Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

March 5, 2025

Agenda

Opening

- Roll call, note on meeting minutes, meeting agenda, objectives
- Administrative Updates

Public Comment

Updates

- MassCEC Website Update
- LBE & DCAMM Funding Updates

Discussion

- Overview of Detailed Outline for Business Models EVICC Assessment Sections
- Guided Discussion on Business Model EVICC Assessment Sections

Educational Presentations / Discussions

- Presentation on Draft Environmental Justice Siting Guide Resource

Public Comment

Meeting Objectives

- Learn about use of EVICC funds in LBE and DCAMM programs
- Review and discuss detailed outlines for sections of the second EVICC assessment
- Learn about the draft EJ Siting Guide resource

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 is not endorsing any particular company or organization.*

Administrative Updates

- MassCEC EVICC member introduction
- Bylaws updates
- Right-to-Charge Implementation Update (2024 Climate Act)
- Commonwealth’s Commitment to EV Charging Deployment

Administrative Updates

- Public Hearing Dates
  - March 27, 6-8pm – New Bedford Public Library, New Bedford
  - March 31, 6-8pm – Blackstone River Valley Heritage Center, Worcester
  - Boston Hearing TBD
  - Western MA Hearing TBD

- Location of April 2 Public EVICC Meeting
  - 100 Cambridge St, 2nd Floor, Conference Room A, Boston, MA

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 Comment

Updates

EV Webpages Project Overview

MassCEC & VEIC

Contact us at: CleanTransportation@MassCEC.com

MASSACHUSETTS CLEAN ENERGY CENTER®

March 5, 2025

Project Overview

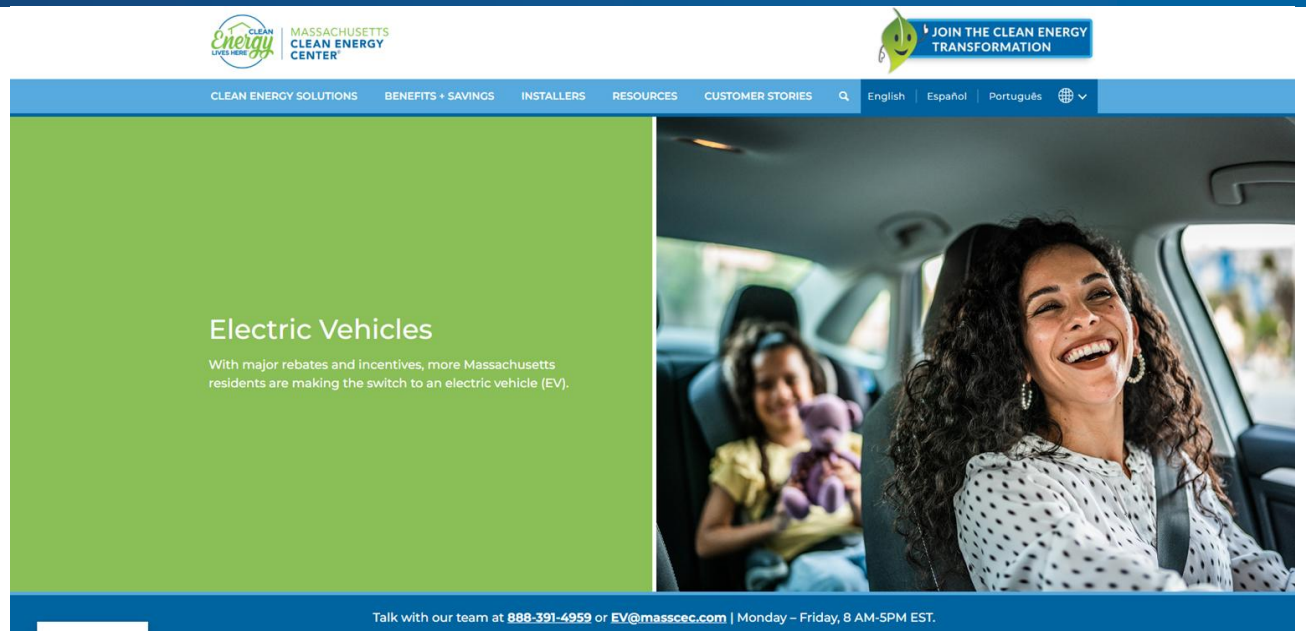
BACKGROUND

- RFP was created to satisfy Bill H.5060: An Act Driving Clean Energy and Offshore Wind
  - "SECTION 85. The Massachusetts clean energy technology center shall develop a guide and website to provide information about the costs and availability of electric vehicles […]"
- EV Webpages Program was created to expanded to cover multiple audiences

SCOPES

- **Scope 1: Residential Consumer (Clean Energy Lives Here website)**
- Scope 2: Commercial and Private Entities (MassCEC website)
- Scope 3: Vehicle Dealers (MassCEC website)
- Scope 4: Municipal Light Plant Residents (Clean Energy Lives Here and MassCEC website)
- Scope 5: Customer Support for Residential Consumers (Clean Energy Lives Here website)

Content: Home Page



Content: Home Page

CUT YOUR FUEL SPENDING, UPKEEP COSTS, & EMISSIONS

Rebates are just the start of your savings. EVs cost an average of $786 less to fuel and maintain each year. Rack up thousands of dollars in savings over time as you lower your carbon footprint.

Annual Operating Costs and Emissions by Vehicle Type*

	Electric Vehicles	Plug-In Hybrid Vehicles	Gas Vehicles
Repairs & Maintenance	**$180**	$315	$412
Gas	**$0**	$338	$1,436
Charging	**$882**	$791	$0
Tailpipe Greenhouse Gas (GHG) Emissions	**0 metric tons of GHG**	1.8 Metric Tons of CO2e Annually	3.8 Metric Tons of CO2e Annually
Total	**$1,062**	**$1,444**	**$1,848**

It would take 63 tree seedlings absorbing carbon dioxide for over 10 years to offset these emissions.

