



Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

May 7, 2025



Agenda

Opening

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

Public Comment

Updates

- MassDEP Update on Expanded MassEVIP Eligibility
- MassDOT Service Plaza Update

Discussion

- Public Hearing Feedback Summary and Guided Discussion

Educational Presentations / Discussions

- Presentation of Early Charging Gap Analysis Along Major Corridors

Public Comment



Meeting Objectives

- Learn about MassEVIP's expansion of eligibility and MassDOT service plaza charging
- Review and discuss public feedback from EVICC's public hearings
- Learn about analysis of charging gaps along major corridors

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

- D.P.U. 25-10 Comment Period
- DCR Public Access EV Charging Program



Rules for Presentations / Public Comment

Presentations

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Public Comments

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- Be able to substantiate assertions or claims in support of comments



Public Comment



Updates

MASSACHUSETTS ELECTRIC VEHICLE INCENTIVE PROGRAM (MASS EVIP)

Workplace & Fleet Charging (WPF)

- Provides incentives for employers and fleet operators to acquire level 1 and 2, DC up to 36 kW) EV charging stations
- Workplaces must have 15+ employees on-site and fleet vehicles must be garaged in MA
- Rolling program, up to \$50,000 per address or 60% of eligible costs
- **NEW!** Recent expansion to cover Medium- & Heavy-duty vehicles:
 - Workplace and Fleet Program will now fund medium- and heavy-duty vehicle fleets, in addition to light-duty fleets.
 - Must have at least one light-, medium- or heavy-duty electric vehicle in your fleet, or on order (**proof required before payment issued**), to participate in the program.
 - Apply here: <https://www.mass.gov/how-to/apply-for-massevip-workplace-fleet-charging-incentives>.

If you have any questions, contact massevip.massdep@mass.gov



MassDOT EVSE Program Update May 7, 2025



Service Plazas

Service Plazas: EVSE Update

- MassDOT owned Autel Chargers exist at the following Service Plazas:
 - Framingham (Westbound)
 - Natick (Eastbound)
 - Charlton (Westbound)
 - Charlton (Eastbound)
 - Lee (Westbound)
 - Lee (Eastbound)
- Max output has been 60 kW shared across two ports.
- Recent upgrades have increased the output of each unit to 120 kW shared across two ports.

Service Plazas: EVSE Update

- MassDOT has also acquired 8 Chargepoint units
- They will be installed at the Barnstable and Plymouth service plazas.
- Installation is being coordinated with the vendor and utility.
- Output of 150 kW per port, with power sharing allowing up to 300 kW.
- All ports will be both CCS and J3400 compliant.

Thank You





Guided Discussion



EVICC Second Assessment Public Hearing Feedback



Public Hearings

To inform the development of the Second Assessment, EVICC held four public hearings across the Commonwealth, two of which were held in a hybrid format:

- March 27, 2025 in New Bedford
- March 31, 2025 in Worcester
- April 3, 2025 in Holyoke (Hybrid)
- April 8, 2025 in Boston (Hybrid)



Stakeholder Representation

Municipalities and Regional Agencies

- Town of Marblehead
- City of Cambridge
- City of Boston
- Town of Westborough community org. EV focus group
- Newton EV Task Force
- Cape Cod Commission

Private Sector

- National Grid
- Global Partners
- Electric Era
- EVgo
- Revision Energy
- CALSTART
- Always
- Go Space LLC
- Leidos
- Nouria
- Solect Energy
- It's Electric, Inc.

State Agencies

- DPU
- EEA
- Mass. Dept. of Developmental Services
- MassDOT
- MA Division of Standards
- Green Fleet Committee

CBOs/Advocacy Organizations

- MA State Auto Dealers Association
- Elders Climate Action
- Green Energy Consumers Alliance



