



Commonwealth of Massachusetts

**Executive Office of
Energy and Environmental Affairs**

Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

January 12, 2026





Agenda

Opening

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

Educational Presentation

- Discussion of resources to be developed by EVICC through next Assessment
- Final Section 103 Framework Review

Public Comment



Meeting Objectives

- Discuss resources EVICC may develop through next Assessment
- Update and continues discussion on Charging Hub Site Selection Framework under development as part of the Section 103 process

Disclaimer: The EVICC team invites presenters to speak about topics of interest to EVICC members and to the development of the second assessment to the Legislature. The Commonwealth does not endorse any particular company or organization.



Vote on December Minutes



Administrative Updates

- Eversource and National Grid filed their 2027-2030 EV Programs with the Department of Public Utilities for review and approval
 - DPU docketed these filings/proceedings as D.P.U. 25-188 and 25-189, respectively
 - The utilities will provide a summary presentation on their program filings at a future EVICC public meeting (likely March or April)
- Eversource, National Grid, and Unitil filed their right-of-way and pole-mounted EV supply equipment (EVSE) plans pursuant to Section 134 of Chapter 239 of the Acts of 2024 (“2024 Climate Act”) for DPU review and approval
 - DPU docketed these filings/proceedings as D.P.U. 25-180, 25-181, 25-182, respectively



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



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EVICC Proposed EV Charging Resources





Introduction

Proposed EVICC-Sponsored Charging Resources

- **Overview of the potential EV charging guidance resources and tools**
- **Resources, depending on the type and scope, may support municipalities, planning agencies, state officials, site hosts, and the public**
- **Resources would focus on:**
 - Practical, scalable, statewide resources
 - Fill information gaps that the state is well-suited to address



Why These Resources Are Needed

Growing Demand, Lack of Stakeholder Knowledge, Uneven Resources

- **EV adoption accelerating across Massachusetts**
- **Municipal roles expanding beyond early pilot projects**
- **Local staff need consistent, trusted guidance**
- **Policies, costs, and operations growing more complex**
- **Clear resources reduce delays, costs, and confusion**



Resource Categories and Their Value

Four Complementary Resource Areas

- **Planning, Policy, Legal**
 - Reduces risk and improves local decision-making
- **Permitting, Siting, Infrastructure**
 - Speeds deployment and improves reliability
- **Costs, Rates, Utilities**
 - Helps control expenses and manage grid impacts
- **Public Use, Education, Signage**
 - Improves user experience and station utilization



Mentimeter #1: Of these four complementary resource areas should, which should we prioritize going forward?
<https://www.menti.com/bl3wgc6b4ncp>





Planning, Policy, and Legal Guidance

Supporting Local Policy and Governance

- **Using the latest EVICC assessment**
 - Translates statewide analysis into local planning actions
- **Right-to-Charge FAQ**
 - Clarifies municipal authority and obligations
- **Model EV charging-only ordinance**
 - Supports enforcement and protects charger access



Permitting, Siting, and Infrastructure Management

Improving Deployment and Operations

- **Permitting guide**
 - Streamlines approvals and reduces project delays
- **Siting and management best practices**
 - Improves accessibility, uptime, and long-term performance
- **Operations and maintenance FAQ**
 - Helps hosts manage vendors, networks, and repairs



Costs, Rates, and Utility Issues

Managing Financial and Utility Impacts

- **Fast-charger fee-setting guidance**
 - Supports fair pricing and cost recovery
- **Utility demand charge guidance**
 - Reduces operating costs and bill volatility



Public Use, Education, and Signage

Supporting Drivers and Public Understanding + Site Host Success

- **EV charging signage and wayfinding**
 - Improves visibility, compliance, and ease of use
- **Public charging guide for first-time users**
 - Reduces anxiety and improves adoption



Mentimeter #2: Which specific resource(s) do you feel would provide the most benefit?