*Annual costs and emissions are based on 15,000 miles of driving reflecting MA gas costs, electricity rates, and emissions factors. Repairs and maintenance costs are estimated based on a per-mile calculation from Consumer Reports for the first 50,000 miles of a typical vehicle within each category.

Content: Incentives

Electric Vehicles

Residential EV Rebates & Incentives

Click below to jump to section

MASSACHUSETTS REBATES | FEDERAL TAX CREDITS | CHARGING INCENTIVES

Click here to return to our main EV page

Return To Top

FEDERAL TAX CREDITS OVERVIEW

The Department of Energy (DOE) offers tax credits for new and used EVs. If you work directly with a participating dealership, you'll get these saving at the point of sale. Combine these credits with Massachusetts rebates for major savings.

*Other qualifications apply. Click "Learn More" under each rebate for details.

1.

DOE New Vehicle Tax Credit

Up to $7,500

for new vehicles.
- Income qualifications apply.

LEARN MORE

2.

DOE Pre-owned Vehicle Tax Credit

Up to $4,000

for used vehicles.
- Income qualifications apply.

LEARN MORE

Content: Incentives

1. MOR-EV Standard Rebate

$3,500 for new vehicles.

Eligibility Summary*

Residents of **all income levels are eligible** if they meet the requirements below:

- The new vehicle is on the **eligible vehicle list**.
- The total MSRP of that vehicle is $55,000 or less.
- They are a resident of Massachusetts (or a business based in Massachusetts).
- They retain ownership of the vehicle or lease for **at least 36 consecutive months** from the vehicle purchase or lease start.
- They agree that any emission reductions generated by the purchased vehicle will **not be used as marketable emission reduction credits**.

Residents must apply for rebates within 90 days of their purchase or lease.

*For the full list of requirements, visit **mor-ev.org/eligibility**

See Full Rebate Details

Information last updated December 2024.

Content: Charging

			
	Level 1: AC Charging	**Level 2: AC Charging**	**Level 3: DC Fast Charging**
EV Compatibility	All modern EVs and plug-in hybrid EVs are compatible.	All modern EVs and plug-in hybrid EVs are compatible.	Only† all-electric vehicles (not hybrid vehicles) are compatible with DC fast chargers. †Most EVs are compatible, with a few exceptions.
Charging Speed	• Between 3-5 miles of range per hour. • EVs take 22-50 hours to reach the recommended 80% charge. • Plug-in hybrid vehicles take 4-12 hours to reach the recommended 80% charge.	• Between 10-20 miles of range per hour. • EVs take 4-10 hours to reach the recommended 80% charge. • Plug-in hybrid vehicles take 1-2 hours to reach the recommended 80% charge.	• Between 180-240 miles of range per hour. • EVs take 20 minutes to 1 hour to reach the recommended 80% charge. • Plug-in hybrid vehicles cannot use this charging type.

WHICH TYPE IS RIGHT FOR YOU?

Learn the basics of the three main charging types to figure out what's best for your needs.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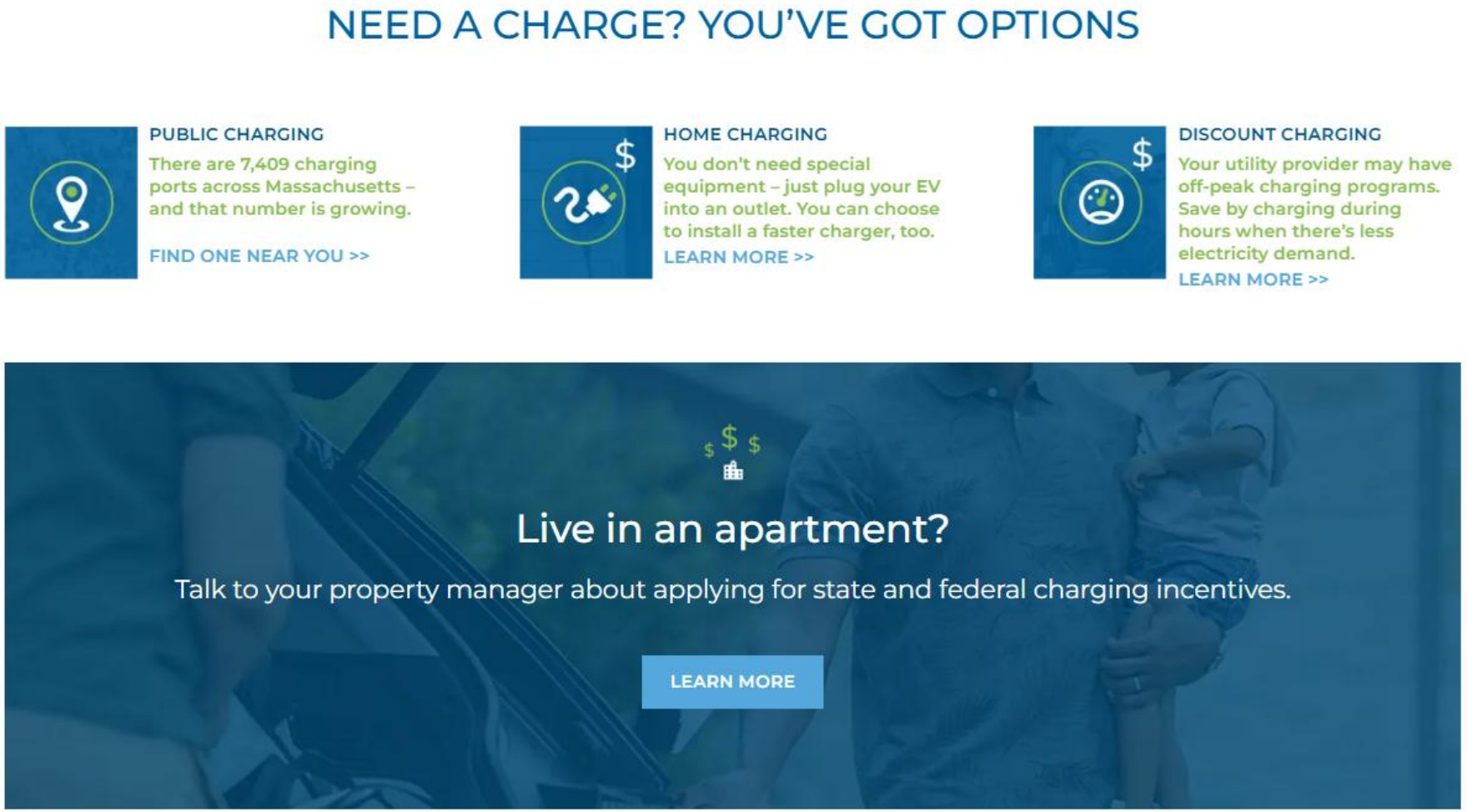
Accessibility ► Visit PlugShare's charging map to see availability near you.	• Almost all EVs and plug-in hybrid vehicles include a free portable Level 1 charging cable. • Level 1 chargers are compatible with standard wall outlets, so they are the most accessible.	• Level 2 chargers are often installed in homes. State, federal, and utility incentives can help offset the costs of setup and (in some cases) wiring upgrades. • Level 2 chargers are commonly available at both paid and free public charging stations.	• Level 3 chargers can only be found at businesses and public charging stations. • They are becoming increasingly more common.
Average Cost to Charge in MA	$0.29 per kWH	$0.25-$0.35 per kWH	$0.40-$0.60 per kWH
Most Common Uses	• These chargers are commonly used for plug-in hybrid vehicles, which have smaller batteries. • They are also used by EV drivers who have short commutes or don't need to drive every day.	• These chargers are the most commonly used by both plug-in hybrid vehicles and EVs. • They are used by EV drivers with long commutes or by drivers who are charging on the road.	• These chargers are rarely used as the main charging method for EV drivers since they're less common and more expensive to use. • However, they're great for extremely long commutes or quick charges in the middle of road trips.

