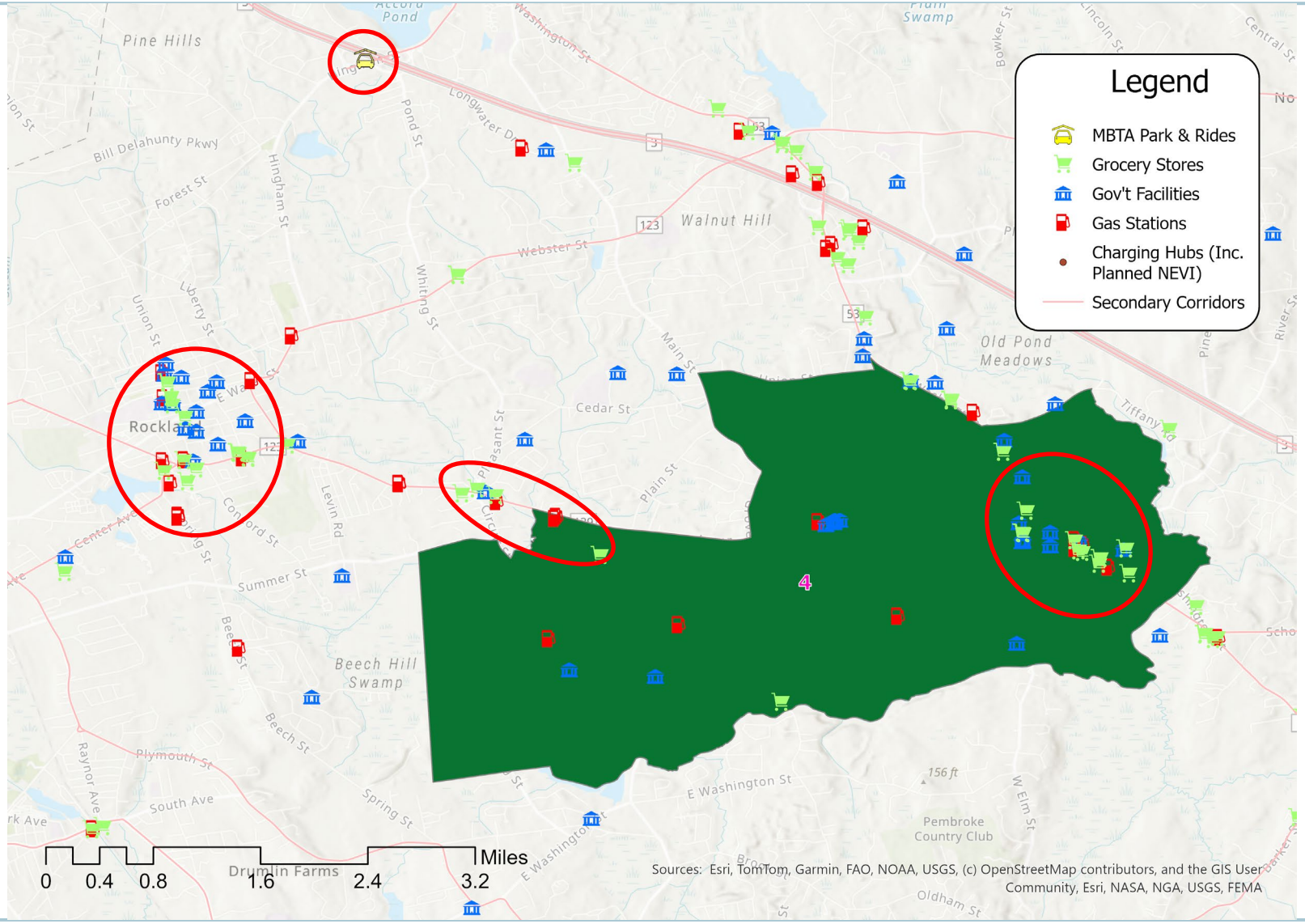




Potential sites for further research

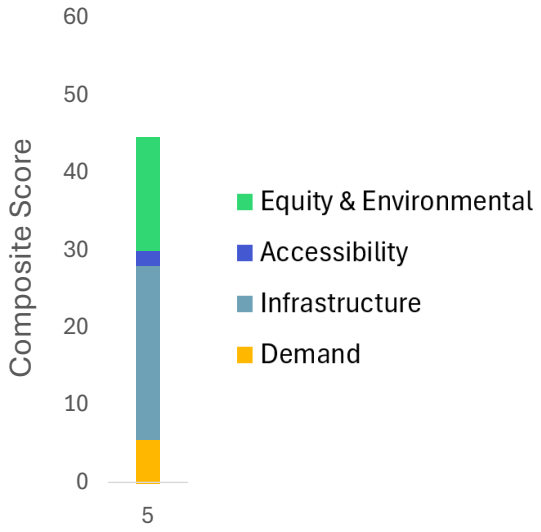
Tract #4: Potential Siting Options, Hanover