<https://www.menti.com/bl3wgc6b4ncp>





What We Covered

Proposed EV Charging Resources for Possible Development

- **Ten proposed resources across four functional categories**
- **Focus on practical guidance for practitioners / decisionmakers (e.g., municipalities, site hosts, etc.)**
- **Designed for consistency, clarity, and statewide applicability**
- **Intended for ongoing updates and expansion**

Section 103

EVICC January Meeting

January 12th, 2026



Energy+Environmental Economics

Chelsea Petrenko, Associate Director
Caitlin McMahon, Senior Consultant
Anna Clark, Consultant

Agenda

□ **Setting the Stage**

- Review of Section 103
- Project Timeline
- Other Related Efforts

□ **Site Selection Framework**

- Framework Review
- Incorporation of Stakeholder Feedback
- Draft Results

Setting the Stage



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Section 103 Review

□ Section 103 of the 2024 Climate Act established a new grid planning process for EV charging.

□ Specifically, Section 103 requires:

1. EVICC to produce a 10-year EV charging forecast and identify potential electric distribution grid constraints.
2. The EDCs to identify necessary grid upgrades based on a 10-year EV forecast and file them with DPU within one year of the release of the EVICC Assessment.
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.**
 - EVICC to retain a consultant to help identify these hubs via technical analysis and engagement with EVICC members, stakeholders, and the EDCs.



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CAMBRIDGE SYSTEMATICS

Tract Selection

Click on tracts to select/deselect them. Selected tracts will be analyzed together.

Tract 06013369001

County: Contra Costa

Clear Selection

Analyze Selected Tracts

Map Visualization

Choose data to visualize on the map:

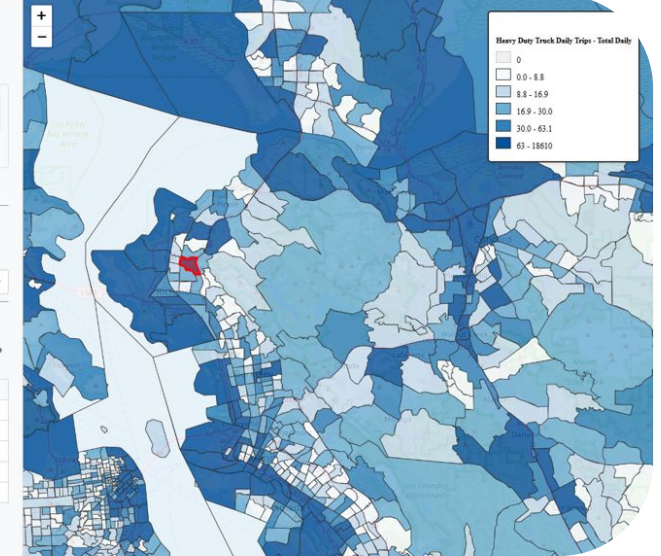
Heavy Duty Truck Daily Trips - Total Daily

Electrification Impact Analysis

Set electrification percentages for different vehicle categories to see impact projections:

Category	Electrification %
Heavy Duty Local	15
Heavy Duty Regional	10
Heavy Duty Long Distance	5
Medium Duty	30
Light Duty	50

*Results will appear in the analysis panel on the right.