Content: Charging

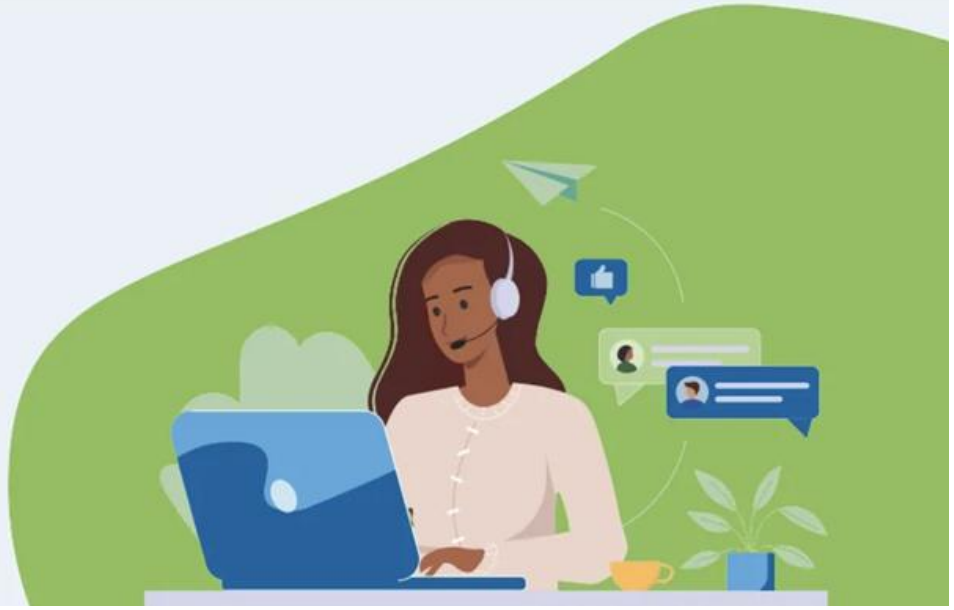


Call Center

Have Questions?

Talk with our team of experts at **888-391-4959** or **EV@masscec.com**.
We have translators for **250+ languages**, so all are welcome to call or email.

Our Hours Monday – Friday | 8 A.M. to 5 P.M. EST



Upcoming Resources

- Translation of residential page throughout March and April
  - Mandarin, Haitian Creole, Cantonese, Spanish, Portuguese, Khmer
- Commercial, Dealership, and Municipal Light Plant (MLP) pages will launch in late Spring
  - Commercial and dealership pages will live on MassCEC.com
  - MLP content will be split between Clean Energy Lives Here and MassCEC.com to support commercial entities and residents
- Year-long marketing campaign kicking off this month
  - Please help us spread the word!
- Ongoing updates and maintenance through June 2027

