Commonwealth of Massachusetts

Executive Office of
Energy and Environmental Affairs

Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

June 10, 2026

Agenda

Opening

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

Presentations & Substantive Discussions

- DCR Public Access Charging EV Program
- MAPC Resource Guides – Right-to-Charge and EV Parking while Charging Enforcement
- Transportation Electrification Grid Plan (Section 103) Service Plaza Update

Public Comment

Vote on April Minutes

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 2 minutes
- Please engage in constructive and respectful dialogue
- Be able to substantiate assertions or claims in support of comments

Public Comments

Administrative Updates

- Forthcoming EVICC Meeting Schedule (Melissa Mittelman, EEA)
- MassCEC Programmatic Updates – V2X, Clean Cities, Charging Hubs (Rachel Ackerman, MassCEC)
- TNC Docket Update (Commissioner Rubin, DPU)

EVICC Meeting Schedule

- The July and August EVICC meetings will be cancelled.

- EVICC will reconvene in September.

V2X WORKSHOPS & NEXT STEPS

MassCEC's Vehicle-to-Everything (V2X) Program held stakeholder workshops that convened leaders from around the state to discuss V2X's role in reaching the state's ambitious climate and energy storage goals. Together, attendees tackled:

- Policy and compensation considerations to make the adoption of V2X technology more accessible
- Technical and workforce gaps standing between today's demonstrations and widescale deployment across the state
- Questions still remaining in the V2X industry that we aim to address in our upcoming guidebook on how to scale V2X deployment

RIDE CLEAN MASS HUBS
CHARGING HUBS FOR UBER/LYFT/TAXI

Six sites selected for charging hub installations

- **Big Y** (503 Memorial Ave, West Springfield)
- **Big Y** (100 Mayfield St, Worcester)
- **Foss Park** (49 Fellsway West, Somerville)
- **Crescent Plaza** (694 Crescent St, Brockton)
- **Grove Hall** (456-476 Blue Hill Ave, Boston)
- **UMass Lowell** (50 Standish St, Lowell)

Press Release:

Massachusetts Announces Expanded Fast EV Charging Network for Uber, Lyft, and Taxi Drivers | MassCEC

MEDIUM- AND HEAVY-DUTY VEHICLE HUBS & SECONDARY CORRIDOR CHARGING PROGRAMS

Notice of intent for stakeholder feedback:

SUBMIT FEEDBACK BY AUGUST 31ST

EV RESOURCES FOR DRIVING ELECTRIC IN MA

EVs for Personal Transportation

EVs for Businesses and Fleets

EVs for Dealers

CLEAN CITIES

Clean Cities is transitioning to the Massachusetts Clean Energy Center. The position was previously supported through the MA Department of Energy Resources.

- Grecia Mayya, Program Manager at MassCEC, will be the point of contact going forward.

The Clean cities website will be transitioning later this summer to the MassCEC's website and announced via a newsletter.

Clean Cities works with vehicle fleets, fuel providers, community leaders, and other stakeholders to identify community-driven choices that save energy and promote the use of alternative fuels and advanced vehicle technologies in transportation.

Department of Public Utilities (“DPU”)
Administrative Update to EVICC

June 10, 2026

Transportation Electrification Comment Opportunity

- DPU oversees rideshare companies called Transportation Network Companies (“TNC”), rideshare services, and rideshare drivers in Massachusetts.
- State law requires the DPU TNC Division “to establish a program to reduce greenhouse gas emissions from transportation network vehicles.” St. 2022, c. 179, § 47.
- DPU opened a rulemaking affecting rideshare trips, D.P.U. 26-90, proposing changes to 220 CMR 274 and new sections 220 CMR 275/276/277.
- **Upcoming participation opportunities:**
  - **Public Hearing: Monday, June 8, 2026, at 10:00 a.m. (hybrid)**
  - In person at DPU Office, One South Station, **Boston;** Virtual participation via Zoom
  - **Public Hearing: Thursday, June 11, 2026, at 2:00 p.m. (hybrid)**
  - In person at Lawrence Public Library, Sargent Auditorium, **Lawrence;** Virtual participation via Zoom
  - **Technical Conference: Monday, June 22, 2026, at 10:00 a.m.**
  - In person at DPU Office, One South Station, **Boston**
  - **Submit written comments in D.P.U. 26-90 by July 2, 2026.**

Proposed 220 CMR 277.00: Transportation Network Vehicle Electrification

Proposed TNC Electrification Requirements

One year after final regulations are issued, all vehicles owned or leased by a TNC or made available to Drivers by a TNC shall be electric vehicles. Exemption: wheelchair accessible vehicles.

