



**Commonwealth of Massachusetts**

**Executive Office of  
Energy and Environmental Affairs**

# **Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting**

March 4, 2026





# Agenda

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## Opening

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

## Educational Presentation

- Overview of Proposed EDC EV Programs 2027-2030
- Final List of EVICC Sponsored Resources
- Breakout Discussions – Developing EVICC Sponsored Resources

## Public Comment



# Meeting Objectives

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- Align on the Proposed EDC EV Programs (2027 – 2030)
- Confirm the Final List of EVICC-Sponsored Resources
- Develop and Refine Priority EVICC-Sponsored Resources

***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.*



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# Vote on February Minutes



# Administrative Updates

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- **Save the Date – June 10<sup>th</sup>** – MA EV Symposium + In-Person EVICC Meeting



# Rules for Presentations / Public Comment

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- Identify yourself and affiliation prior to commenting
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- Be able to substantiate assertions or claims in support of comments



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# Public Comments



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# Presentations

**EVERSOURCE**

**nationalgrid**

 **Unitil**

# National Grid / Eversource MA Electric Vehicle Programs

## Proposal Summary for EVICC Meeting

March 4, 2026

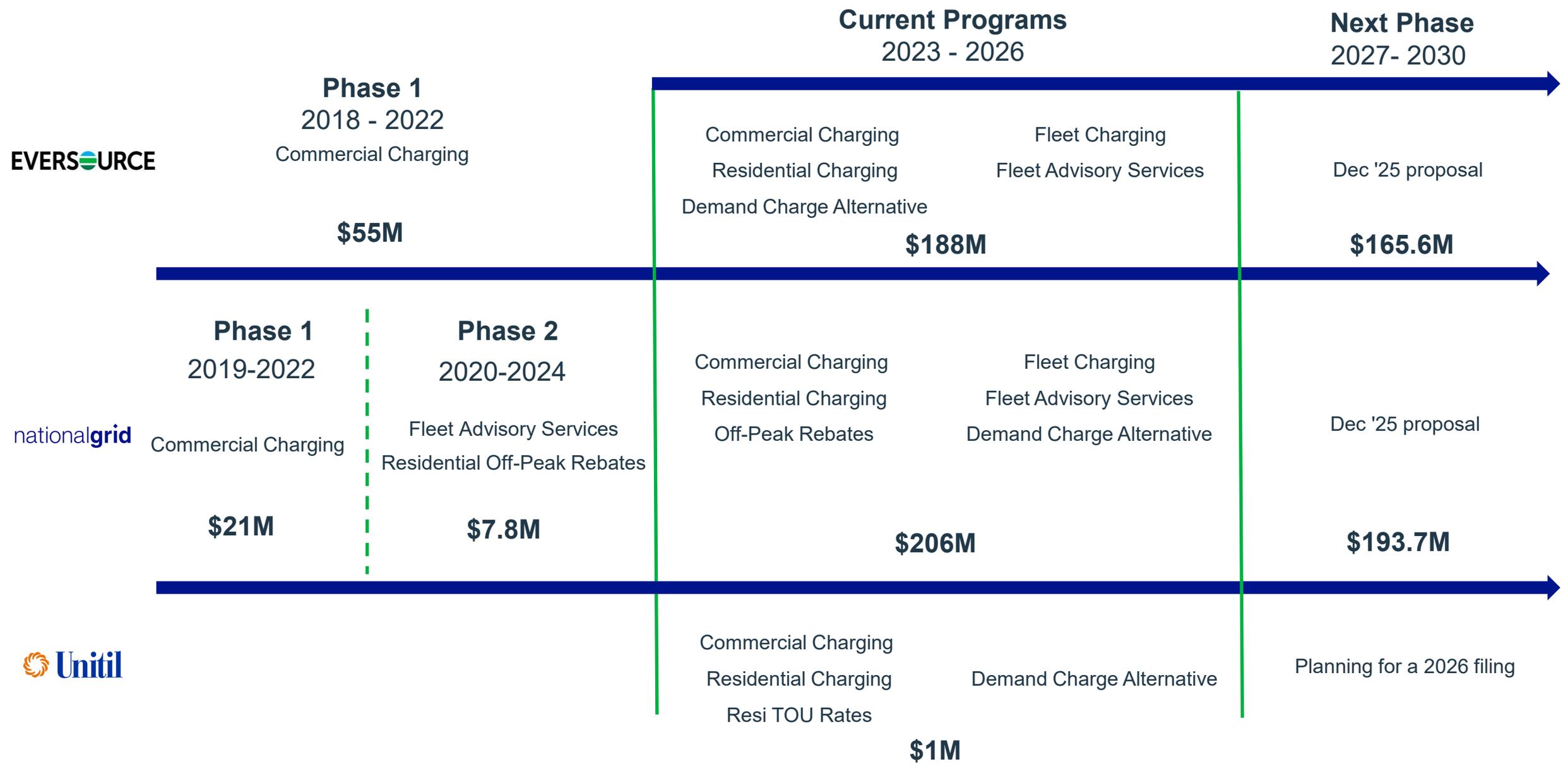


## Meeting Context

- Current National Grid and Eversource EV programs run through 2026 (Unitil through 2027).
- Eversource and National Grid have filed their next phase proposals for their EV programs to the DPU, expected to cover 2027-2030. These filings were submitted in Dec. 2025.
- This meeting is to share an overview of the next phase of EV programs. These offerings are actively under review by the DPU and will remain subject to change until approved.