Questions

DCAMM Fleet EVSE Installation Progress

Betsy Isenstein, Deputy Commissioner, Facilities Management & Decarbonization

March 5, 2025

DIVISION OF CAPITAL ASSET MANAGEMENT & MAINTENANCE

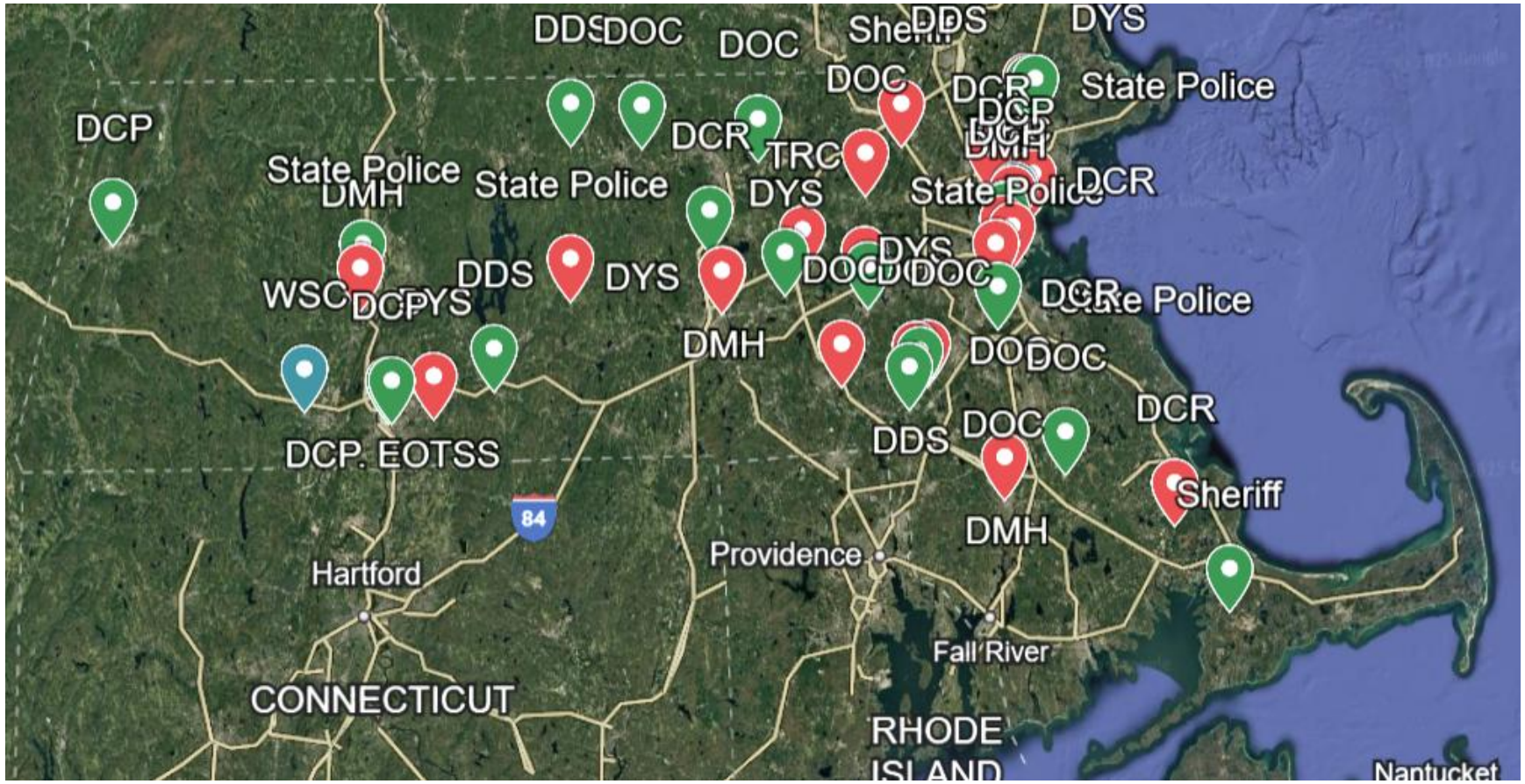
DCAMM Fleet EVSE Installation Progress

48 ports online (9 sites)

78 ports installed (13 sites)

109 ports in progress (21 sites) to be completed in the spring

235 total ports at 43 sites across 11 agencies



Level 2 port installation progress as of 2/28/2025

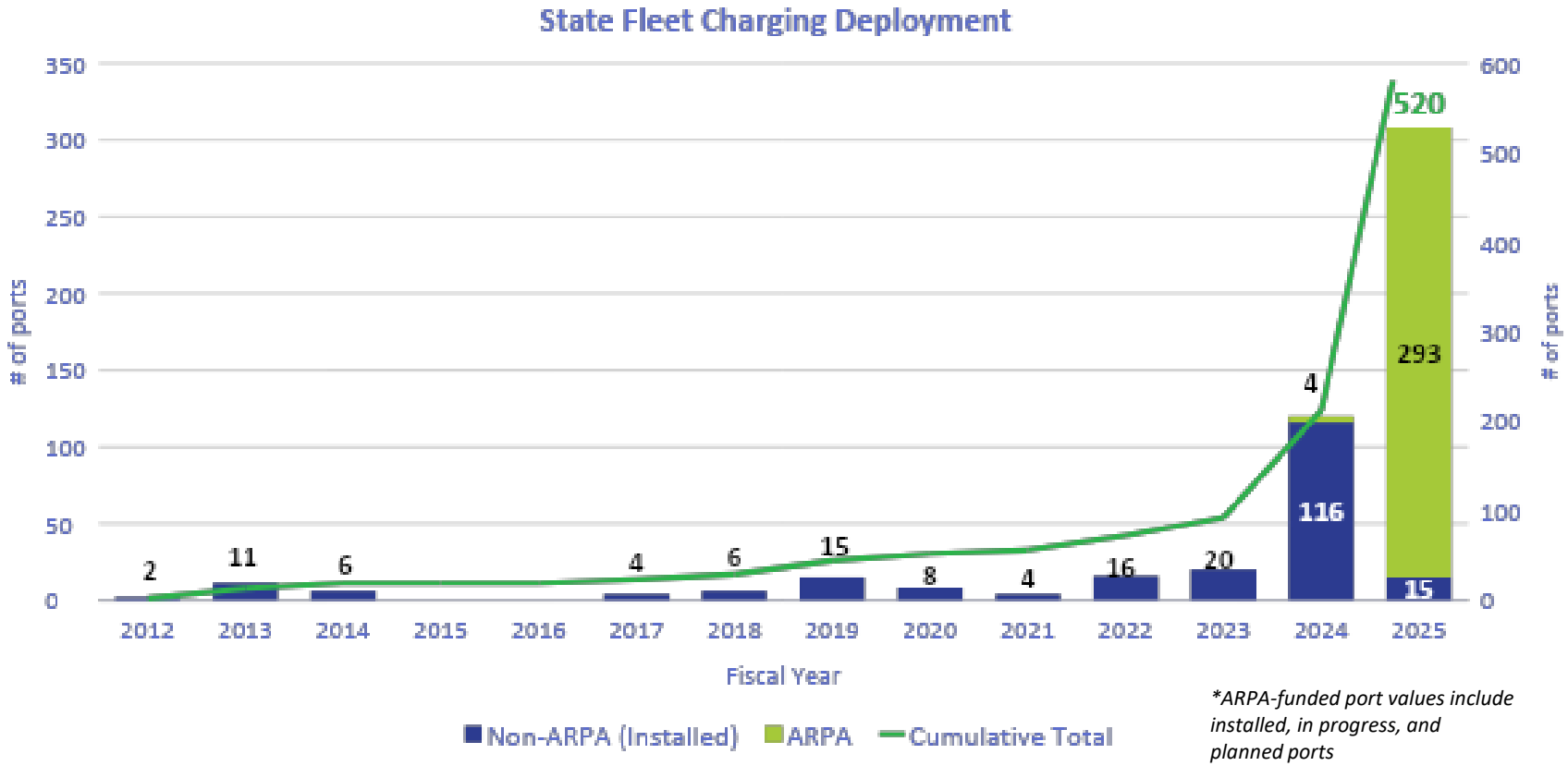
2024 DOER ARPA-Funded Fleet EVSE Grant Update