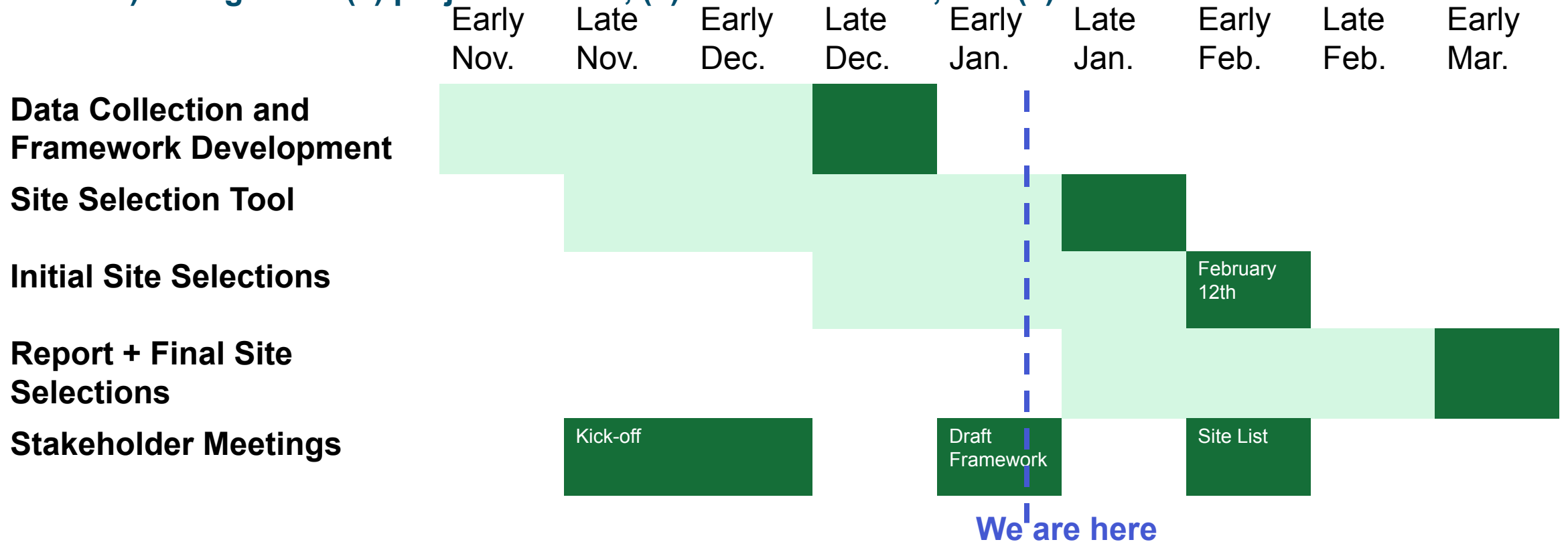


The outputs of this study will be used for:

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

Project Timeline

- This project is on a fast timeline – the law states that the site list must be submitted by February 12th
- We are doing three waves of stakeholder engagement with various groups (interagency, EVICC, EDCs) to align with (1) project kick-off, (2) draft framework, and (3) the site list



Related Recent or Ongoing Efforts

□ **MassDOT NEVI Plan, 2022 – 2026**

- Massachusetts will receive approximately \$63 million in NEVI federal funds over five years, from FFY22-FFY26, to deploy Direct-Current Fast Charging (DCFC) stations along alternative fuel corridors as designated by the Federal Highway Administration.

□ **Massachusetts DEP funding for 2025 – 2027**

- The funding includes \$16 million in grants to support the purchase and installation of EV charging infrastructure, and \$30 million for medium- and heavy-duty charging, chargers along secondary corridors, and other opportunities.
- The MassDEP investments seek to match the needs identified in the EVICC assessment to enhance EV charging infrastructure affordability and accelerate statewide charger deployment, particularly in western and central Massachusetts and for medium- and heavy-duty vehicles.

□ **MassCEC funding**

- 2024 - \$38 million from EVICC – started four programs (Ride Clean Mass: Charging Hubs, On-Street Charging Solutions, Medium- and Heavy-Duty Charging Solutions, Vehicles-to-Everything Demonstration Projects)
- 2025 - Medium- and Heavy-Duty (MHD) Mobile Charging Program and Vehicle-for-Hire (VFH) Charging Program

Site Selection Framework



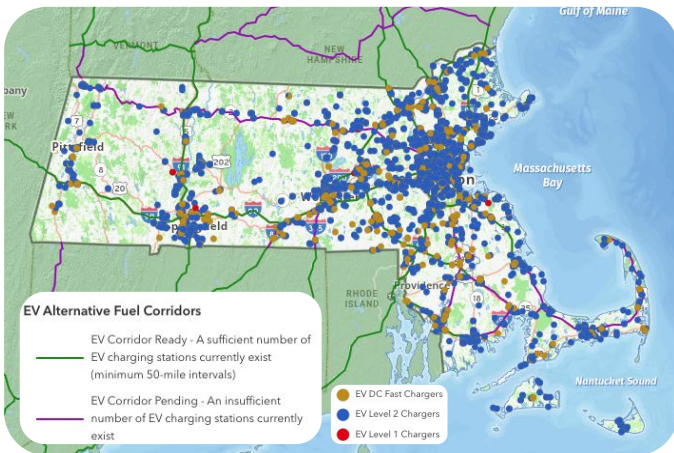
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Two Charging Hub Types and Current Utilization