Each TNC shall file for DPU review and approval of financial incentive programs to reduce costs for eligible Drivers who seek to provide TNC rides with electric vehicles.

Each TNC shall submit a Biennial Plan describing strategies to comply with electrification requirements. Each TNC shall also submit an annual compliance report.

Presentations

DCR Public Access Electric Vehicle Charging Phase 1: Planning, Design and Permitting

Mass EVICC
June 10, 2026

Massachusetts Department of Conservation and Recreation

Ryan Kingston, Decarbonization Planning Manager

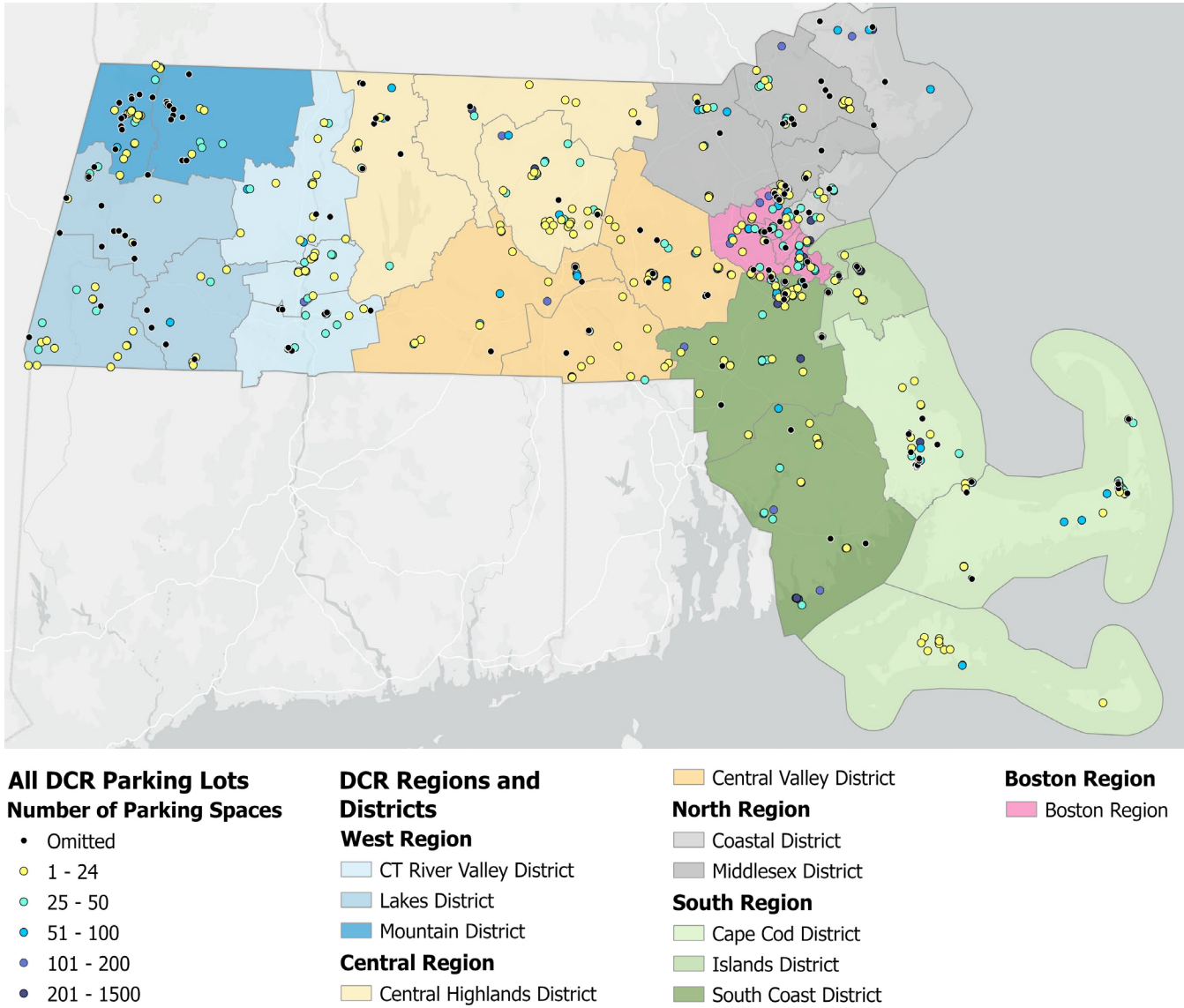
Project Background

- DCR awarded a **Charging and Fueling Infrastructure (CFI) Grant** by the Federal Highway Administration (FHWA) to support deployment of **level 2** EV charging stations
- Goal to fill gaps in the EV charging network, support state tourism, improve visitor experience, and encourage adoption of zero-emission transportation
- **Phase 1 (2025-2026)** focused on location prioritization, stakeholder engagement, site design, and permitting
- **Phase 2 (post-2026):** Construction and installation are contingent upon federal approvals and anticipated federal funding.

DCR

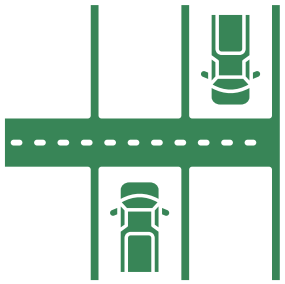
Site Selection Process

- Review of 680 DCR parking lots
- Data-driven approach that supports DCR's operational goals
- Balanced geographic coverage across its regions
- Scorecard-based methodology designed to align with the CFI grant requirements, which includes compliance to NEPA/MEPA.



DCR

Primary Considerations



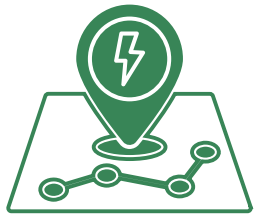