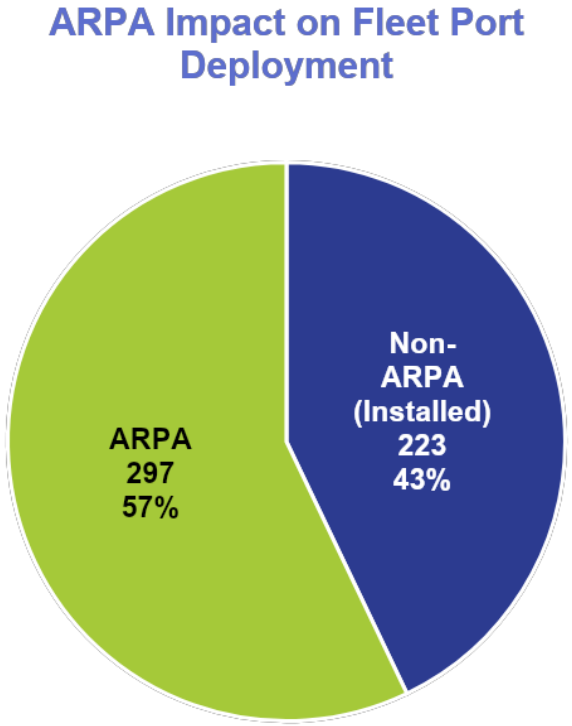
DOER granted $1.5 million in ARPA funds through LBE grant program

DOER ARPA-Funded Fleet EVSE Grant Results	Awarded	Installed (as of 2/28/25)
# of Ports	83	39
# of Make-ready Ports	22	7
# of Sites	27	17
# of Entities	14	7
Total Awarded	$1,494,905	
Avg. Ports per site	3	
Avg. Cost Per Port	$18,011	

Note: Many projects are under construction and most, if not all, are expected to be completed by late Spring 2025

ARPA Impact on State Fleet EVSE Deployment





**ARPA-funded port values include installed, in progress, and planned ports*

- 223 fleet ports installed prior to ARPA
- 297 fleet ports installed and to be installed through ARPA funded DOER and DCAMM initiatives (57% of total fleet ports)

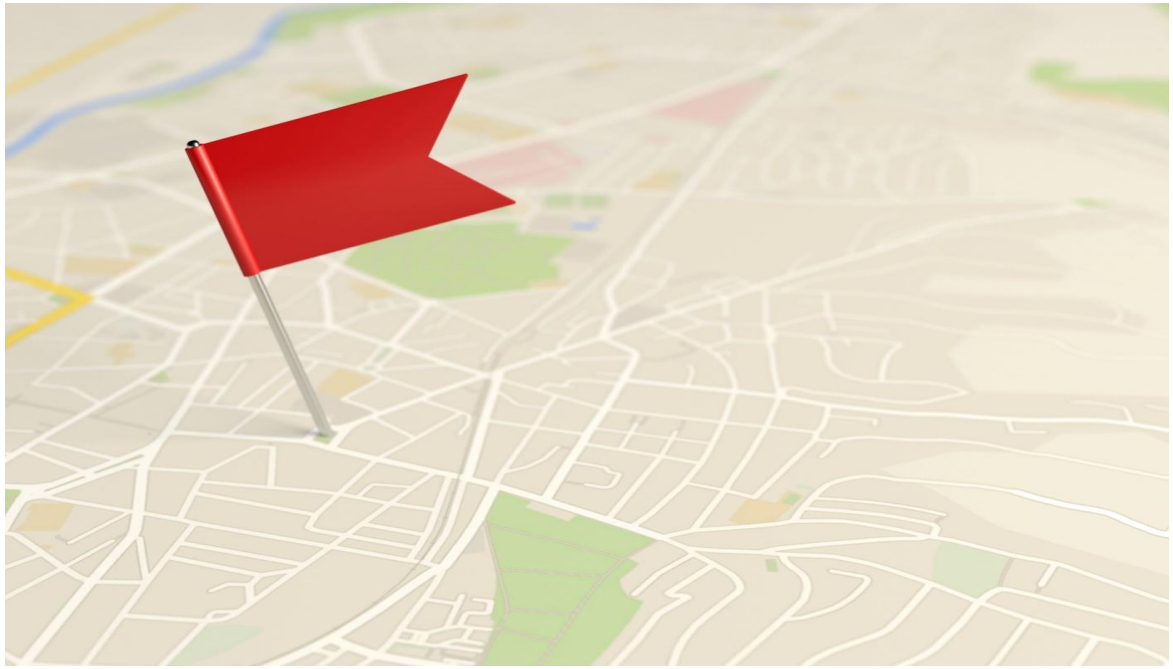
Guided Discussion

Second Assessment of the Electric Vehicle Infrastructure Coordinating Council (EVICC)

Due August 11, 2025

Second Assessment Objectives

- The Assessment will provide **a clear roadmap** for ***how*** Massachusetts plans to deploy the necessary EV charging infrastructure to meet the state's climate goals and other policy objectives ***through 2035***.