Secondary Corridor Hubs

LDV focused, MHDV support

- ❑ **Fast chargers along charging deserts on secondary corridors that enable travel along those roads, also accessible for people who live nearby**
 - Secondary corridors are state-owned roads that are not AFCs
- ❑ **Currently concentrated in Eastern MA, primarily L2**
- ❑ **Additional charging hubs needed on:**
 - S2, S3, S24, I84, I195, I395, I495, US



Fleets Hubs

MHDV focused, LDV support

- ❑ **Fleet charging prioritized near multiple business types, with colocation of overnight residential charging or other multi-use cases**
- ❑ **Mostly constructed, owned, and operated by private companies with their own fleets**
 - Amazon, Walmart, FedEx
- ❑ **Primarily L2 (70-95%)**
 - Recent HDV fleets require L3
- ❑ **Small % third-party fleet charging hubs (e.g., evconnect)**
- ❑ **New MassCEC project in East Boston sited on ZipCar's land but also provides charging to rideshare drivers**



2025 Stakeholder Feedback

□ **We met with EVICC, MA EDCs, and state agencies in December 2025 to collect feedback on the site selection framework**

□ **What we heard:**

- The charging sites must be used and useful – they should leverage anchor tenants, public private partnerships, and include future expansion potential to ensure usefulness
- Feasibility should pose stronger constraints – the team should consider filtering by proximity to substations and/or where there is sufficient feeder headroom

□ **In addition to general feedback, stakeholders emphasized the following selection criteria as being most important:**

Secondary Corridor Sites

1. Co-location with rest stops, retail, transit
2. Ability to serve EJ communities with minimal negative impact
3. Fill gaps in existing charging network

MHDV Charging Sites

1. High air quality improvement potential
2. Opportunities for future expansion
3. Near multiple fleet, warehouse, and business types

2025 Stakeholder Feedback

- In addition to general feedback, stakeholders *de-emphasized* the following selection criteria:

Secondary Corridor Sites

1. Site Safety – difficult to measure objectively; less meaningful at the tract-level
2. Proximity to dense residential housing – conflicts with Section 103 prerogative to fill gaps in charging network, which are concentrated in rural areas (e.g., Western MA)

MHDV Charging Sites

1. Site Safety – difficult to measure objectively; less meaningful at the tract-level
2. Not being near population & employment centers – not indicative of usefulness, is very site-specific

The Framework Includes other Considerations

□ **Balancing conflicting variables**

- Rural area vs traffic
- Filling gaps in charging network vs building system redundancy

□ **Adding new criteria based on team's charger siting expertise**

- Trip types, activity weights, temporal pattern weights, co-location with transit and transit parking lots, co-location with freight, proximity to existing grid infrastructure and headroom, accessibility to various road types, rural areas