Discussion Questions

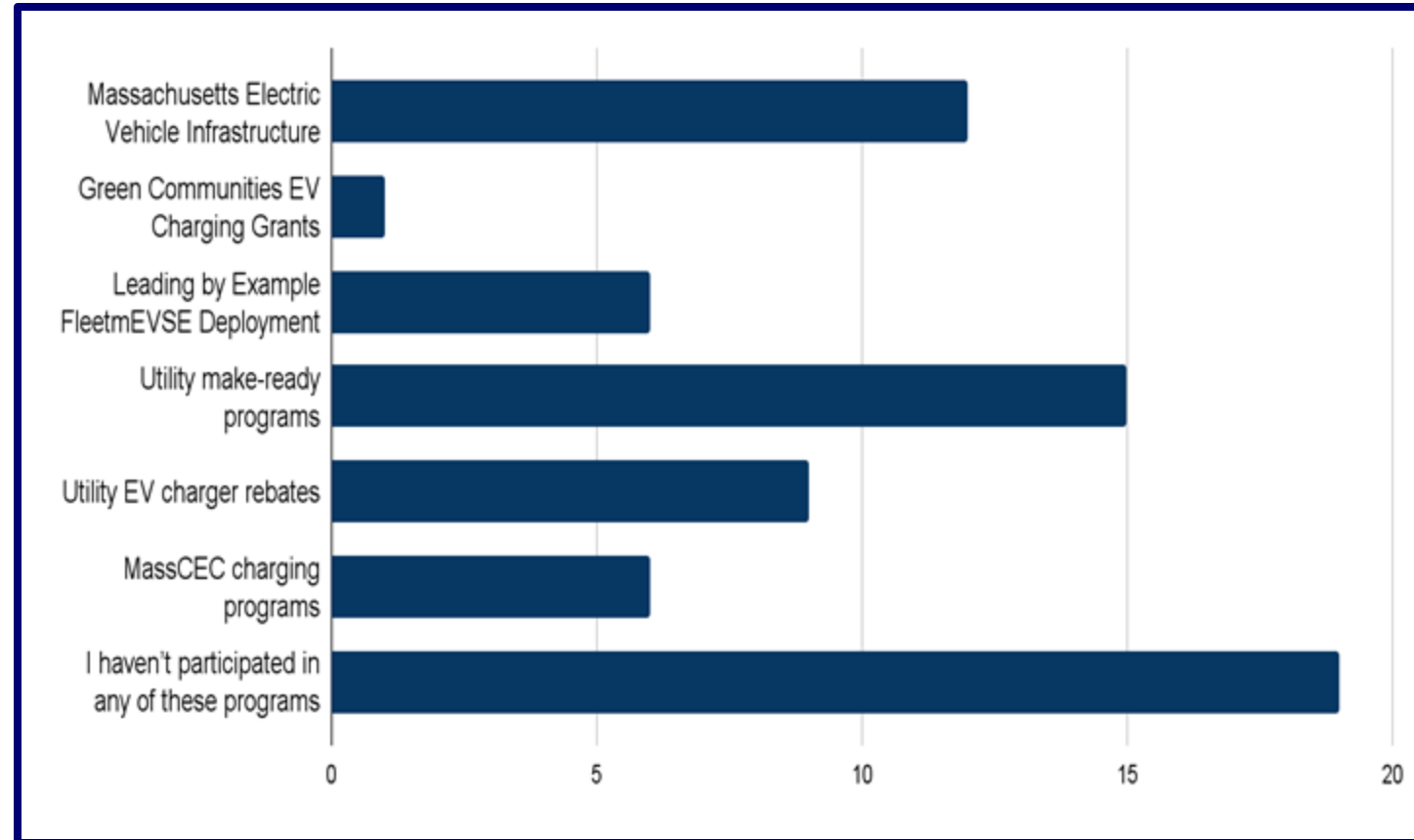
- Does this feedback align with what you've heard from stakeholders?
- Are there considerations or needs that you think are missing?
- What additional notes or considerations for the Second Assessment came to mind when seeing this feedback?
- Should any particular recommendations be considered as a result of this feedback?



EV Charging Programs Feedback

Major Themes

- Difficulty navigating different eligibility parameters and program requirements
- Desire for a centralized directory of programs and requirements
- Desire for information about program funding availability
- Need for more DCFC funding
- Need for more customer service/technical assistance for accessing programs and incentive stacking





EV Charging Needs Feedback

Fast Charging Needs

- **Central & Western MA:** Especially west of Springfield, along Rt 2, Rt 9, I-90, and in college towns
- **Rural Areas:** Underserved communities off main corridors.
- **Vacation & Recreation Areas:** Berkshires, Cape Cod, state parks, etc. would benefit from more fast charging.
- Co-locate fast charging with quick-stop activities like grocery stores, big-box stores, downtown areas, etc.

Level 2 Charging Needs

- Dense residential areas (curbside charging)
- Workplace charging options
- Transit hubs and commuter parking areas
- Destination Sites (hotels, parks and recreation areas, etc.)