Overview of Draft Assessment Outline

1. **Executive Summary:** Clearly conveys the state's plan to meet 2030/2035 EV charger needs and EVICC's recommendations
2. **Purpose and Context:** EVICC background; policy background; and development of Second Assessment
3. **Current EV Charging Programs and Initiatives**
4. **EV Charger Deployment**
5. **Electric Grid Impacts and Managed Charging**
6. **Consumer Charging Experience**

Today's Discussion

7. **EV Charging Technology and Business Model Innovation**
8. **Summary/Conclusion**
9. **Appendices**
   - Detailed 2030 and 2035 EV charger needs projections methodology
   - One-page summary of existing state EV-related programs by program type (e.g., make-ready, vehicle, and charger incentive programs)
   - Charging fee principles, inclusive of common fee structures and level of fees, and other educational materials for EV charging customers and EV charger site hosts
   - EJ Community Siting Guide
   - Summary status of recommendations from First Assessment
   - Information on non-infrastructure EV programs and initiatives (e.g., MOR-EV, Accelerating Clean Transportation (ACT) School Bus, state employee domicile EV policy, etc.)

General Discussion Questions

- Is this section missing any key topics?
- What items within each topic should we make sure are discussed / analyzed (i.e., what should our focus be within each topic)?
- What recommendations should we be exploring related to this topic?

EV Charger Deployment Section

- **Current State of Deployment**
  - Total number and location of public chargers, as of the last date of accurate information
  - Total number and location of workplace, fleet, and other commercial chargers
  - Total number and location of (known) residential chargers
  - Additional EV charger deployment data
- **Key Access Considerations**
  - Environmental Justice populations
  - Rural communities
  - Multi-family w/o off-street parking
  - Medium- and heavy-duty vehicles
- **Analysis of Necessary Types and Locations of EV Chargers to Meet 2030 / 2035 Climate Goals**
  - Methodology overview
  - Detailed results
  - Summary takeaways of number and location of chargers
  - Results for key access consideration areas

EV Charger Deployment Section (cont.)

- **Identification of Areas for Improvement in Deployment**
  - Total deployment trend analysis
  - Analysis by charger type, vehicle type, customer segment, geographic segment, etc.
- **Analysis of the Effectiveness of Existing Programs / Efforts in Addressing the Identified Gaps**
- **Recommendations to Address Areas for Improvements**
  - Recommendations related to existing programs / initiatives (e.g., how could existing programs be better leveraged to address gaps)
  - Recommendations for new programs / initiatives
    - For example: establish EV-truck accessible charging hubs near existing industrial parks/fleet depots in MA?
    - For example: city-wide curbside charging reservation program pilots?
  - Recommendations for additional process / analysis / data collection
    - For example: develop guidance for municipalities on the types of chargers best suited for their town (e.g., what types of chargers do urban, suburban, rural, etc. areas need)

EV Charger Deployment Section Discussion

- Is this section missing any key topics?
- What items should we make sure are discussed / analyzed within EV charger deployment (i.e., what should be our focus for the Assessment)?
- Feedback / thoughts on these the potential recommendations included in the outline:
  - Recommendations for new programs / initiatives
    - For example: establish EV-truck accessible charging hubs near existing industrial parks/fleet depots in MA?
    - For example: city-wide curbside charging reservation program pilots?
  - Recommendations for additional process / analysis / data collection
    - For example: develop guidance for municipalities on the types of chargers best suited for their town (e.g., what types of chargers do urban, suburban, rural, etc. areas need)
- Any additional recommendations we should be exploring related to this topic?

Electric Grid Impacts and Managed Charging Section

- **Summary of Transmission and Distribution Impacts, Challenges, and Alternatives**
  - Impacts and challenges
    - Highlight fleet depot and highway corridor considerations
  - High-level discussion of alternative solutions (e.g., managed charging, NWAs, novel technologies, etc.)

- **Overview of relevant T&D infrastructure upgrade processes**
  - Customer Focused Processes
    - Customer connection process (e.g., load letter process)
    - Utility load forecasting and customer engagement efforts
  - Regulatory Processes
    - Electric Sector Modernization Plans
    - Section 103 of the 2024 Climate Law
      - Details of the process after the issuance of the Second Assessment
    - Long-Term System Planning Process

Electric Grid Impacts and Managed Charging Section (cont.)

- **Managed charging and load shifting programs**
  - Current EDC and MLP program overview
  - Best practices overview
  - Necessary program development, approval, and implementation
  - Identification of areas for improvement in existing programs
- **Identification of areas potentially requiring grid updates**
  - Potential upgrades broken down by:
    - Major corridor charging
    - Fleet depots
    - Residential
    - Commercial
- **Recommendations (including minimizing costs to ratepayers)**
  - Cost-related recommendations
    - EDC managed charging programs
  - Grid upgrade related recommendations

Electric Grid Impacts and Managed Charging Section Discussion

- Is this section missing any key topics?
- What items should we make sure are discussed / analyzed within grid impacts and managed charging (i.e., what should be our focus for the Assessment)?
- What specific cost-related or grid upgrade related recommendations should we be exploring for the EVICC Assessment?
- Are there any additional types of recommendations that we should be exploring?