Capacity of the parking lots to accommodate EV chargers

Cellular connectivity

Environmental, cultural, and historic sensitivities

Presence of DCR amenities

Local EV adoption rates



Proximity to existing public chargers to identify infrastructure gaps and improve access

Priority Sites in Design

- Blue Hills Reservation
- Cape Cod Rail Trail, Yarmouth
- *Castle Island**
- *Charles River Reservation**
- DAR State Forest
- Great Brook Farm
- Halibut Point State Park
- Holyoke Heritage State Park
- Mount Greylock Reservation
- Mount Holyoke Range State Park
- Nickerson State Park
- Ponkapoag Golf Course
- Purgatory Chasm State Reservation
- Quabbin Visitor Center
- Salisbury Beach State Reservation
- Wachusett Mountain State Reservation
- Wompatuck State Park

DCR

*EVSE design as part of separate projects

Next Steps

- Pending approval of FHWA Phase 2 funding, DCR will procure installation services through statewide contract (VEH122)
- Based on cost proposals and funding availability, DCR will install two dual port level 2 stations over time using a combination of federal, DCR, and MassEVIP funds
- In accordance with EVICC guidance, DCR intends to set a fee for users on a per-kWh basis

Follow along for updates:
https://www.mass.gov/info-details/dcr-public-access-electric-vehicle-charging-project

DCR

Thank You.

DCR

The Massachusetts Department of Conservation and Recreation (DCR) cares for nearly half a million acres of public lands, nurturing the vital connection between people and nature while keeping these shared spaces welcoming and accessible to all.