□ **Post-processing considerations that require site specific investigation**

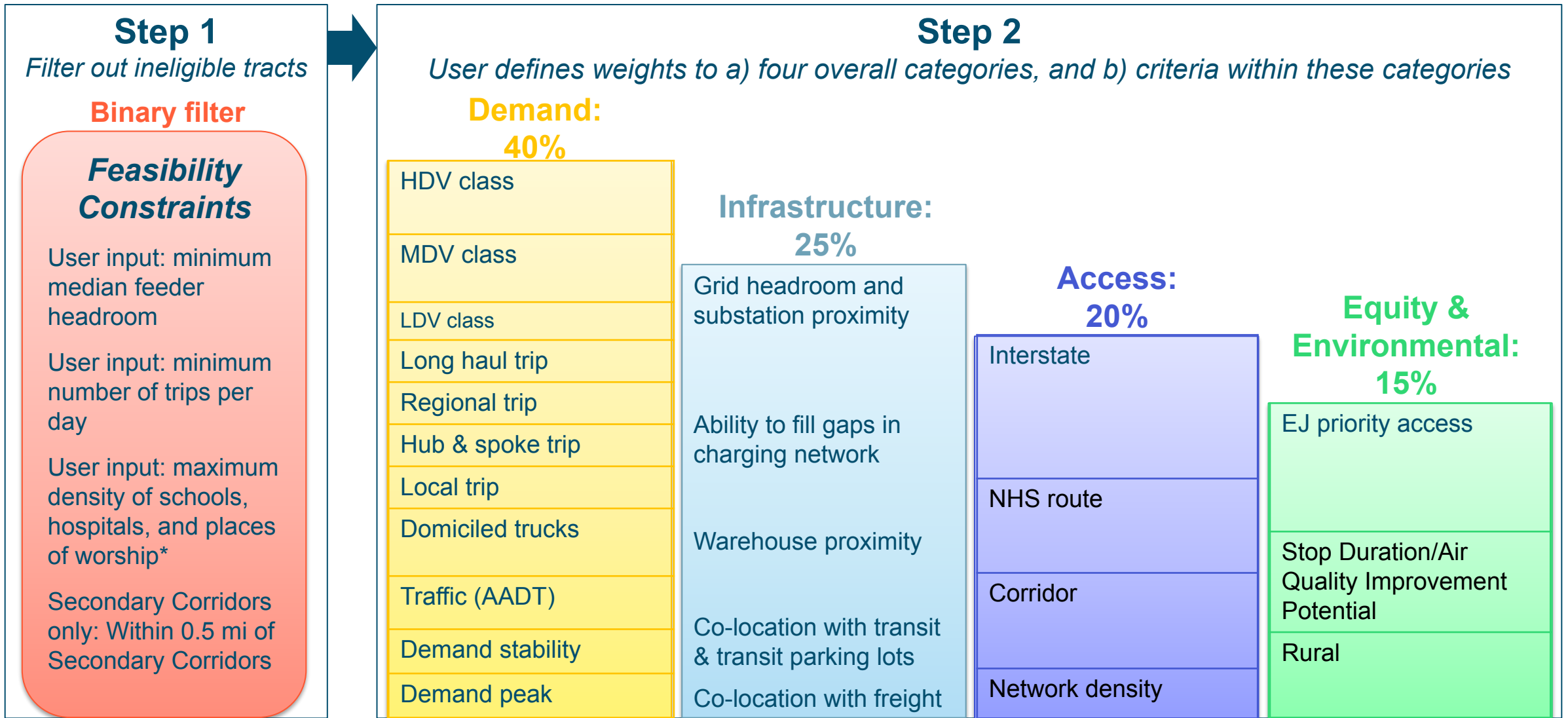
- Potential for public-private partnerships
- Stakeholder buy-in
- Safety