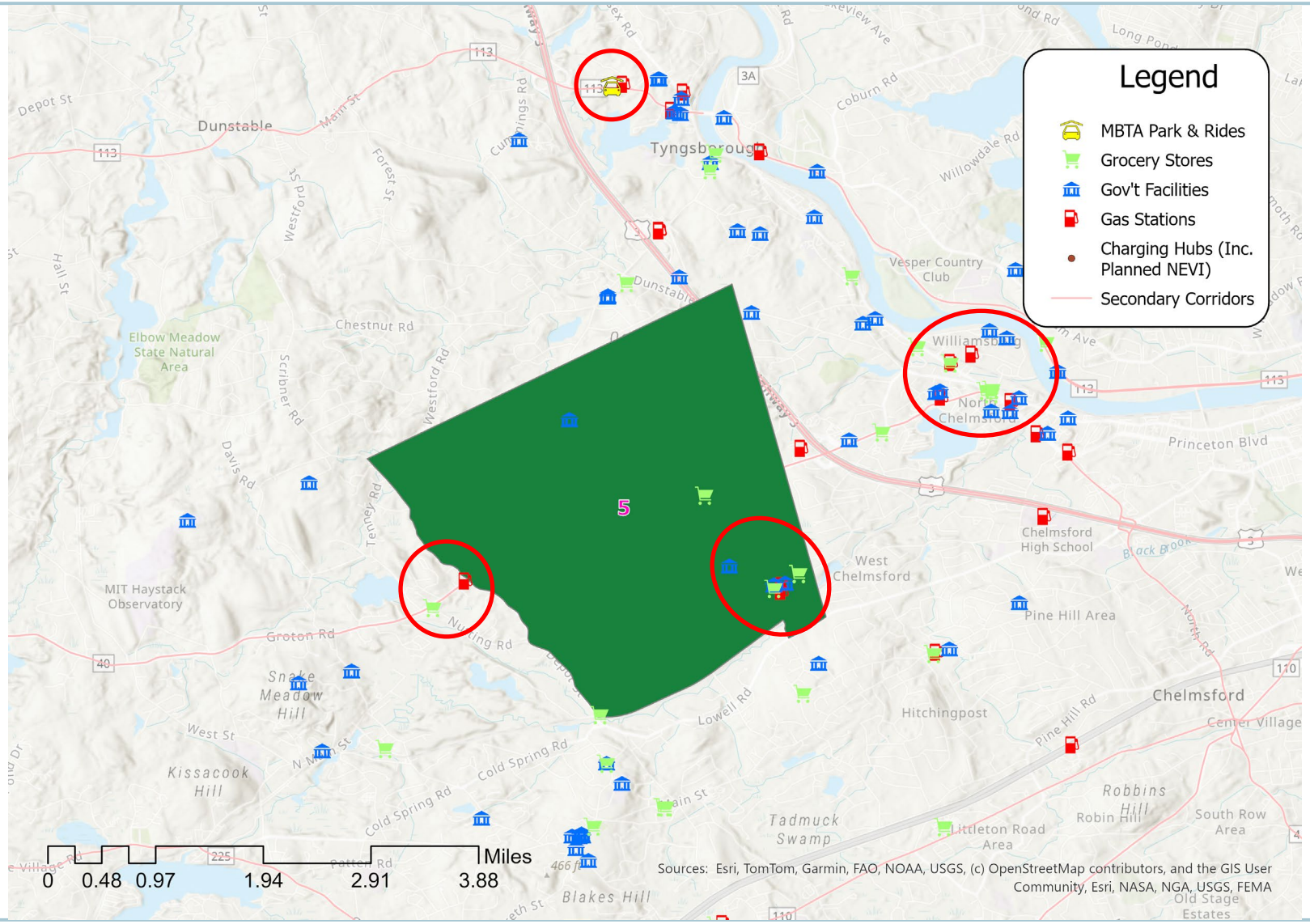




Potential sites for further research

Tract #5: Potential Siting Options, Tyngsborough

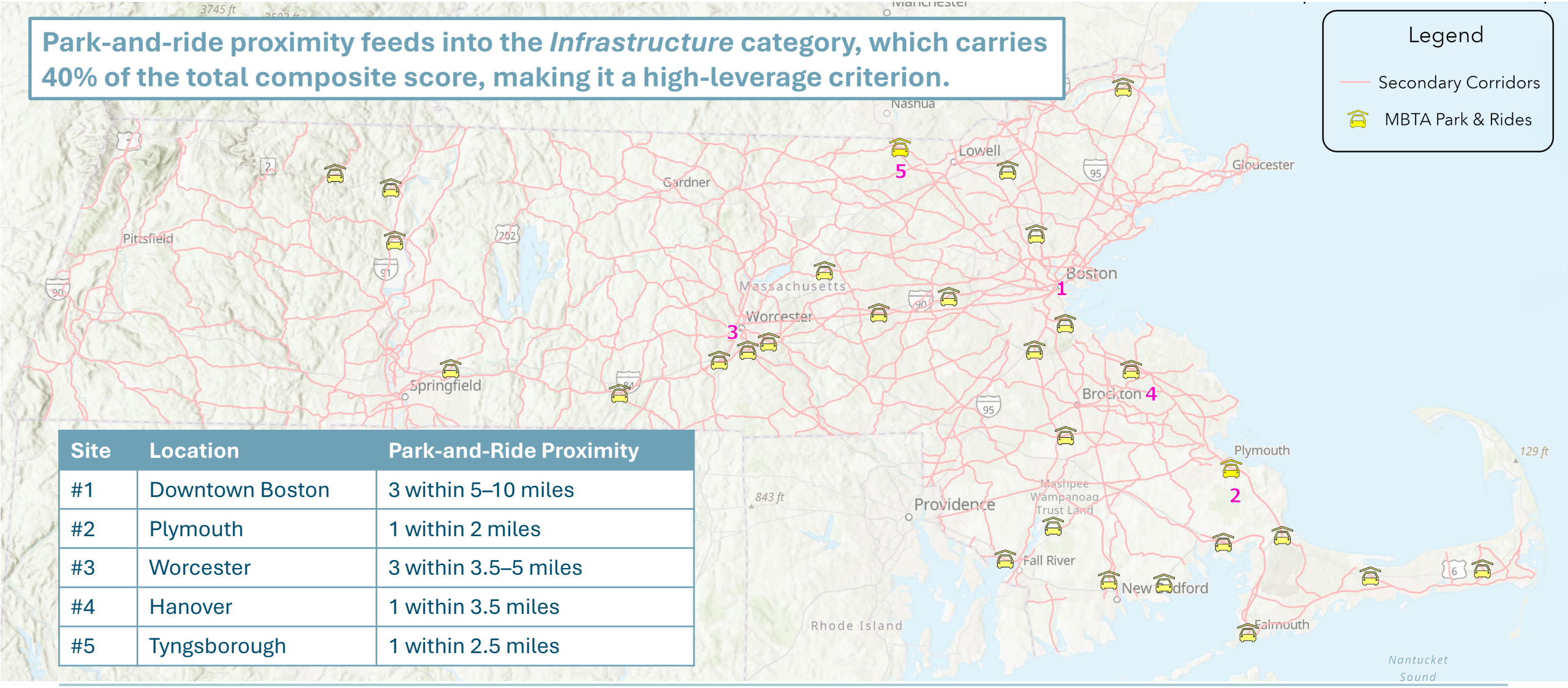




Potential sites for further research

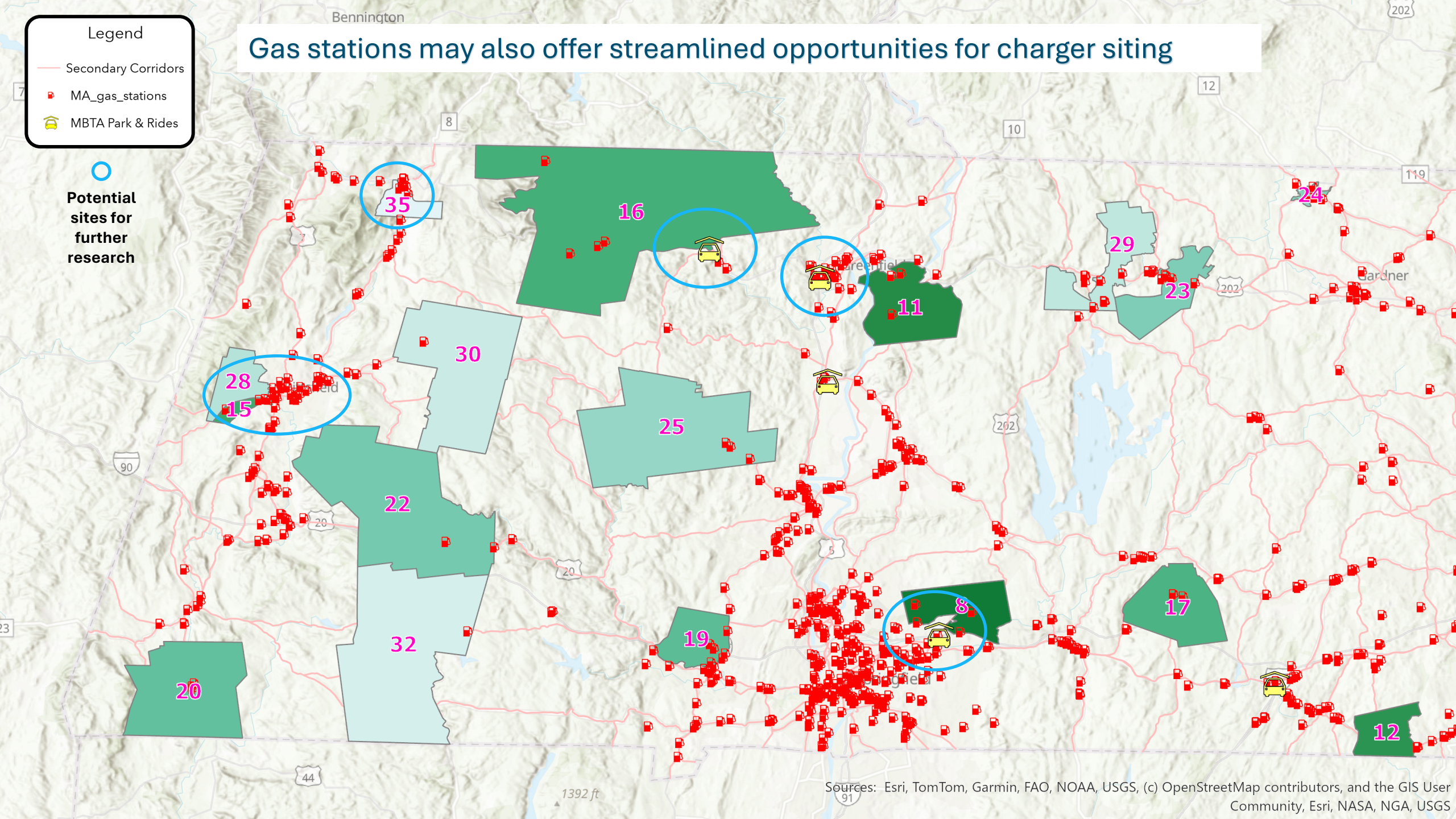
Proximity to Park-and-Rides Was a Major Driver of Top Rankings

Park-and-ride proximity feeds into the *Infrastructure* category, which carries 40% of the total composite score, making it a high-leverage criterion.



Site	Location	Park-and-Ride Proximity
#1	Downtown Boston	3 within 5–10 miles
#2	Plymouth	1 within 2 miles
#3	Worcester	3 within 3.5–5 miles
#4	Hanover	1 within 3.5 miles
#5	Tyngsborough	1 within 2.5 miles

Gas stations may also offer streamlined opportunities for charger siting



Key Takeaways: Secondary Corridor Charging Hubs

- **Focus on the top ~35 ranked tracts, where composite scores are strongest and align most clearly with project objectives; scores decline sharply beyond this point, indicating diminishing returns for near-term investment**
  - Siting studies will be needed to select candidate sites within these tracts: consider factors that were not meaningful at the census tract level (such as opportunities for future expansion, safety, parking lot size, public-private partnerships)
- **Highest-scoring tracts are concentrated in urban and suburban areas, including Boston, Worcester, Plymouth, Springfield, and major regional centers, where demand overlaps with network gaps and infrastructure opportunity.**
  - These locations typically sit near multiple secondary corridors, enabling both local access and regional travel continuity.
- **Infrastructure (40% weight) is the dominant driver of top rankings, particularly proximity to park-and-ride facilities and filling gaps in the existing charging network**
  - Proximity to park-and-ride facilities, which consistently elevates tract scores and supports multi-use charging (commuter, local, and en-route use cases).
  - Demand (25%) distinguishes the very top tracts, especially where: trip volumes are high across weekday and weekend travel

Fleet Hubs Tool Framework and Results

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Selection Framework for Fleet Charging Hubs