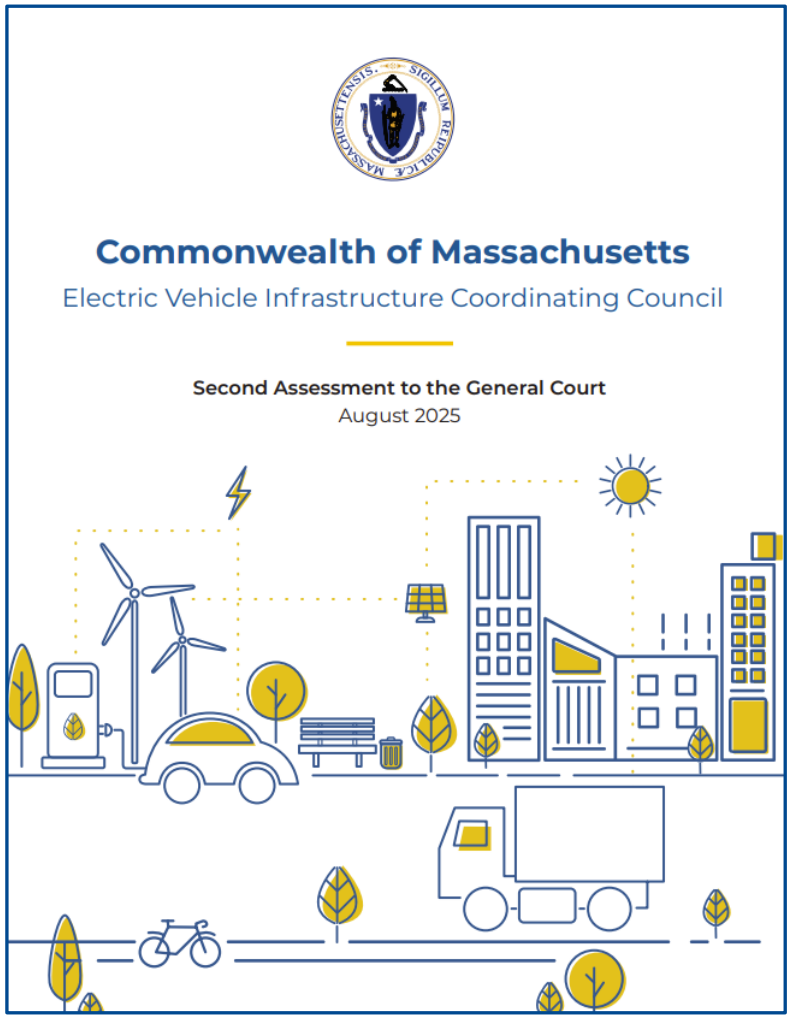
EV Parking Enforcement Guide and Right-to-Charge Guide

Alison Felix, *AICP*
Principal Planner and Emerging Technologies Specialist
Metropolitan Area Planning Council

June 10, 2026

MAPC
METROPOLITAN AREA PLANNING COUNCIL

EVICC Second Assessment



Second Assessment Strategic Action:

Improving Customer Experience

- EV Parking Enforcement Guide
- Right-to-Charge Guide

https://www.mass.gov/info-details/second-assessment-of-the-electric-vehicle-infrastructure-coordinating-council-evicc

EV Parking Enforcement Guide

Purpose of Guide

- Address issue of non-charging vehicles blocking EV charging spaces
- Encourage turnover of EVs when charging has been completed
- Maximize priority access to available EV charging (multi-family residences, ride-hail drivers, etc.)

Who is the Guide For

- Municipalities that operate charging networks
- Property owners that host EV charging
- Utilities/Municipal Light Plants that own and operate EV charging

EV Parking Enforcement Guide

Guide Contents

- Enforcement Options
  - Signage
  - Education
  - Idling, Parking, and Energy Pricing Fees
- Examples in MA – Lowell, Concord, etc.

Input from Municipalities and Private Property Owners

National Best Practices

EV Parking Enforcement Guide

Right-to-Charge Guide

Purpose of Guide

- Raise awareness of right-to-charge law in MA
- Provide guidance for residents to advance EV charging initiatives
- Provide resources for residents to share within their communities