How these Considerations are Incorporated

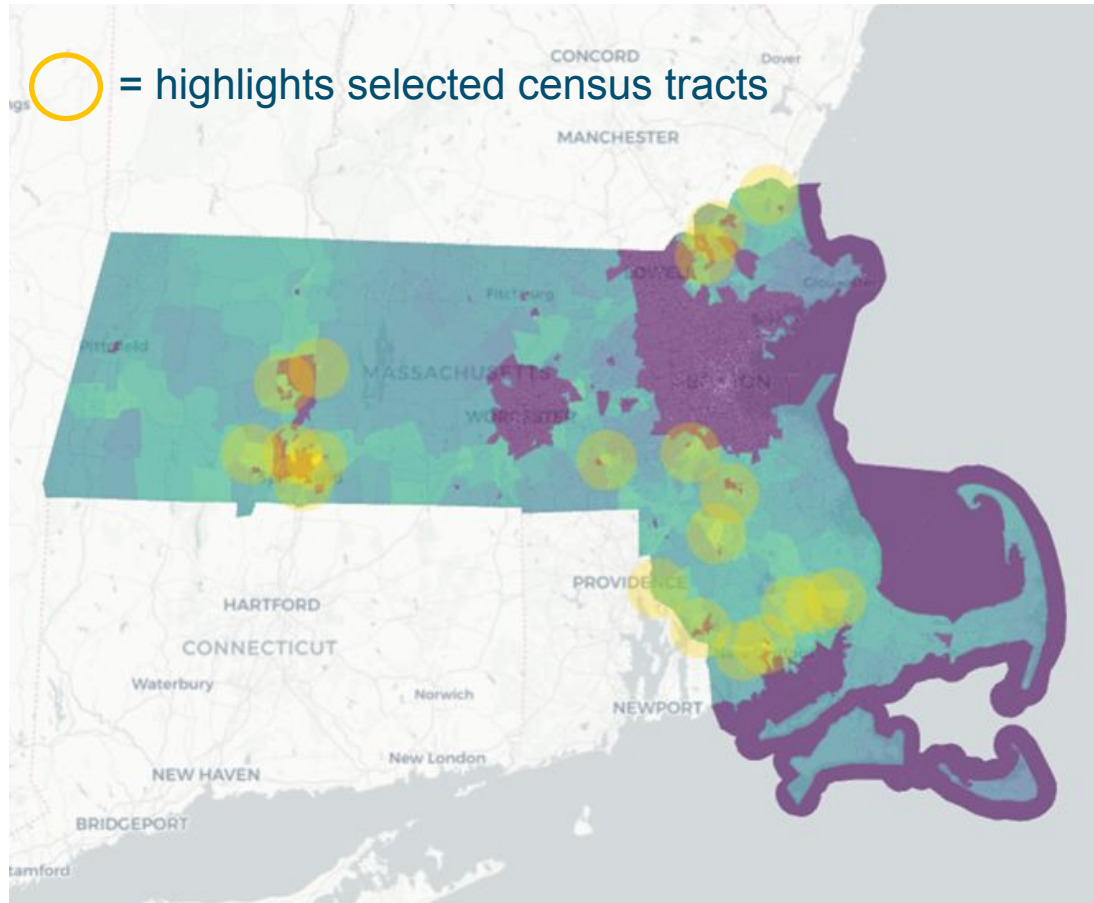
Based on the team's experience building similar tools in other jurisdictions, we have incorporated the following considerations into the tool:

- 1. Include tract-level feeder headroom and substation location data as ranking criteria:**
 1. Binary flag: Median feeder headroom > 0
 2. Continuous weights on total substation quantity within tract, median feeder headroom
- 2. Co-location with a more comprehensive set of mixed uses: retail, transit, existing freight hubs, existing warehouses**
- 3. Avoid tracts with high density of facilities that make siting charging stations difficult for MHDV access**
 1. Such as medical facilities, educational sites, places of worship
- 4. Ability to serve existing demand, calculated with telemetry data:**
 1. User-defined weights for various vehicle classes, fleet vehicle trip types, charging type (enroute vs depot)