Step 1

Filter out ineligible tracts

Binary filter

Feasibility Constraints

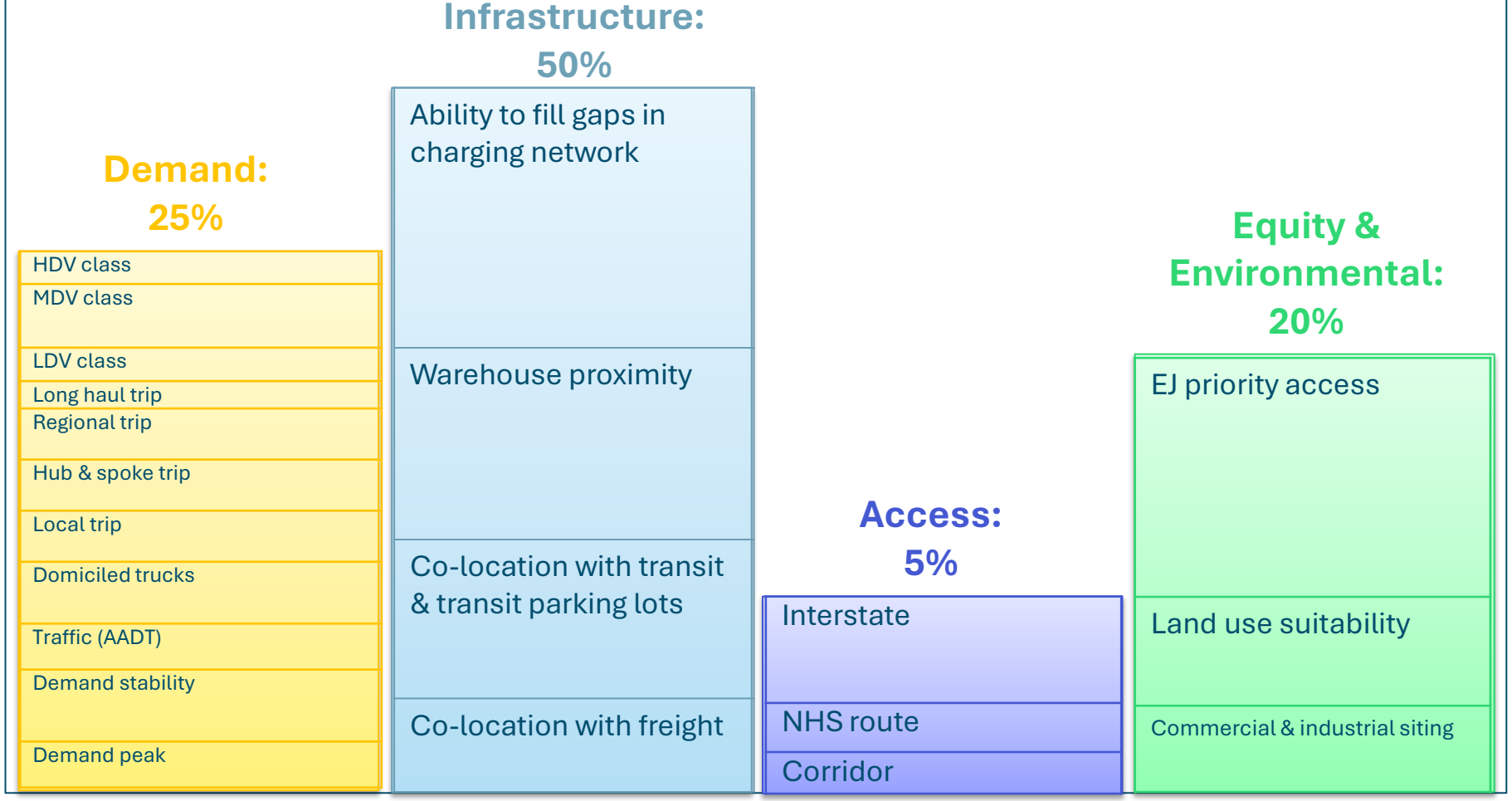
User input: minimum number of trips per day

User input: maximum density of schools, hospitals, and places of worship*

Optional toggle: only include tracts with >0 feeder headroom

Step 2

User defines weights to a) four overall categories, and b) criteria within these categories



* tractwide average

Fleet Charging Hub Results: Top 40 Tracts

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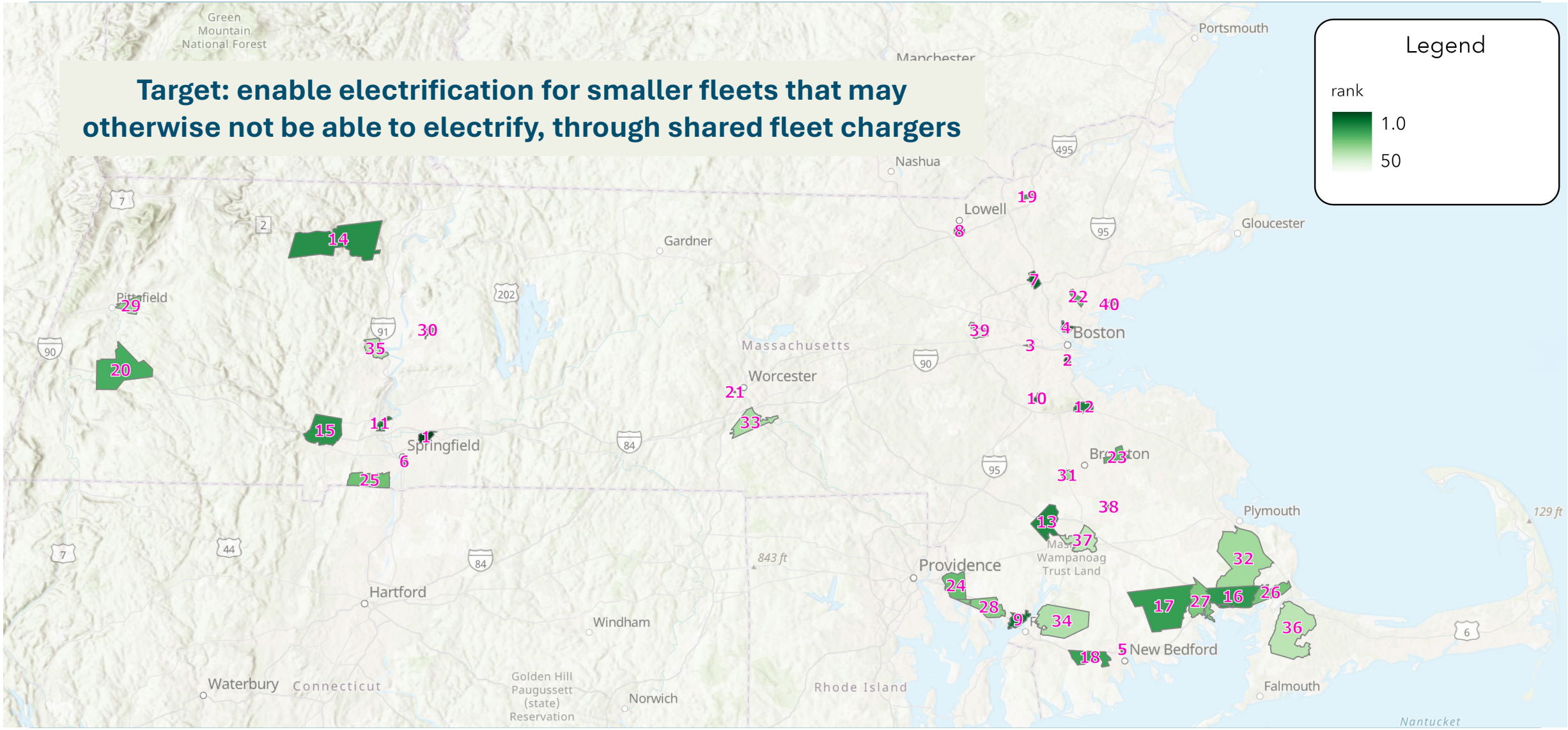
Target: enable electrification for smaller fleets that may otherwise not be able to electrify, through shared fleet chargers

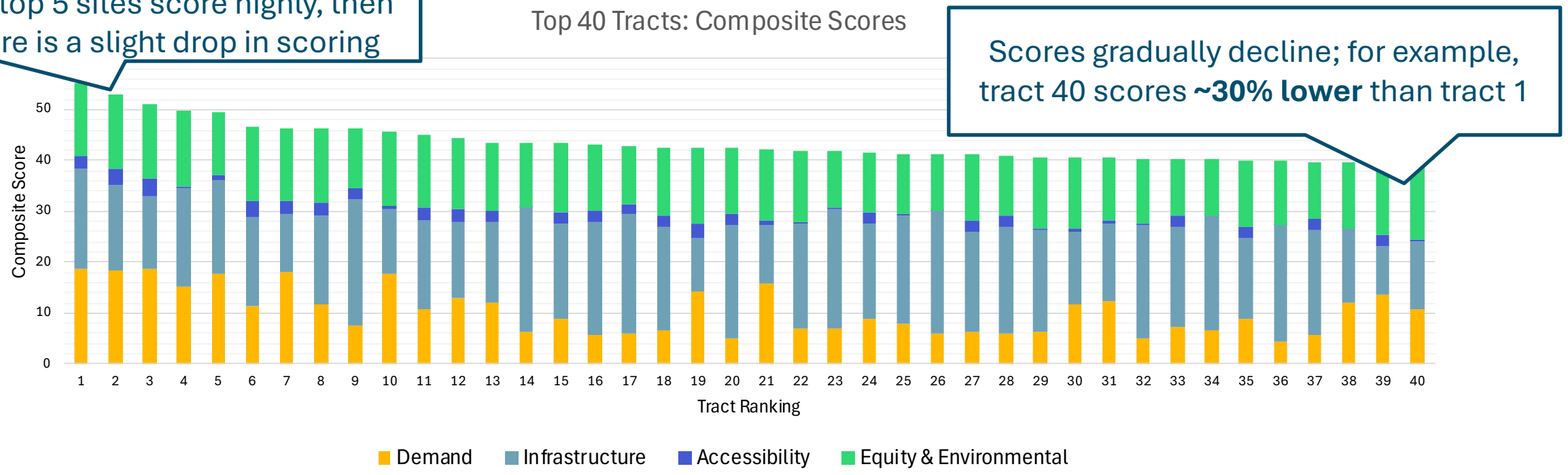


Breakdown of Fleet Charging Hubs Results

- **Infrastructure (50%) is a key driver for many tracts selected by the tool, aligning with the framework**
- **Demand (25%) is a significant driver for roughly a third of tracts selected**
- **Equity & Environmental (20%) plays a large role in tracts selected—16 points on average of the composite score**
- **Accessibility (5%) plays a small role in selecting tracts with this framework, primarily because high Accessibility scores are negatively correlated with Equity & Environmental scores**