Who is the Guide For

- Municipalities
- Condo owners/HOAs
- Residents

Hudson, MA
Source: Packard Street Commons, Davis Square Architects

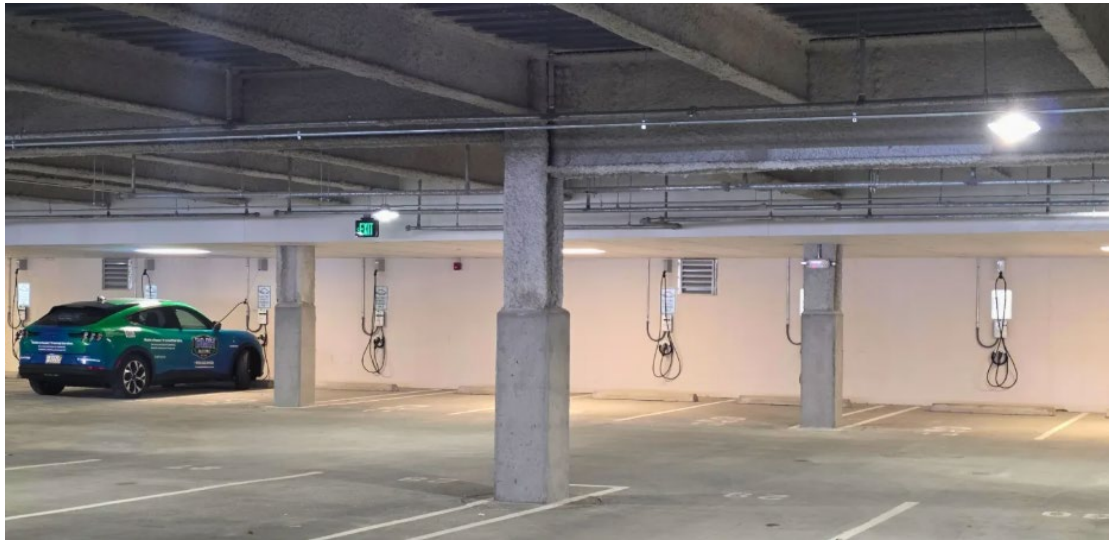
Right-to-Charge Guide

Guide Contents

- Current legislation – State, Boston, Cambridge
- Awareness and Education
- National best practices

Input from Municipalities, Residents, Condo Associations, and Rental Property Owners

National Best Practices



Boston, MA
Source: This Boston Apartment Complex Comes with 64 EV Chargers, 5/22/26

Timeline

Summer 2026	Develop Draft Guides
September 2026	Receive Input During EVICC Meeting
Late October 2026	Release Guides
November 2026	Guides Available on EVICC Website
Winter/Spring 2027	Raise Awareness and Use of Guides through Partners, Media and Events

EV Parking Enforcement Guide and Right-to-Charge Guide

Alison Felix, *AICP*
Principal Planner and Emerging Technologies Specialist
Metropolitan Area Planning Council

afelix@mapc.org

MAPC
METROPOLITAN AREA PLANNING COUNCIL

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.

Transportation Electrification Grid Plans

June EVICC Meeting

June 10, 2026

EVERSOURCE ENERGY

nationalgrid

Unitil energy for life

Statutory Overview and Regulatory Advisory Ruling

• STATUTORY OVERVIEW – SECTION 103

• Within 12 months of the completion of each EVICC Assessment, each EDC is required to develop an EDC EVICC Investment Plan for building additional infrastructure to satisfy at a minimum the 10-year charging demand projected in the EVICC Assessment, including requiring a distribution system upgrade at sites identified as potential hosts of fast charging and fleet depots.

• In addition, along with its EDC EVICC Investment Plan, each EDC may submit to the Department an application to revise electric distribution rates to account for the additional infrastructure. Such application shall be preliminarily approved by the Department not later than six months after submission; however, the Department's review of such application shall not be construed as a prudence review. The Department may determine at a later date that the investments were not prudent, and ultimately deny cost recovery for such investments.

REGULATORY ADVISORY RULING

The EDCs sought a legal ruling from the DPU, seeking filing requirements for Section 103, and articulation of a standard of review for any request to approve an EVICC-requested investment. The DPU's standard of review for capital investments is based on the traditional paradigm that encourages EDCs not to overbuild their distribution system, to minimize costs for customers. To that end, to meet their obligation to serve, EDCs invest capital to react to known customer requests for electric service. To recover the costs for such investments, they must be both in-service and "used and useful" for customers.

The DPU responded by establishing filing requirements for a Section 103 filing. However, the DPU did not articulate a new standard of review for proactive investments, such as those requested by EVICC. Given that such investments are based solely on a not Company owned forecast, and not a customer request for service, there is a risk that such investments may not be used and useful for customers when completed, if the EVICC's assumptions regarding EV charging needs in the area of investment do not materialize. Absent a new standard of review for proactive capital investments, EDCs may ultimately be denied cost recovery for hundreds of millions of dollars of investments to support EV charging, if the EV charging demand at locations where infrastructure investments are made per an EVICC request does not materialize.

Process History

June-25
Draft Synapse EVICC Forecast

August-25
Delivery of Assessment to Legislators

December-25
Critical Circuits and Stations from Forecasts

March-26
DOT Rest Stop Data

March-26
MBTA Plaza and Depot Data Sets

May 2026
E3 Fleet Charging Hub Results and Secondary charging Corridors

Continuous and Regular meetings between EEA, consultants, and the 3 EDCs

Executive Summary – Findings

FORECASTS – EVICC ASSESSMENT

The EDCs carefully reviewed the issues identified by the Synapse EVICC assessment:

1. EVICC delivered a list of substations and circuits identified by assessment as potentially overloaded due to EV charging.
2. Companies identified areas of consensus and misalignment between EVICC assessment and Company Forecasts.
3. Due to the nature of the issues, and with relatively fast response times, the Companies decided to not pro-actively react to the identified circuit violations with incremental investment.
4. Potential substation constraints are being addressed by the Companies as part of comprehensive plan development.