Draft Framework for LDV & MHDV Charging Sites



DRAFT Initial MHDV Hub Test Results with Tool Default Values

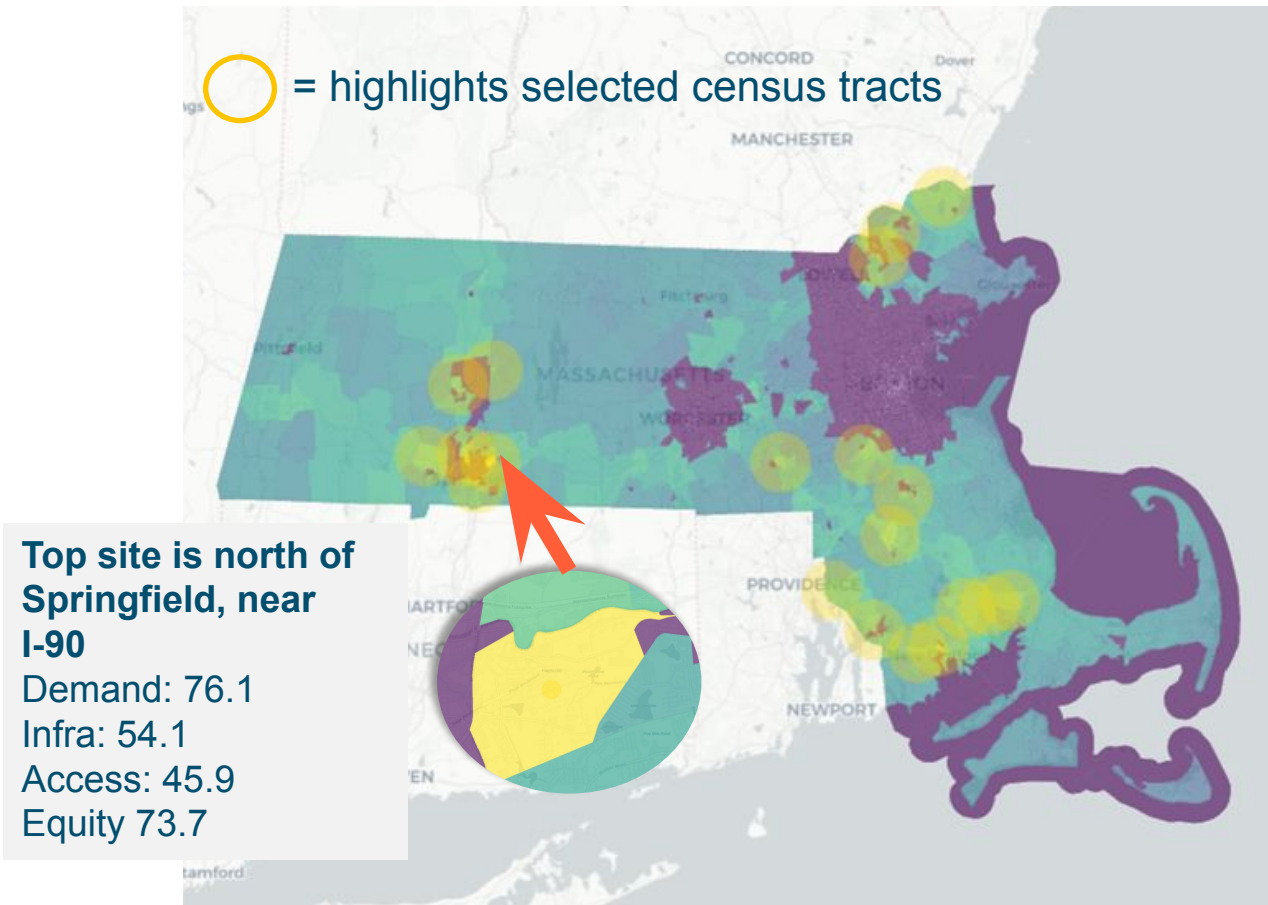


Rank	Tract ID	Charging Type	Composite Score
#1	25013800202	En-Route/Corridor	64.2
#2	25005650800	Unclassified	56.5
#3	25013802000	En-Route/Corridor	55.7
#4	25013811102	En-Route/Corridor	51.8
#5	25005641000	En-Route/Corridor	51
#6	25005613100	En-Route/Corridor	49.6
#7	25013812800	En-Route/Corridor	46
#8	25027744202	En-Route/Corridor	45.7
#9	25005653101	En-Route/Corridor	45.4
#10	25021413500	Mixed	45.2
#11	25023545200	Mixed	44.6
#12	25015821601	En-Route/Corridor	44.4
#13	25023511702	Unclassified	44.3
#14	25009266300	En-Route/Corridor	44.2
#15	25023541100	En-Route/Corridor	43.9
#16	25009251700	Mixed	43.6
#17	25005632200	En-Route/Corridor	43.4
#18	25009261102	En-Route/Corridor	43.2
#19	25015820400	Opportunistic	42.8
#20	25023545100	Mixed	42.6