The top 5 sites score highly, then there is a slight drop in scoring

Scores gradually decline; for example, tract 40 scores **~30% lower** than tract 1



Fleet Charging Results: Top 20 Tracts

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- These tracts are optimized to support **MHDV fleet charging**, with an emphasis on **near-term utilization and proximity to fleet activity, domicile locations, and freight and warehouse locations**.
- You'll see a mix of **mixed-use and depot** charging types, reflecting the range of fleet charging use cases the tool is designed to capture

Charging Type Guide

Depot
High domiciled trucks, overnight charging

Opportunistic
Frequent stops, 30-120 min, DC fast

Corridor
High AADT, long-haul, ultra-fast

Mixed
Multiple use cases

Rank	Tract ID	Nearby City	Charging Type	Composite Score	Median Headroom (MVa)
#1	25013800202	Springfield	Mixed	55	6.8
#2	25025090700	Boston (Dorchester)	En route/corridor	53	2.3
#3	25025000102	Boston (Allston)	Mixed	51	6.6
#4	25017342402	Malden	Mixed	50	3.3
#5	25005650800	New Bedford	Depot	49	3.7
#6	25013802000	Springfield	En route/corridor	47	4.9
#7	25017333601	Woburn	Mixed	46	3.0
#8	25017312200	Lowell	Mixed	46	5.2
#9	25005644200	Somerset	Mixed	46	1.5
#10	25025140201	Dedham	Mixed	46	1.2
#11	25013812103	Holyoke	Mixed	45	0.0
#12	25021419100	Braintree	Mixed	44	3.6
#13	25005613100	Taunton	Mixed	44	0.0
#14	25011041502	Shelburne Falls	Unclassified	44	4.7
#15	25013812800	Westfield	Mixed	43	10.0
#16	25023545200	Wareham	Mixed	43	12.8
#17	25023541100	Wareham	En route/corridor	43	6.0
#18	25005653101	New Bedford	En route/corridor	43	5.1
#19	25009251600	Lawrence	Mixed	43	1.2
#20	25003914100	Lee	Mixed	42	10.0

The top 3 tracts are in Springfield, Dorchester, Allston

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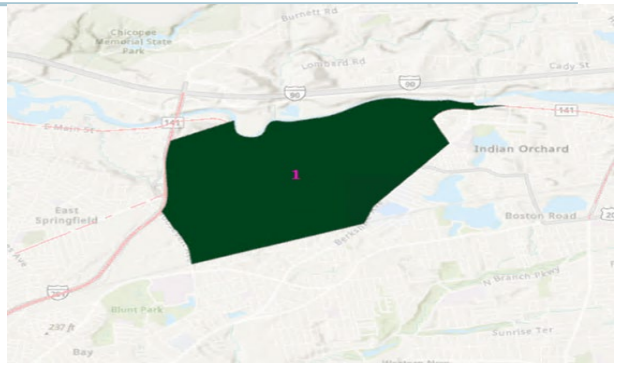
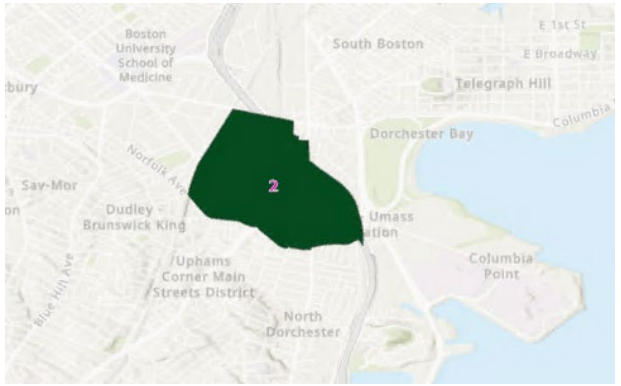
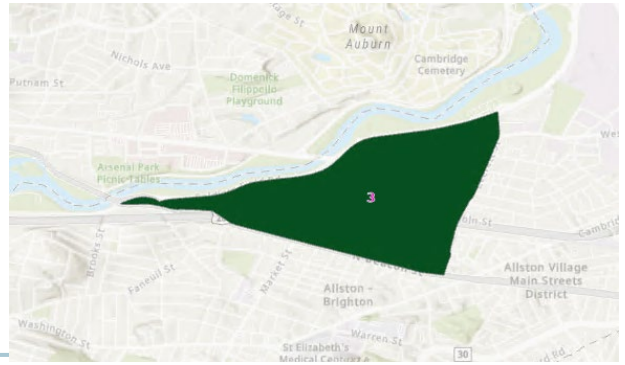
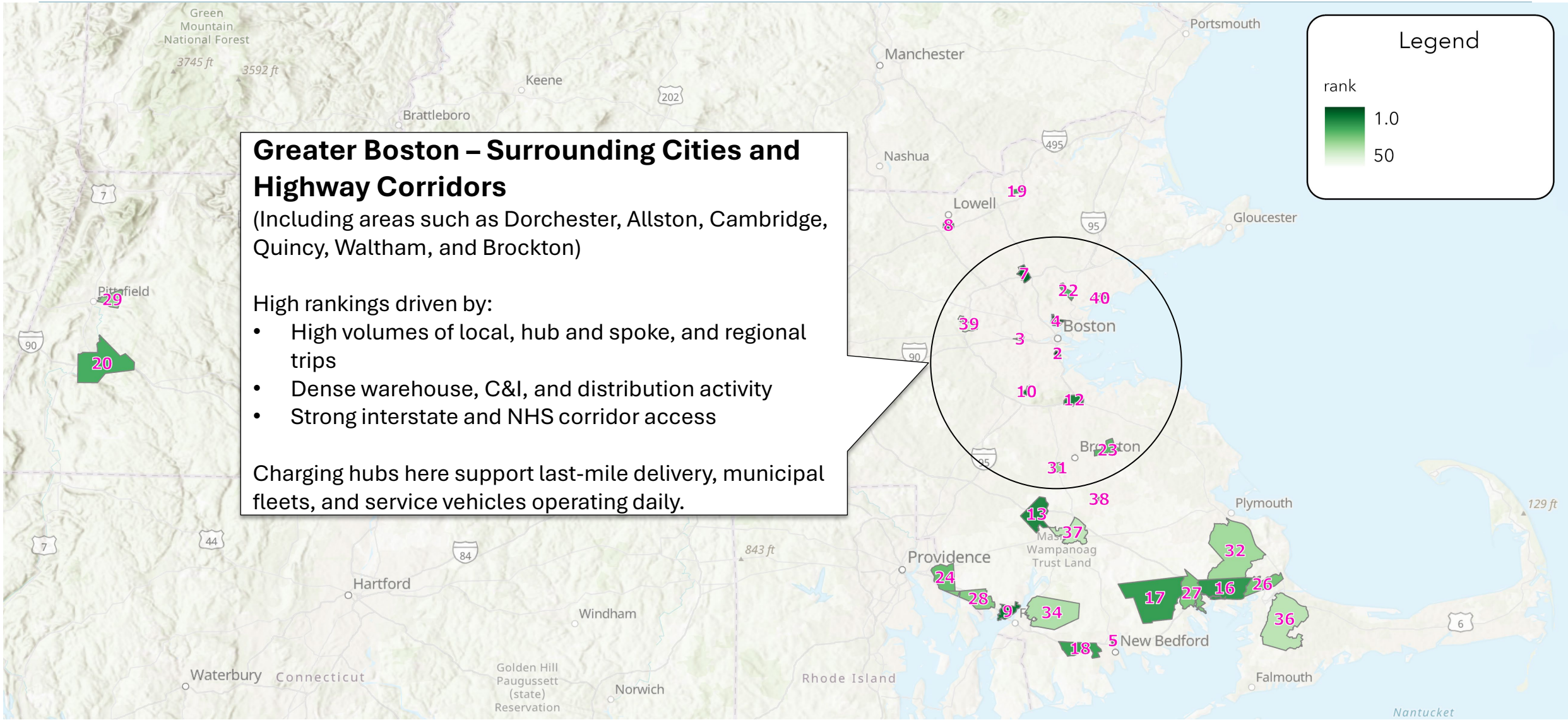
+ **Springfield: demand, access and, and equity drive selection**
  - MHDV traffic, particularly for Hub-and-spoke trips, are very high
  - High % of trips stop for >30 min
  - High ability to fill gaps in charger network
  - 6.8 MVA median feeder headroom
+ **Dorchester: Access and demand drive selection**
  - Very high warehouse proximity, high interstate access
  - Medium high MDV traffic, medium-high scores for local trips
  - High ability to fill gaps in charger network
  - 2.3 MVA median feeder headroom
+ **Allston: Access and demand drive selection**
  - High throughput of traffic (high AADT score)
  - High peak demand → appropriate for en-route charging
  - High score for access to interstates (and secondary corridors)
  - 6.6 MVA median feeder headroom