STEP LOADS – MBTA AND DOT DATA

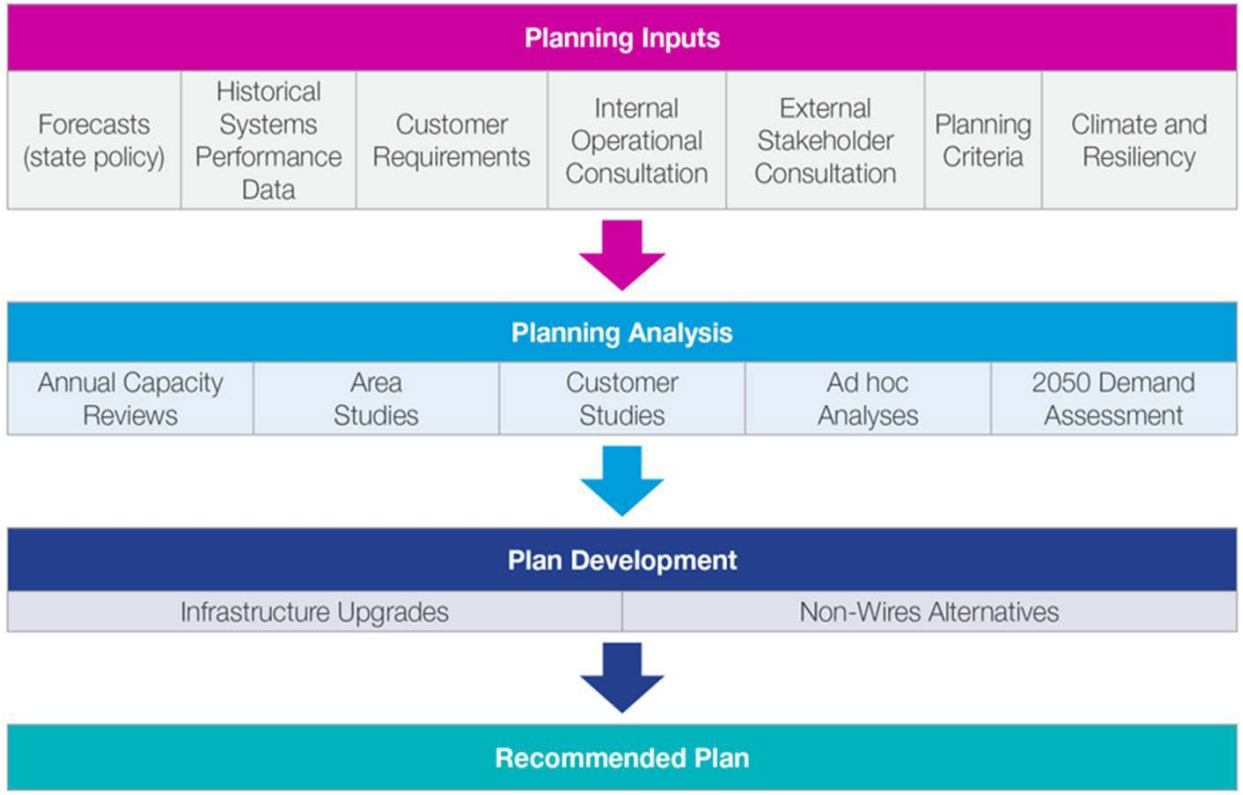
1. Loads are at this point largely indicative, and not supported by load letters or authorized funding.
2. Companies are engaging directly with agencies and customers to determine firmness of load and timelines.
3. Rest stops identified through process do not yet pose an issue or issues are already identified by the Companies and are part of comprehensive plans already in play.

EDC Capital Planning Process

Forecasts (including EV-driven load growth) are drivers of capacity-enabling investments, considered in the context of other planning inputs to develop comprehensive solutions to anticipated and existing needs

As upgrades are identified, they are prioritized based on comprehensive need dates, with load-driven needs being updated annually based on the latest forecast release

Emergent customer requests are treated as focused spot or step load studies to facilitate connection



Companies' Forecasts Consider EVs

EV FORECAST

1. The Companies all consider EV adoption models as part of their forecast.
2. The EV forecasts are policy-compliant and updated annually.
3. EV forecasts are created for light, medium, and heavy duty EVs utilizing not only adoption / propensity models but also mobility modeling.
4. Identified constraints based on the EV Forecast are integrated and prioritized within the overall Capital Plan.