# Timeline



# National Grid & Eversource Proposal Summary

The proposed programs represent continuity with the current Phase II/III programs, but with tailored and streamlined offerings designed to provide significant transportation electrification benefits at an estimated budget lower than the current EDC programs.

## Comparison between Current and Proposed Offerings

Offerings	Current		Proposed	
	<i>Eversource</i>	<i>National Grid</i>	<i>Eversource</i>	<i>National Grid</i>
<b>Commercial Segment (Public, Workplace, Fleet)</b>				
Level 2 commercial incentives	Yes	Yes	Yes	Yes
DCFC commercial incentives	Yes	Yes	Yes	Yes
Co-located energy storage incentives	No	Yes	No	No
Fleet Assessment Services	No	Yes	No	No
<b>Residential Segment</b>				
Level 2 Residential Project Cost incentives	Yes	Yes	Yes	Yes
Installation Support	Yes	Yes	No	Yes <sup>1</sup>
MUD EV Ready Site Plans	No	Yes	No	No
<b>Managed Charging</b>				
Residential	Yes	Yes	Yes	Yes
Commercial	Yes	Yes	Yes	Yes
Demand Charge Alternative	Yes	Yes	Yes	Yes <sup>2</sup>

(1) Further expanded to MUDs

(2) The Demand Charge Alternative remains available through 6/30/2033. No modifications are proposed.

# National Grid & Eversource Commercial Proposal Summary

The Commercial offerings incorporate several improvements from prior phases based on lessons learned from customer feedback obtained through internal and third-party evaluation. Proposed modifications simplify customer experience and maximize impact.

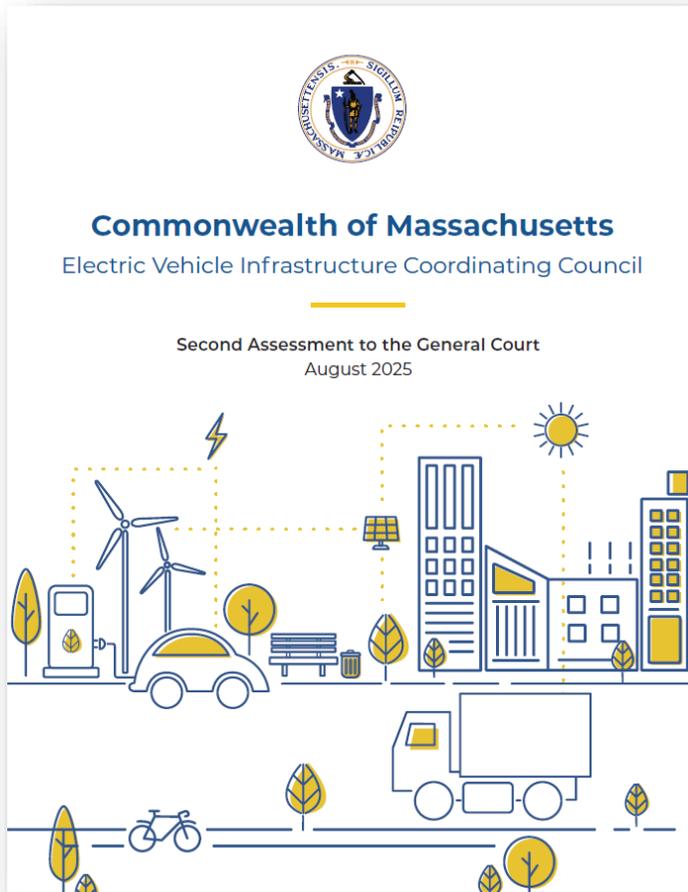
## Improvements From Prior Phases:

- **Dollar-per-kW Incentive:** Lesser of a Dollar-per-kW limit or percent of eligible project costs.
- **Only 2 Tiers:** Standard (~50%) and Enhanced (~75%) limits allow *project cost sharing* with customers while prioritizing low-cost projects.
- **Targeting Highest Impact DCFC:** Scoring criteria to select *highest priority sites* to increase chances of project success and to maximize the use of ratepayer funds.
- **Incentive adjustments:** Proposing established milestones to allow for incentive changes to adapt to market demand and manage approved budget.
- **Eliminate overlap with MassEVIP:** In coordination with DEP, proposing a "clean line" in eligibility so commercial customers are only applying to one program for each eligible Level 2 project - MassEVIP will cover Level 2 projects  $\leq 4$  ports.