Priority Areas That Emerged Consistently



Greater Boston – Surrounding Cities and Highway Corridors

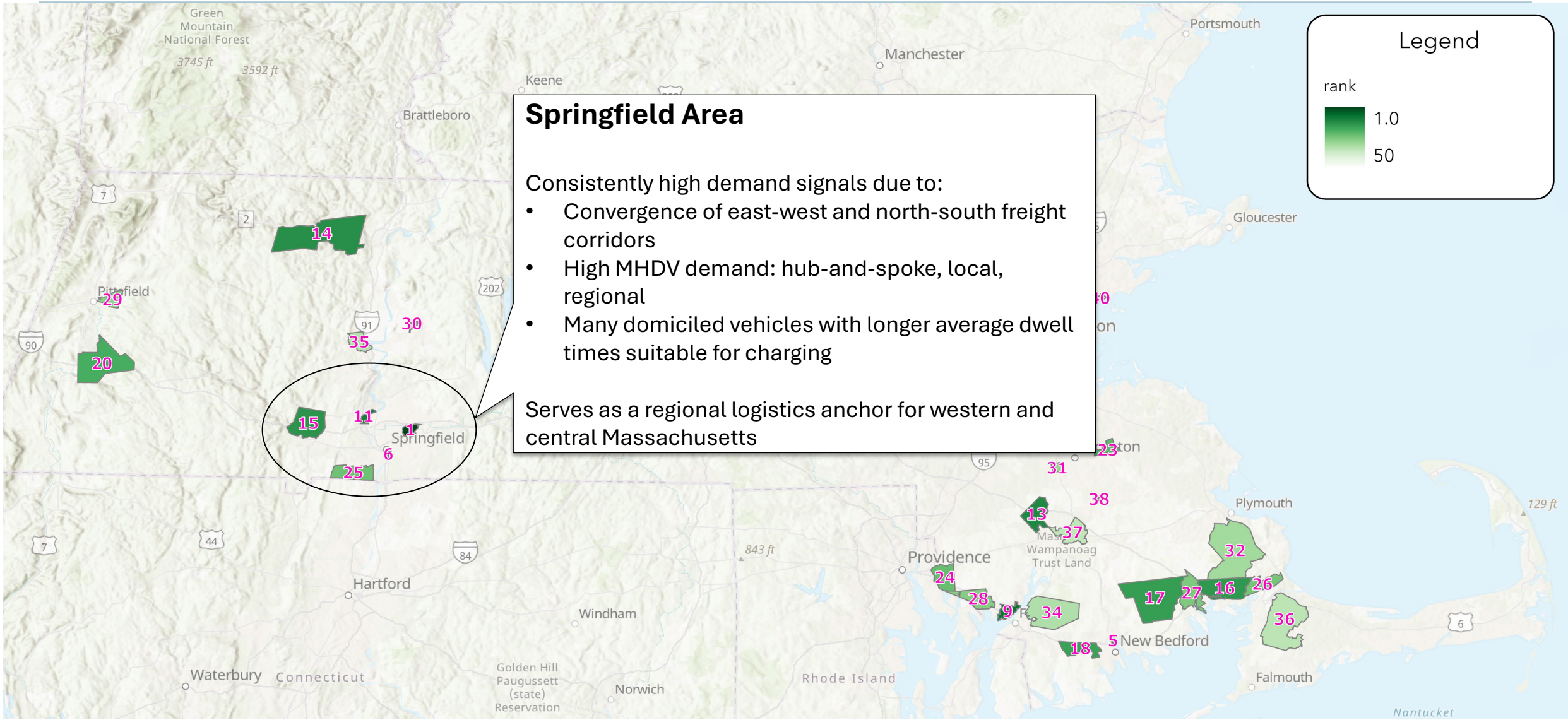
(Including areas such as Dorchester, Allston, Cambridge, Quincy, Waltham, and Brockton)

High rankings driven by:

- High volumes of local, hub and spoke, and regional trips
- Dense warehouse, C&I, and distribution activity
- Strong interstate and NHS corridor access

Charging hubs here support last-mile delivery, municipal fleets, and service vehicles operating daily.

Priority Areas That Emerged Consistently



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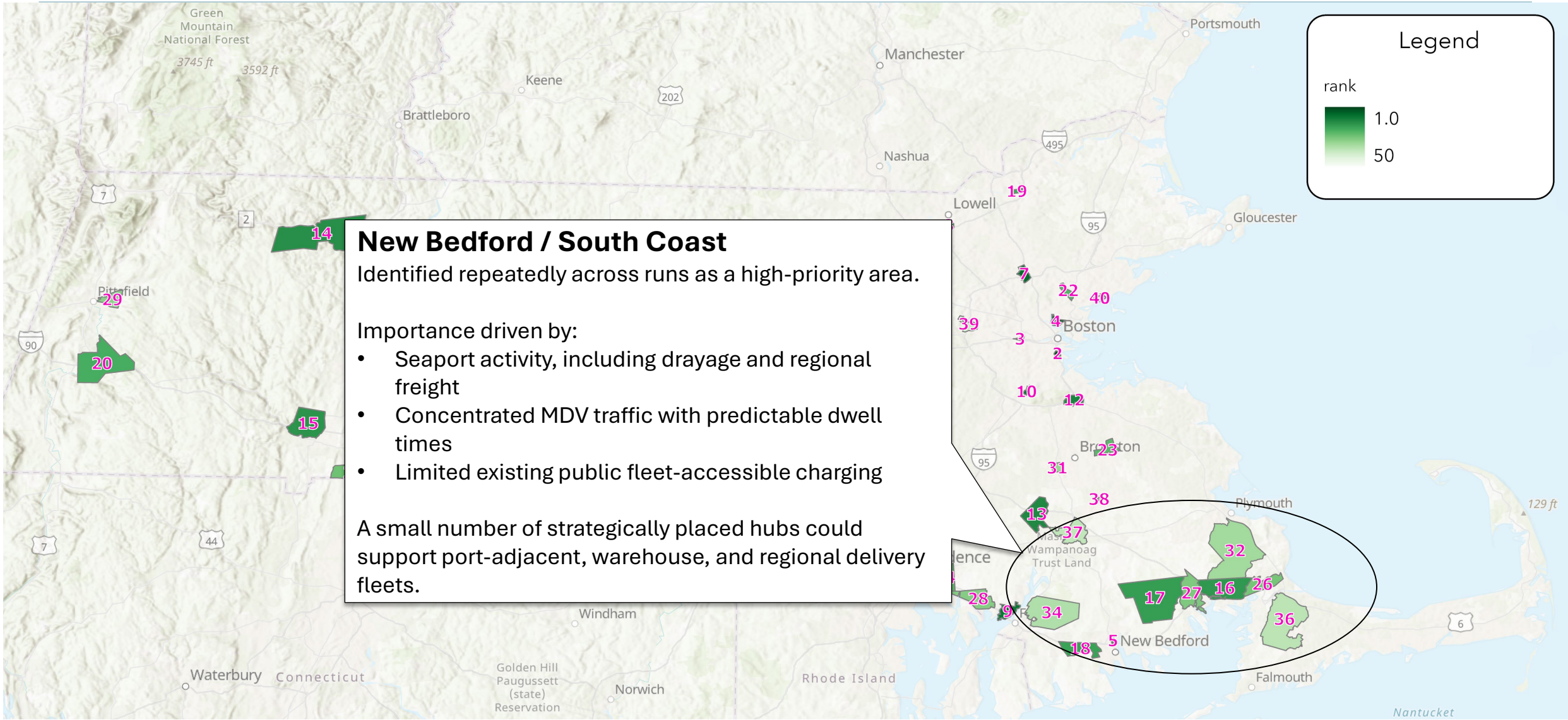