LARGE STEP LOADS

1. The Companies all track large individual step loads as separate inputs into the capital planning process.
2. Charging sites, such as MBTA Bus Terminals or Interstate Rest Stops are, as details become available and plans firm up, automatically included in capital planning decisions.

National Grid | DOT Highway Charging Plazas Review

The March request identified a total of 21 MBTA Bus and CFI charging locations to review. As requested, the review of the 6 DOT highway locations is as follows:

ESMP Upgrades

Bridgewater NB
Bridgewater SB

- 1MW each request by 2029 – no capacity
- ESMP station will meet projected demand of 11.9 MW by 2035 and 16.5 MW by 2045 at the Bridgewater Service Plaza

Charlton EB
Charlton WB

- 1.7MW each requested by 2029 – in active study
- ESMP station will meet projected demand of 9.5 MW by 2035 and 15.4 MW by 2045 at the Charlton Westbound Service Plaza and 10.2 MW by 2035 and 17.9 MW at the Eastbound Service Plaza

Westborough WB

- 1MW requested by 2029 – no capacity
- ESMP station will meet projected demand of 9.8 MW by 2035 and 15.1 MW by 2050 at the Westborough Service Plaza

- Under the DPU-approved ESMP, National Grid is constructing **three new substations by 2034 designed to meet projected EV charging demands** within the long-term (2050) planning horizon.
- These sites were identified as high priority areas through the Electric Highways Study that informed ESMP.

Non ESMP Upgrades

Beverly NB

- 1MW requested by 2029 – in area under active study
- Active study will address identified need by date; incremental distribution line work may be required for DOT plaza.

National Grid | MBTA Review

- 3 Locations for Bus Maintenance and Storage sites (one of them no address provided)
- 13 Locations for Rapid Transit, Commuter Rail, and Park & Ride

Locations currently with sufficient grid capacity

11 locations

Quincy Adams Garage	210 Independence Ave, Quincy, MA 02169
Beachmont	630 Winthrop Ave, Revere, MA 02151
North Quincy Newport Ave	189 Newport Ave, Quincy, MA 02171
Lowell	101 Thorndike St, Lowell, MA 01852
Lawrence	211 Merrimack St, Lawrence, MA 01843
Worcester	225 Franklin St, Worcester, MA 01604
Quincy Adams	210 Independence Ave, Quincy, MA 02169
Blossom Street Pier	379 Blossom St Ext, Lynn, MA 01905
Gloucester	75 Railroad Ave, Gloucester, MA 01930
Brockton	158 Centre St, Brockton, MA 02302
Haverhill	1 Washington Ave, Haverhill, MA 01832

Locations grid capacity not currently available,

Capacity expansion already in development

4 locations

Charlemont	24 Mohawk Trail, Charlemont, MA 01370
Tyngsboro	99 Kendall Rd, Tyngsboro, MA 01879
Quincy Garage	920 Hancock Street, Quincy, MA
Medford Garage (former Wellington)	330 Riverside Ave, Medford, MA

Locations with no address provided for evaluation

1 location

Lynn Garage	TBD - to be relocated

Notes:

- The evaluation performed is based on the distribution system loading snapshot on time. Customer requests for service creates a queue position.
- Albany Garage also has no address provided and is assumed to be outside of NG territory in the above evaluations.

Eversource | DOT Highway Charging Plazas Review

Lee EB and WB

- 2x (2MW) Requested
- 21 MVA Remaining
- Pleasant 16B
- Need Identified (Yes/No)
- **No actions required at this time**

Blanford EB and WB

- 2x (2MW) Requested
- 15 MVA Remaining
- Blandford 19J
- Need Identified (Yes/No)
- **CIP Approved & Underway**

Ludlow EB and WB

- 2x (2MW) Requested
- 0 MVA Remaining
- Ludlow 19S
- Need Identified (Yes/No)
- **Project in Capital Plan**

Natick EB

- 2MW Requested
- 22 MVA Remaining
- Speen Street 433
- Need Identified (Yes/No)
- **No actions required at this time**