# Commercial Proposal – Alignment with EVICC

The EVICC's Second Assessment recommends the existing utility programs continue to fund EV charging infrastructure for public use, multi-unit dwellings, workplaces, and fleets. The assessment also highlights opportunities and recommendations for improving programs:



## Proposal's Alignment with EVICC Recommendations:

- Minimizing program eligibility overlap
- Targeting high-value DCFC locations that serve multiple use cases
- Ensuring a baseline of fast charging along secondary transportation corridors and in rural areas
- 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
- 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

Pending DPU Approval

# Points of Contact

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Thanks  
for listening.



EVERSOURCE nationalgrid



**Commonwealth of Massachusetts**  
**Executive Office of**  
**Energy and Environmental Affairs**

**EVICC Final Proposed EV Charging**  
**Resources, 2026-2027**





# Introduction

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- **Overview of resource categories and their value**
- **Stakeholder feedback process for prioritization of resource selection**
- **Resources (4) selected for development (2026-2027)**
- **Next steps**



# Resource Categories and Their Value (# selected for development)

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## Four Complementary Resource Areas (covered in January)

- **Planning, Policy, Legal (2)**
  - Reduces risk and improves local decision-making
- **Permitting, Siting, Infrastructure (1)**
  - Speeds deployment and improves reliability
- **Costs, Rates, Utilities (1)**
  - Helps control expenses and manage grid impacts
- **Public Use, Education, Signage (0 – but signage included in 2)**
  - Improves user experience and station utilization



# Stakeholder feedback process for prioritization of guide selection

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**To gather feedback on the value and priority of EV charging resources, engaged with a variety of internal and external stakeholders.**

- **Solicited feedback from state agency staff (EV Leadership Team)**
- **Gathered public feedback at the January public EVICC meeting**
- **Presented to and conducted a targeted survey to municipal EV leaders**



## **Summary of four (4) topic area resource guides selected**

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**Based on EVICC priorities and available resources we planned to develop four (4) specific resource guides during 2026-2027. Feedback from internal and external stakeholders guided the decision about which to specific resources to create.**

- The following resource description are for illustrative purposes; specific details, deliverables and dates subject to change**
- Some of the resources require collaboration with additional agencies and/or external collaboration**
- Some resources have been combined for efficiency and effectiveness (ex. Signage)**
- Resourced are presented here in the order we expect them to be delivered and based on EEA-led vs another collaborator**



# **Title: Massachusetts Right to Charge Guide**

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**Subtitle: A guide to EV charging installation rights under Massachusetts General Laws Chapter 183A Section 1A**

## **Purpose and Scope: Overview of Rights and Responsibilities**

- **Explains property owner right to install EV charging in condo communities and historic districts**
- **Clarifies association review and approval process**
- **Defines cost, liability, and insurance responsibilities**
- **Outlines reasonable restrictions and design standards**
- **Addresses role of municipalities and permits**
- **Includes a practical FAQs for stakeholders**

# **Title: Massachusetts EV Charging-Only Parking Enforcement Guide**

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**Subtitle: Municipal Authority and Implementation Under Massachusetts General Laws Chapter 90, Section 20A<sup>1</sup>/<sub>2</sub>**

## **Purpose and Scope:**

- **Explains municipal authority under state law**
- **Addresses local ordinance adoption requirements**
- **Defines EV charging-only parking requirements**
- **Outlines signage requirements/best practices and designation rules**
- **Clarifies enforcement standard for municipal police**
- **Promotes consistent statewide enforcement practices**



# **Title: Massachusetts EV Charging Demand Charge Guide**

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**Subtitle: Navigating Utility Demand Charges and Alternative EV Rates**

## **Overview for Charging Station Owners:**

- **Explains electric utility demand charge structures**
- **Defines demand charge impact on EV sites**
- **Identifies Massachusetts EV-specific alternative rates**
- **Compares rate design and cost implications**
- **Outlines eligibility and enrollment considerations**
- **Includes FAQs and utility engagement guidance**



# **Title: Massachusetts EV Charging Zoning & Permitting Guide**

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## **Title: Municipal Processes and Installer Resources**

### **Overview for Municipalities and Installers:**

- **Provides overview/background on this topic and the challenges**
- **Resource directory for municipal FAQs and model bylaws**
- **Resource directory for EV charging zoning and permitting**
- **Directs municipalities to state- and third-party best practices reports**
- **Provides list of state legislation on this topic**



## Next steps

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**EVICC Team will coordinate with the designated lead agencies and collaborators to facilitate and monitor the progress of resources development during 2026-2027**

- **Status updates provided periodically at public EVICC meetings**
- **Final resources will be posted on the [EVICC resources page](#)**



# First Breakout Sessions

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**Breakout Session A: Right to Charge Guide**

**Breakout Session B: EV Charging Demand Charge Guide**

**Discussion Questions:**

- **What are the key considerations for each resource?**
- **What other existing resources should we be looking at?**
- **What form would be best for each resource to take?**



## **Second Breakout Sessions**

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**Breakout Session A: EV Charging-Only Parking Enforcement Guide**

**Breakout Session B: EV Charging Zoning & Permitting Guide**

**Discussion Questions:**

- **What are the key considerations for each resource?**
- **What other existing resources should we be looking at?**
- **What form would be best for each resource to take?**



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