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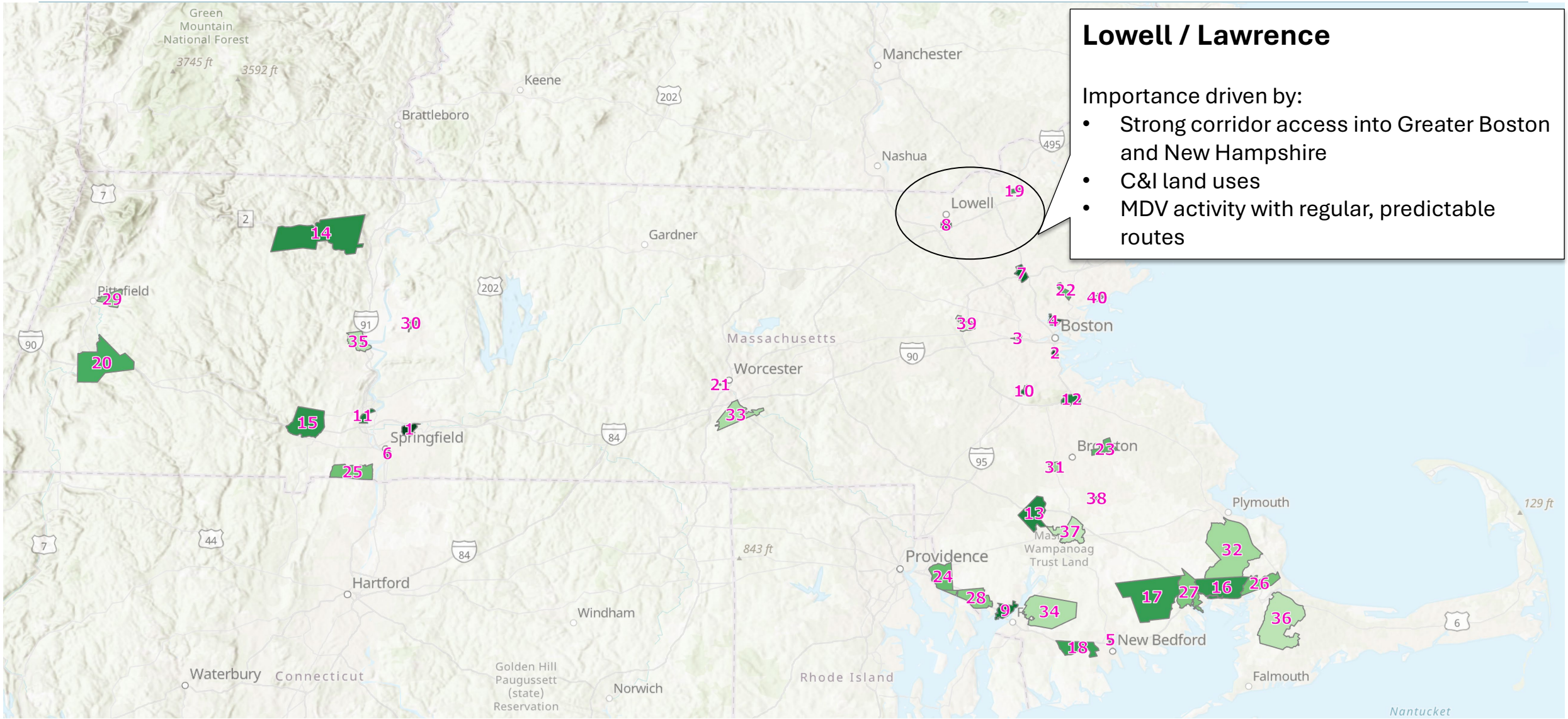
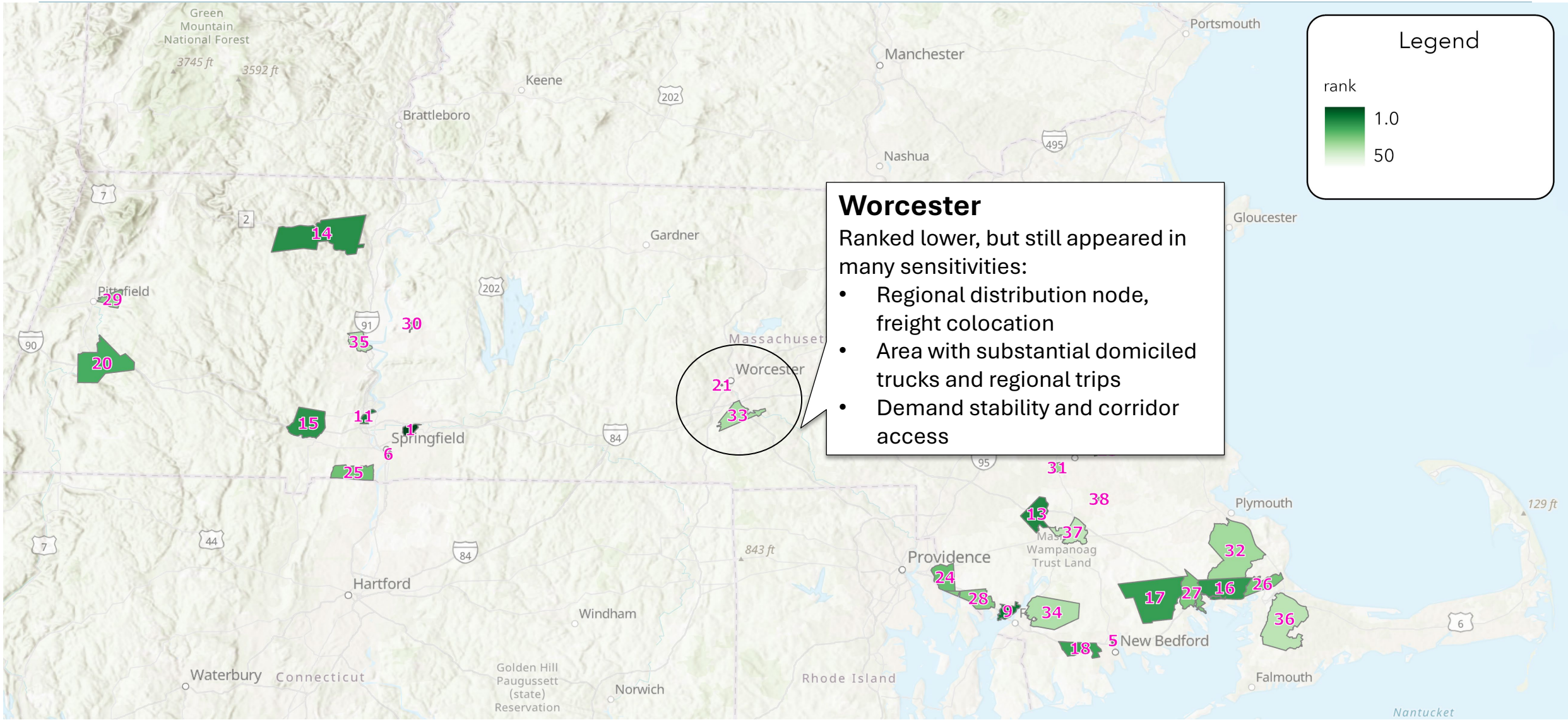


Lowell / Lawrence

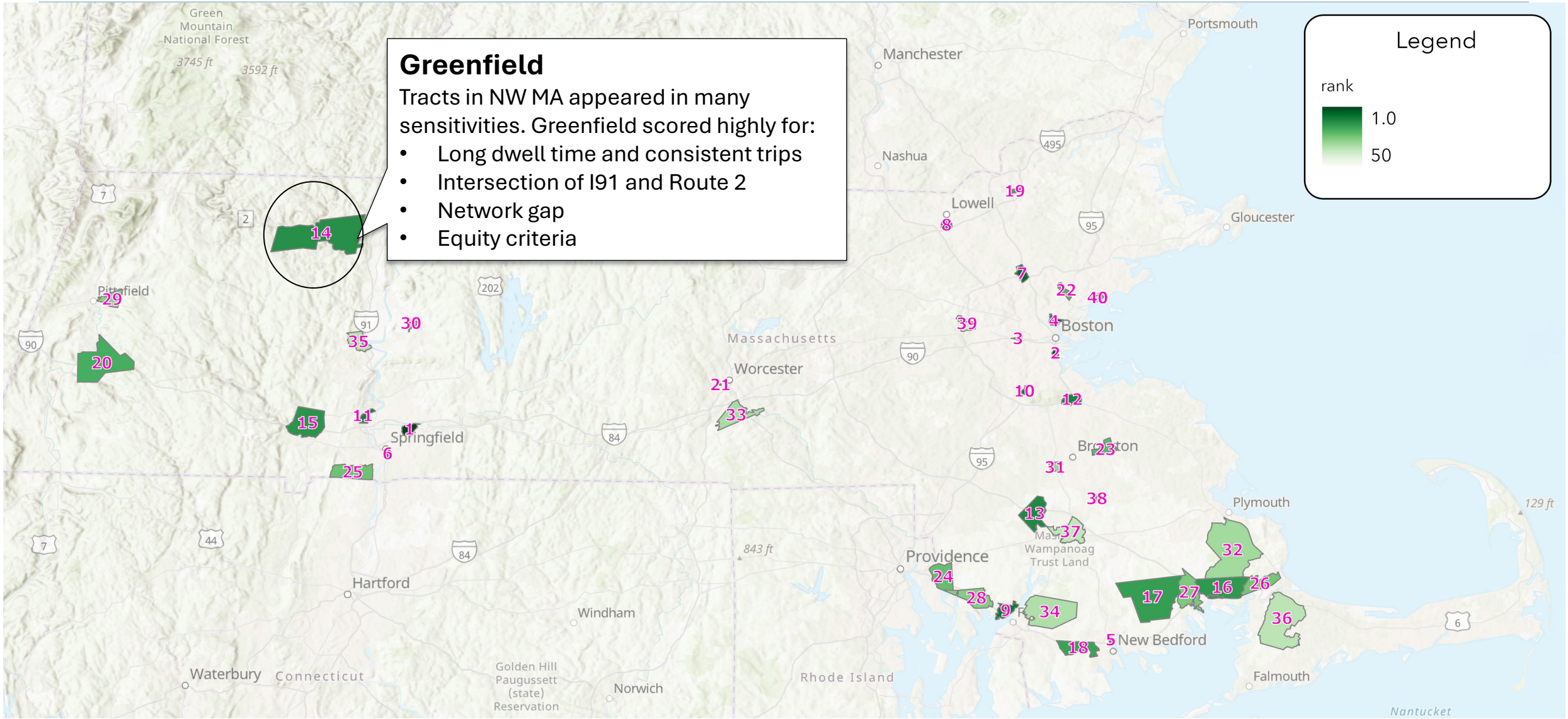
Importance driven by:

- Strong corridor access into Greater Boston and New Hampshire
- C&I land uses
- MDV activity with regular, predictable routes

Priority Areas That Emerged Consistently

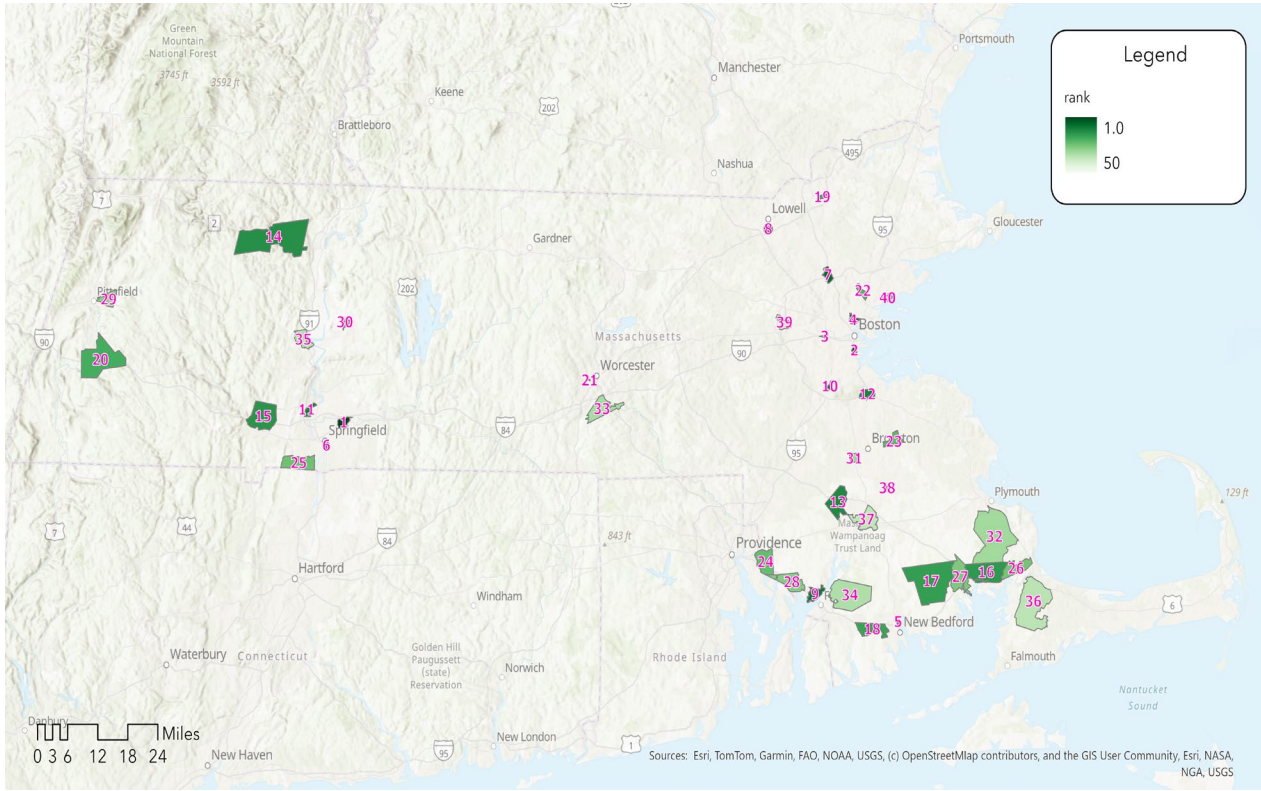


Priority Areas That Emerged Consistently

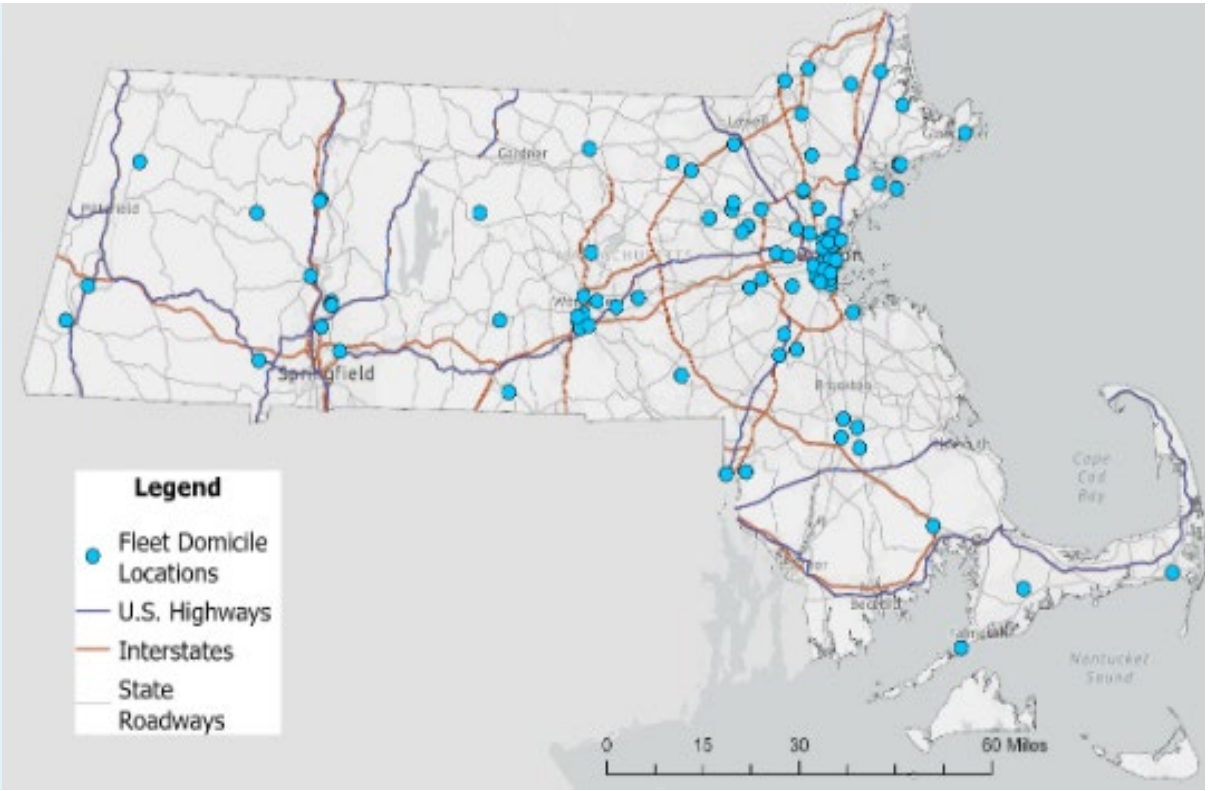


Results from the tool align with CEC data on fleet locations

Fleet Charging Hubs Siting Tool – Outputs
Including Backlog Tracts (Top 40)



CEC Mass Fleet Advisor Data



Key Takeaways: Fleet Charging Hubs

- High-ranking tracts reflect **where vehicles are already domiciled, operating, stopping, or staging**, making these locations strong candidates for **near-term utilization** of shared fleet or mixed-use chargers.
- Clusters of tracts highlight general areas where one or more well-sited hubs could serve multiple fleets and corridors. These areas appeared consistently across many different weighting sensitivities
- **Priority Areas**
  - **Springfield:** High demand, convergence of east-west and north-south freight corridors
  - **Greater Boston:** High trip volumes, interstate and corridor access
  - **New Bedford / South Coast:** Seaport area, drayage and regional freight
  - **Worcester:** Regional distribution node
  - **Lowell / Lawrence:** Regional activity, corridor access into Boston and New Hampshire

Thank You

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Energy+Environmental Economics