□ **Next steps: test the tool and run sensitivities, create dashboard for secondary corridor charging hubs**

- Test removing variables that may be overlapping, adjusting default weights, adjusting feasibility constraints

DRAFT Initial MHDV Hub Test Results with Tool Default Values



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#8	25027744202	En-Route/Corridor	45.7
#9	25005653101	En-Route/Corridor	45.4
#10	25021413500	Mixed	45.2
#11	25023545200	Mixed	44.6
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□ **Next steps: test the tool and run sensitivities, create dashboard for secondary corridor charging hubs**

- Test removing variables that may be overlapping, adjusting default weights, adjusting feasibility constraints

Feedback and Discussion

□ **Question 1:** Do you have feedback on where top locations are showing up in draft tool?

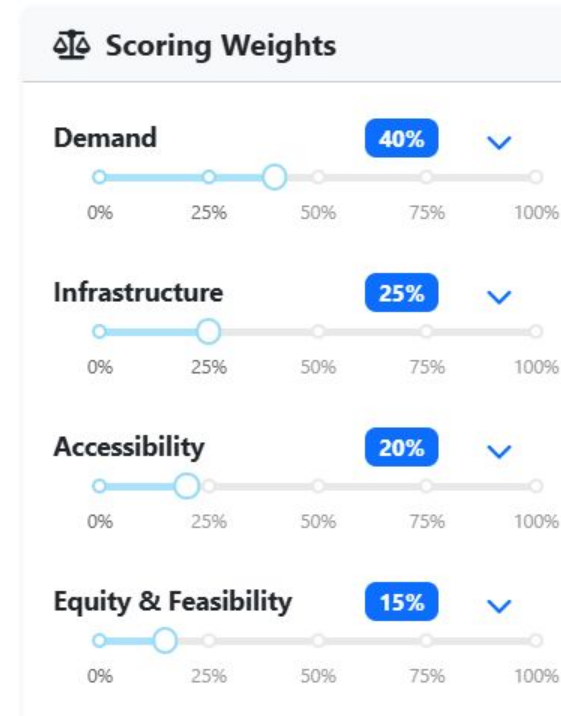
□ **Question 2:** Most sites in the top 20 list are categorized as enroute charging. Do you prefer to see more depot or mixed sites?

- Clarifying note that these tags are applied after the framework is run in the tool. However, many adjustable inputs influence which site types are selected.

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

□ **Question 3:** Do you agree with the rankings of these four overarching categories?



Next Steps

- **Incorporate feedback from today's meeting into the framework**
- **Continue testing the fleet charging hubs tool – variables and weights used**
- **Build out and test secondary corridor charging hubs tool**

- **Our next meeting will be in February focused on reviewing the draft site list selected through the framework (based on the feedback from this meeting)**
 - We will be seeking feedback on the site list

Thank You

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Appendix



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Datasets in LOCUS

Data Sources

-  **LOCUS:** Truck trip ends, domiciled vehicles, duty cycle data by vehicle class, vocation, and time of day
-  **National Grid Massachusetts System Data Portal:** Substation locations, 3-phase feeder network, renewable capacity, and 2027 load forecasts
-  **MassGIS:** Land use/land cover, parcel data, and property tax assessments
-  **MassGIS Environmental Justice:** EJ population designations (2020 Census block groups) including income, minority, and English isolation criteria
-  **MassDOT Traffic Volume and Classification:** AADT data, truck percentages, and National Highway System routes
-  **OpenStreetMap:** POI locations (schools, hospitals, places of worship, warehouses, gas stations, parks)
-  **EPA Smart Location Database:** Urban form metrics (density, transit access, job accessibility)
-  **Alternative Fuels Data Center:** Existing EV charging station locations
-  **MassDOT:** Co-location with transit & transit parking lots, intermodal rail facilities (TOFC/COFC)
-  **Stop Duration/Air Quality Improvement Potential Analysis:** Post-trip stop duration, translating to air quality improvement potential from LOCUS data - only trips with stops ≥ 30 minutes qualify as charging opportunities



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