Consumer Charging Experience Section

- **User experience objectives**
- **Overview of key customer experience considerations and why they matter, including the current (real and perceived) state of each consideration**
- **Summary of current and proposed charger reliability, registration, data sharing, and operational standards**
  - Overview of best practices
  - Summary of current state and federal legislative and regulatory requirements
  - State program requirements
  - Other states
- **Background on EVICC technical committee**
- **Summary of existing consumer resources**
  - Charger apps and website resources for customers
- **Recommendations**

Consumer Charging Experience Section (cont.)

- **Discussion Questions:**
  - Are these the right "user experience objectives"?
    - **Drivers:** A seamless and intuitive charging process enhances satisfaction and encourages EV adoption. Complicated interfaces or unreliable services can deter potential users.
    - **Station Owners:** Positive user experiences attract repeat customers and build brand loyalty, potentially increasing revenue.
    - **Policy Makers:** Ensuring accessible and user-friendly charging supports adoption goals by promoting EV usage.
  - Are these the right "key consumer experience considerations"? Is there anything that we should add?
    - Reliability
    - Data sharing
    - Charger registration
    - Consumer disclosure and payment
    - Operational standards
    - Other consumer protections
      - ADA compliance
      - Parking spacing
      - Charge fee types
      - Signage

Consumer Charging Experience Section (cont.)

- **Discussion Questions:**
  - Are we missing any charger apps or website resources that should be highlighted to customers?
    - Charging Network Apps (e.g., PlugShare, ChargePoint): Provide real-time information on charger locations, availability, and user reviews
    - Navigation System Integration (e.g., Tesla, Google Maps): Enables seamless route planning with charging stops
    - Subscription Services (e.g., Electrify America Pass): Offer discounted rates and exclusive access to networks
    - Customer Support Lines: Provide assistance for technical issues or billing questions
    - Educational Materials (e.g., how-to guides, tutorials): Help new EV drivers understand charging processes and options
    - Government Resources and Incentives Information
      - EV pages on MassCEC's Clean Energy Lives Here website and call center
      - EV Charging Station Owner-Operator Resources developed by EVICC Technical Committee
  - Are there any recommendations that we should explicitly be exploring?
    - For example: working with Google and others to ensure that EV charging data is available on common map apps
    - For example: develop guidance for site owners on the types of chargers best suited for different applications
  - Anything else that should be included in this section?

EV Charging Technology and Business Model Innovation

- **Overview of current charging business models**
  - Summary of model types
  - Benefits and barriers of current models
- **Overview of novel business models**
  - Examples of novel models and the challenges they address
  - Benefits and barriers of new models
- **Overview of emerging EV charging technologies**
- **Concerns and potential solutions for EV charging business models**
- **Recommendations**

EV Charging Technology and Business Model Innovation (cont.)

- **Discussion Questions:**
  - Are these the right categories of "current charging business models"?
    - Host-Owned
    - Public Ownership
    - Utility-Owned
    - Charge Point Operator (CPO)
    - Franchising, Advertising & Sponsorship
    - Charging as a Service (CaaS)

  - Are these the right categories of "novel business models"? Any that we should add?
    - Turnkey Solutions
    - Dynamic Pricing Strategies
    - Mobile Charging Services
    - Energy-as-a-Service

EV Charging Technology and Business Model Innovation (cont.)

- **Discussion Questions:**
  - Are these the right categories of “emerging EV charging technologies”?
    - Battery innovations
    - Charging technology advances
    - Customer experience enhancements
    - Smart charging solutions
    - Storage integration
    - Renewable energy integration

  - Are these the right categories of “concerns and potential solutions”? Any that we should add, subtract, or combine?
    - Infrastructure Costs
    - Energy Pricing
    - Utilization Rates
    - Revenue Streams
    - Consumer Convenience
    - Interoperability
    - Grid Dependency
    - Government Incentives
    - Technology Evolution
    - Battery Advancements
    - Sustainability
    - Cybersecurity
    - Supply Chains

EV Charging Technology and Business Model Innovation (cont.)

- **Discussion Questions:**
  - Are these the right categories of “recommendations”?
    - Partnerships
    - Pricing
    - Data management
    - Siting
    - Standards and policy alignment
    - Financing
  - Are there any recommendations that we should explicitly be exploring within the above categories?
  - Anything else that should be included in this section?

Overall Discussion Questions

- Are there any key sections that the EVICC Assessment outline is missing?
- What general recommendations should we be exploring?
- Any additional resources, information, etc. that should be included in the Assessment to fulfill EVICC's statutory obligations and/or to better serve the public?

Updated Second Assessment Work Schedule

- **Late February / Early March 2025:** Assessment outline shared, and drafting of select sections begins
- **Late March / Early April 2025:** Public hearings are held
- **By May 1, 2025:**
  - Assessment analysis completed
  - Agencies complete assigned sections
- **June-July 2025:** EVICC members review Assessment
- **August 11, 2025:** Second EVICC Assessment sent to the Legislature
- **August 2025:** Public webinar on Second Assessment

Presentations

A Guide to Equitably Site Electric Vehicle Charging Stations in EJ Populations

Office of Environmental Justice and Equity (OEJE)

March 5, 2025

Agenda

Office of Environmental Justice and Equity

A Guide to Equitably Site Electric Vehicle Charging Stations in EJ Populations

- Purpose of the Guide
- Understanding Barriers
- Principles and Best Practices

Q&A

Office of Environmental Justice and Equity

The Commonwealth of Massachusetts Executive Office of Energy and Environmental Affairs' (EEA) Office of Environmental Justice and Equity (OEJE) works with all EEA agencies to ensure policies and programs are designed with equity at the center, ensuring that all voices are heard and all voices are shaping the solutions. OEJE works diligently to ensure there is meaningful engagement in all processes, resulting in more equitable public policies. OEJE is committed to ensuring a fair and equitable distribution of all environmental and energy benefits and burdens.