Potential, Optimal Sites: Next Steps

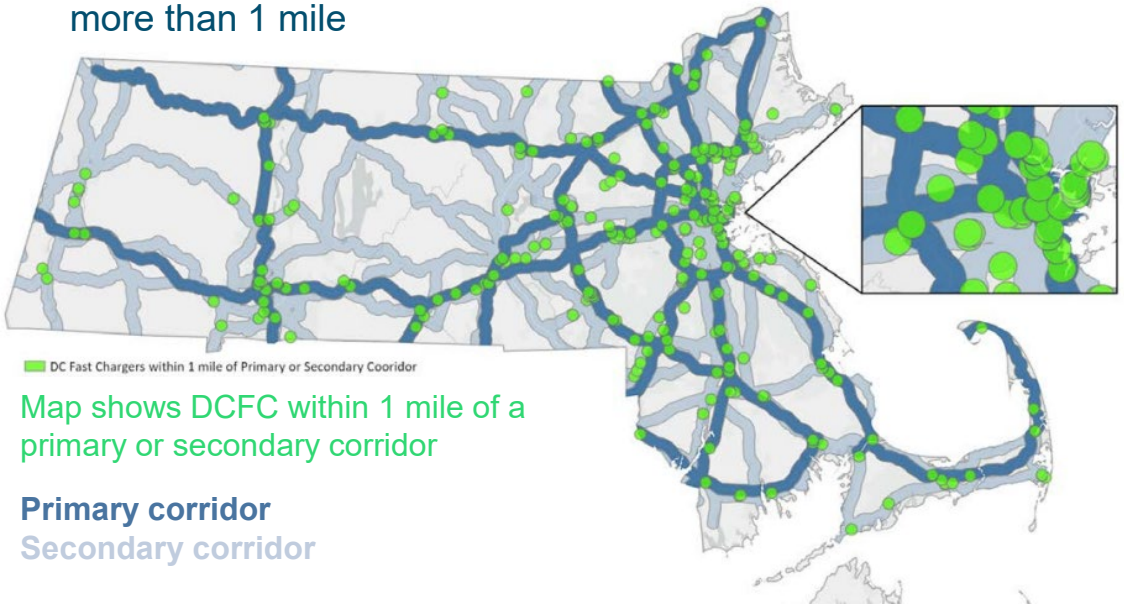
Potential Funding Opportunities

- On August 11, 2025, the Massachusetts Department of Environmental Protection (MassDEP) announced $46 million to support the strategic buildout of EV chargers.
  - $16 million for EVIP to support chargers across workplaces, fleets, multi-unit dwellings, educational campuses, and public access locations.
  - $10 million to support a program to deploy medium- and heavy-duty vehicle (MHDV) charging at strategically located hubs.
  - $20 million for chargers along secondary corridors to support light- and medium-duty EVs and other high-value EV charging opportunities.
- Next steps on the potential MHDV and secondary corridor funding opportunities (potentially up to $30 million) will utilize the Section 103 frameworks developed by E3 and Cambridge Systematics.

(Refresher) Potential, Optimal Categories

Secondary Corridor Hubs
LDV focused, MHDV support

- **Fast chargers along charging deserts on secondary corridors that enable travel along those roads and serve nearby residents**
- **Secondary corridor definition:** state-owned roads that are not Alternative Fuel Corridors (AFC) or interstate highways
- **Hub proximity to secondary corridors:** ideally 0.5 mile; no more than 1 mile

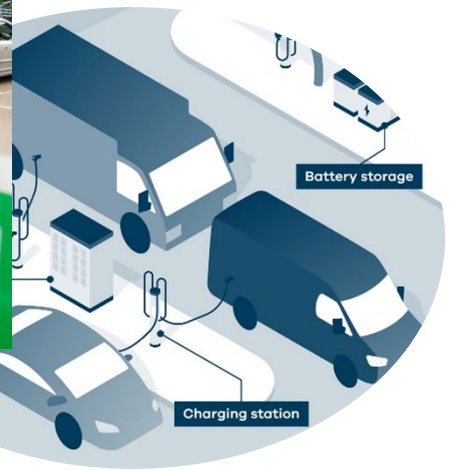


Map shows DCFC within 1 mile of a primary or secondary corridor

Primary corridor
Secondary corridor

Fleets Hubs
MHDV focused, LDV support

- **Level 2 or 3 public charging stations that primarily serve medium- and heavy-duty vehicles (MHDV)**
- **Near fleet depots or in areas heavily trafficked by MHDVs**
- **Hubs may serve other charging needs including overnight residential charging and charging for nearby businesses**



Charging Hub Next Steps: MassCEC Program

MHDV Hubs Program

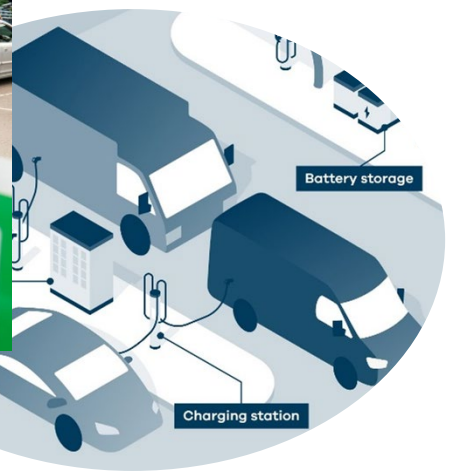
- **Scope:** The goal of the Program is to demonstrate successful and replicable electric vehicle charging hub business models through strategic partnerships and siting at key fleet depots and high-traffic MHDV areas.
- **Funding:** The Massachusetts Department of Environmental Protection (MassDEP) provided $10 million
- **Timing:** Request for proposals likely to be issued in Fall 2026.
- **Next Steps:** Massachusetts Clean Energy Center (MassCEC) will issue a non-binding notice of intent (NOI) to issue funding in the coming weeks.

  The NOI will include a link to a survey to identify potential charging hubs and provide MassCEC with other information. Formal proposals will not be accepted through the NOI.

Fleets Hubs

MHDV focused, LDV support

- **Level 2 or 3 public charging stations that primarily serve medium- and heavy-duty vehicles (MHDV)**
- **Near fleet depots or in areas heavily trafficked by MHDVs**
- **Hubs may serve other charging needs including overnight residential charging and charging for nearby businesses**



Charging Hub Next Steps: MassDEP/EEA Opportunity

Secondary Corridor Hubs
LDV focused, MHDV support

- **Fast chargers along charging deserts on secondary corridors that enable travel along those roads and serve nearby residents**
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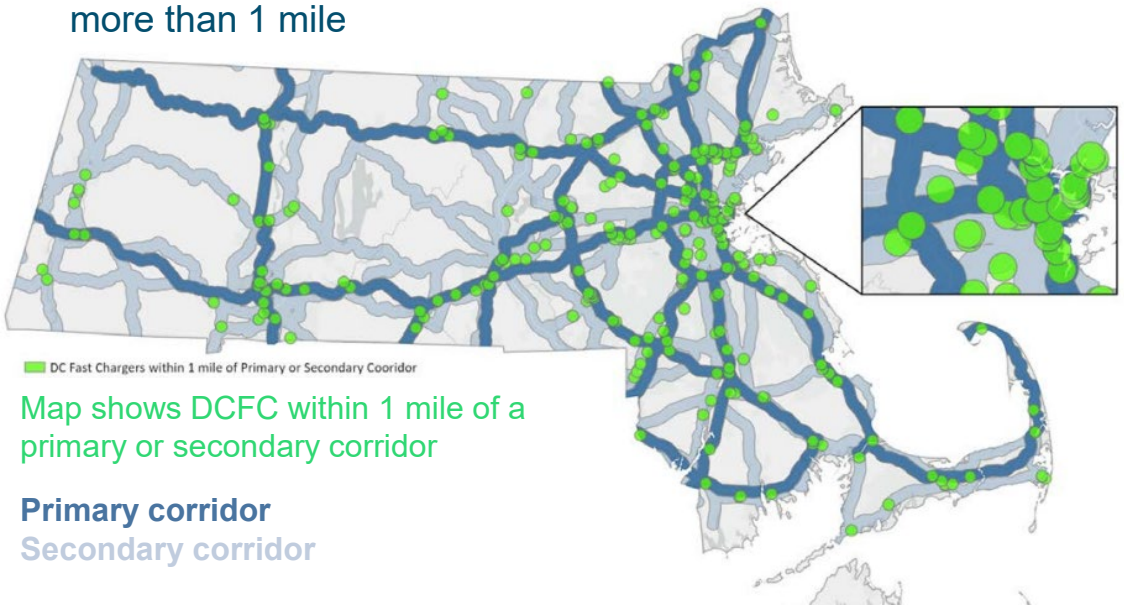

Map shows DCFC within 1 mile of a primary or secondary corridor

Primary corridor
Secondary corridor

Secondary Corridor Funding Opportunity

- **What:** MassDEP and the EEA are exploring how best to build fast-charging (150kW+) in the charging deserts identified in the Second EVICC Assessment and the census tracts identified as part of the Section 103 process.
- **Funding:** MassDEP has committed up to $20 million
- **Next Steps:** EEA and MassDEP will issue a draft program scope in the coming weeks.

  The draft program scope will include a link to a survey to identify potential fast charging hubs and provide MassDEP and EEA with other information.

Charging Hub Next Steps: Survey

Survey Questions

- Do you have a suggestion for a medium- or heavy-duty vehicle fleet(s) domiciled in MA that we should consider for participation in this program?
- Do you have a recommendation for an ideal location to site a fleet charging hub in one of the census tracts identified by the Section 103 framework?
- Do you have a recommendation for an ideal location for a DCFC charging hub in one of the census tracts identified by the Section 103 framework?
- Do you want to receive additional information about these initiatives once it is available?

We also encourage stakeholders to provide input on the ideal incentive, grant, or other upfront and/or on-going payment structure to enable successful deployment of each type of charging hub.

The survey will be open through May.

Rules for Public Comment

Public Comments

- Use the “raise hand” function to indicate your desire to speak at the appropriate time
- Identify yourself and affiliation prior to commenting
- Limit comments and questions to 3 minutes
- Please engage in constructive and respectful dialogue
- Be able to substantiate assertions or claims in support of comments

Public Comments