Framingham WB

- 2MW Requested
- 0 MVA Remaining
- W Framingham 455
- Need Identified (Yes/No)
- **Transfer Project Planned**

Newton SB

- 2MW Requested
- 59 MVA Remaining
- Newton 292
- Need Identified (Yes/No)
- **No actions required at this time**

Lexington NB

- 2MW Requested
- 29 MVA Remaining
- Lexington 320
- Need Identified (Yes/No)
- **No actions required at this time**

Barnstable WB

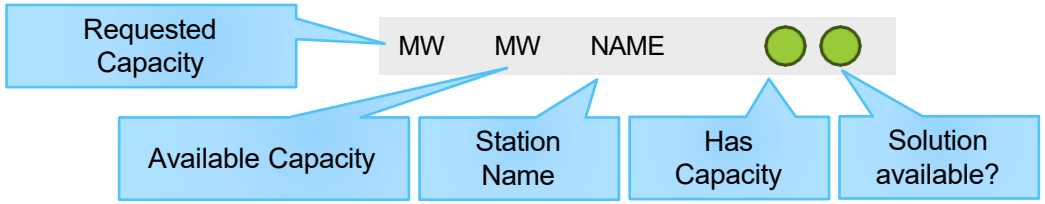
- 2MW Requested
- 0 MVA Remaining
- Oak Street 920
- Need Identified (Yes/No)
- **Station Upgrade in Planning Phase**

Eversource | DOT Highway Charging Plazas Review

Plymouth SB

- 2MW Requested
- 16 MVA Remaining
- 737 West Pond
- Need Identified (Yes/No)
- **CIP Approved & Underway**

Eversource | MBTA Review



Rapid Transit (5)

- 500 River St, Boston, MA 02126

0.01	0	496 Hyde P.	🔴	🟢

- 1230 Bennington St, Boston, MA 02128

0.07	0	496 Hyde P.	🔴	🟢

- 125 Savin Hill Ave, Boston, MA 02124

0.04	0	483 Dewar	🔴	🟢

- 1000 Bennington St, Boston, MA 02128

0.14	16	488 Chelsea	🟢

Commuter Rail (7)

- 100 Atlantic Ave, Woburn, MA 01801

0.4	34	375 Woburn	🟢

- 417 Waverly St, Framingham, MA 01702

0.1	3	240 Leeland	🟢

- 1 Belgrade Ave, Roslindale, MA 02131

0.05	0	496 Hyde P	🔴	🟢

- 90 Fairmount Ave, Hyde Park, MA 02136

0.01	0	496 Hyde P	🔴	🟢

- 700 Atlantic Ave, Boston, MA 02110

0.07	20	583 South S.	🟢

- 691 Dudley St, Boston, MA 02125

0.01	11	10 Andrew S.	🟢

- 1 Pingree St, Hyde Park, MA 02136

0.04	0	496 Hyde P.	🔴	🟢

Park and Ride (5)

- 1056 Mt Pleasant St, New Bedford, MA 02745

0.8	58	612 Acushnet	🟢	🟢

- 24 Mohawk Trail, Charlemont, MA 01370

0.3	0	29R Shelb.	🔴	🟢

- 51 Resnik Rd, Plymouth, MA 02360

0.8	0	737 West P.	🔴	🟢

- 519 Appleton St, Arlington, MA 02476

0.1	28	320 Lexington	🟢

- 18 Miner St, Greenfield, MA 01301

0.06	27	22B Cumberl.	🟢

MBTA Bus (7)

- North Cambridge Garage

2.4	24	828 Alewife	🟢

- Arborway Garage

6.0	0	496 Hyde P.	🔴	🟢

- Lynn Garage

Relocation – final supply source TBD

- Albany Garage

Relocation – final supply source TBD

- Southampton Garage

5.0	11	106 Andrew S.	🟢

- Cabot Garage

9.0	67	385 K Street	🟢

- Charlestown Garage

10.5	0	250 Mystic	🔴	🟢

Unitil | MBTA Review

- 2 Commuter Rail Stations
  - Fitchburg Station – Main Street
    - Currently has two ChargePoint level 2 EV chargers with two plugs each for a total of four charging spaces
    - Sufficient grid capacity exists in the area to supply additional EV charging load
  - Wachusett Station – Authority Drive
    - Currently has three ChargePoint level 2 EV chargers with two plugs each for a total of six charging spaces
    - Sufficient grid capacity exists in the area to supply additional EV charging load

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