Purpose of the Guide

- The *Guide to the Equitable Siting of Electric Vehicle Charging Stations in EJ Populations* (Guide) serves to complement the second Electric Vehicle Infrastructure Coordination Council (EVICC) Assessment, as well as an independent resource

- As it becomes increasingly necessary for public EV charging stations to further expand into communities with EJ populations, publicly-accessible municipal- and state-owned EV charging station locations should be selected with intentionality and in close partnership with local communities to ensure that the clean energy benefits are enjoyed by the residents of neighborhoods with EJ Populations

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Table of Contents

Understanding Barrier that Different Communities Experience That Different Communities Experience That May Discourage EV Adoption

Many neighborhoods with EJ Populations lack the ability to install a dedicated home charger, especially those within densely populated urban areas or multi-family housing. There are distinct challenges that discourage certain communities from installing home charging equipment.

Examples include:

Garage Orphans

- Individuals who live in a single-family dwelling without access to private garages or off-street parking options or multifamily dwellings (i.e. apartments, condominiums, multi-unit houses, etc.) without dedicated parking spaces where they could install a home charger

Low-Income Communities

- Communities comprised of people who may not have the financial means to install home charging but want to make the transition to EVs

Urban Residents

- People who live in a city without the space to install home chargers or who rely on street parking

Rural Communities

- Communities outside city centers that may have fewer home charging options and rely on public charging for EV adoption

Principles and Best Practices

It is essential to consider EJ and equity in the siting of public EV charging stations. This process should be informed by principles that ensure a comprehensive understanding of accessibility and resilience. By understanding and adopting best practices, including meaningful engagement, an EV charging station network can be developed that supports EJ and equity.

Principles	Best Practices
• Reduce Disparities in Access to Public EV Charging Stations	• Conduct Equity-Centered Site Assessments
• Sustainable and Resilient EVSE	• Prioritize Community-Centered Planning
	• Collaboration and Stakeholder Engagement
	• Accessibility and Affordability

Best Practices:
Conduct Equity-Centered Site Assessments

- **Identify Priority Areas:** Use tools like EEA's Environmental Justice Map Viewer to identify communities with high pollution burdens, low incomes, or limited mobility options.
- **Evaluate Existing Infrastructure:** Assess the community's transportation needs, current EV adoption levels, and infrastructure gaps.
- **Consider Co-Benefits:** Prioritize sites that provide additional benefits, such as reducing air pollution near schools, healthcare facilities, or densely populated areas.
- **Data:** Use transparent, data-driven approaches to inform EVSE siting and adjust based on community feedback and usage patterns.

Best Practices:
Prioritize Community-Centered Planning

- **Early and Ongoing Engagement:** Projects impacting EJ Populations should undertake enhanced measures of engaging community members early and seeking initial feedback at the project's onset. Involve EJ Populations early in the decision-making process to ensure their voices shape the siting and implementation plans. This engagement can help identify opportunities for medium- and heavy-duty vehicle and fleet transition to EVs.

- **Meaningful Engagement:** Conduct meaningful and ongoing engagement, which requires consultation with communities to gather information about their specific needs. Empower community members to influence and shape project design, timeline, and benefits, and actively contribute to the public EV charging station site-selection process, including identifying charging options near highways and other roads with high congestion that could support freight and high mileage internal combustion engines in transitioning to EVs.

- **Culturally Relevant Outreach**: Use culturally appropriate materials and communication methods, such as multilingual resources and outreach through trusted community organizations.

- **Public Meetings and Workshops**: Host accessible meetings (virtual and in-person) to gather input, ensuring timing and locations accommodate residents' schedules. To the greatest extent possible, planning for public meetings should be developed in consultation with community-based organizations.

Best Practices:
Collaboration and Stakeholder Engagement

- **Collaborative planning:** Foster cross-sector collaboration among government agencies, utilities, the private sector, and community organizations to ensure comprehensive and inclusive decision-making. Community centers, faith-based organizations, and other CBOs can often assist with identifying populations where additional outreach is needed and have insight on the best channels to engage with local EJ Populations

- **Involve Local Community Leaders:** Join community meetings, town halls, EJ forums, or other advertised community activities to establish relationships with community leaders. Engage with local leaders who are active in underserved communities, so they can refer you to key organizations and networks.

- **Engage with Utilities:** Engage with the utility company serving the local geographic area to understand relevant rebates, incentives, and income-restricted assistance programs they offer. Work collaboratively with the utilities to conduct outreach and enhance awareness and participation in these programs.

- **Community Advisory Groups:** Establish advisory committees that include residents, EJ advocates, and local leaders to guide the process. Leverage expertise from organizations focused on EJ and equity and clean energy to shape and review plans. Consider offering compensation for their participation.

Best Practices:
Accessibility and Affordability

- **ADA-Compliance:** Ensure chargers are ADA-compliant and accessible to people with diverse disabilities. Reference MassEVIP ADA requirements as an example.

- **Clear Signage:** Ensure clear and consistent communication about the availability and pricing of charging stations to encourage use and build trust and are also designed for non-English speakers.

- **Technology Access**: Install EV chargers that are compatible with diverse EV models, particularly affordable and used EVs.

- **Curbside Charging Stations:** Consider installing curbside charging stations to provide convenient, public charging options for residents without access to private parking spaces. Reference MassCEC's Study (to be released in late 2025) and the City of Boston's Curbside EV Pilot Program.

- **Affordable Access**: Ensure that EV chargers are affordable to use, with clear pricing transparency and posting, both on the charging station and in the app. Provide subsidies or tiered pricing for low-income users where possible. Please refer to EVICC's Public Level 2 EV Charging Station Fees and Policies Guide.

- **Payment Flexibility**: To address financial inclusion, enable cash payment or systems that do not solely require credit cards or a smart phone application. Smart phone applications should include options to enter banking information and should not require additional debit or credit card fees at point-of-sale. Also consider adapting existing programs, such as SNAP, to allow for beneficiaries to apply those funds towards EV charging.

Questions?

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 Comment