EV Charging Needs Feedback

Key Access Considerations:

Environmental Justice Communities

- Charging must be affordable and located in community hubs
- Education on EV adoption and charging is crucial
- Innovative programs like EV car-sharing should be piloted

Rural Areas

- Grid constraints are a major barrier
- Financial incentives may be needed to offset low utilization rates
- Potential for innovative vehicle-to-home and battery backup systems

Medium/Heavy-Duty Vehicles

- Grid and substation capacity is crucial
- Learn from truck stop successes
- Collaboration with drivers and fleet owners

Multi-Unit Buildings

- Curbside parking will be key to meet demand
- Separate metering



Consumer Experiences Feedback

Consumer Needs

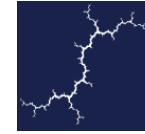
- **Reliability & Accessibility:** Real-time usage and uptime info, customer support (24/7), and available chargers when needed.
- **Payment Options:** Flexible payment methods, including credit/debit cards without requiring multiple apps.
- **Safety & Convenience:** Overhead lighting, clear signage, rain shelters, and nearby amenities
- **Transparent Pricing**

Consumer Challenges

- ICE vehicles parked in charging spots
- Uptime and other reliability concerns
- Insufficient chargers during busy times
- Reporting and resolving maintenance issues
- Queuing



Presentations



Synapse
Energy Economics, Inc.

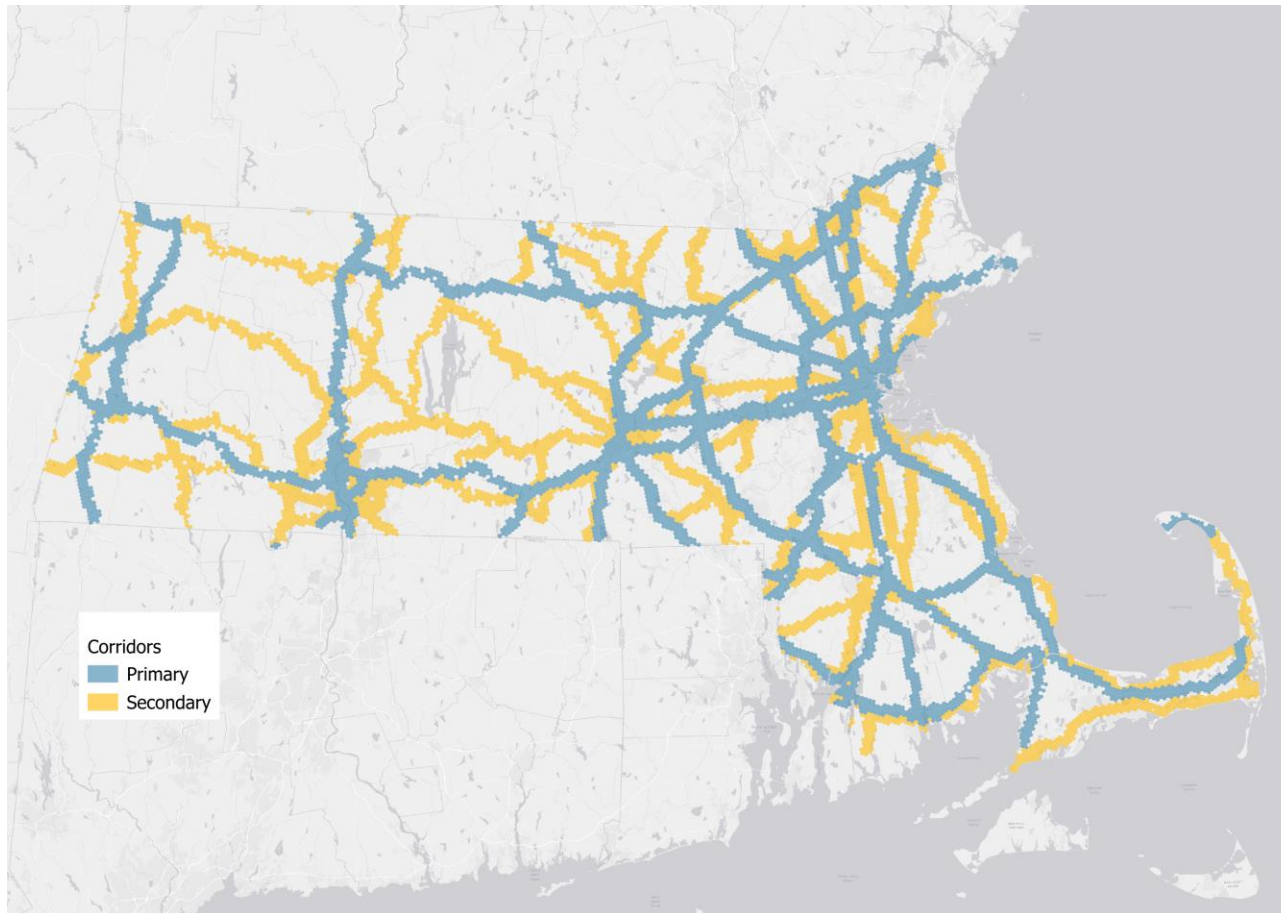
EVICC Assessment: DCFC Travel Corridor Analysis

Prepared for the Executive Office of Energy and Environmental Affairs

May 7, 2025

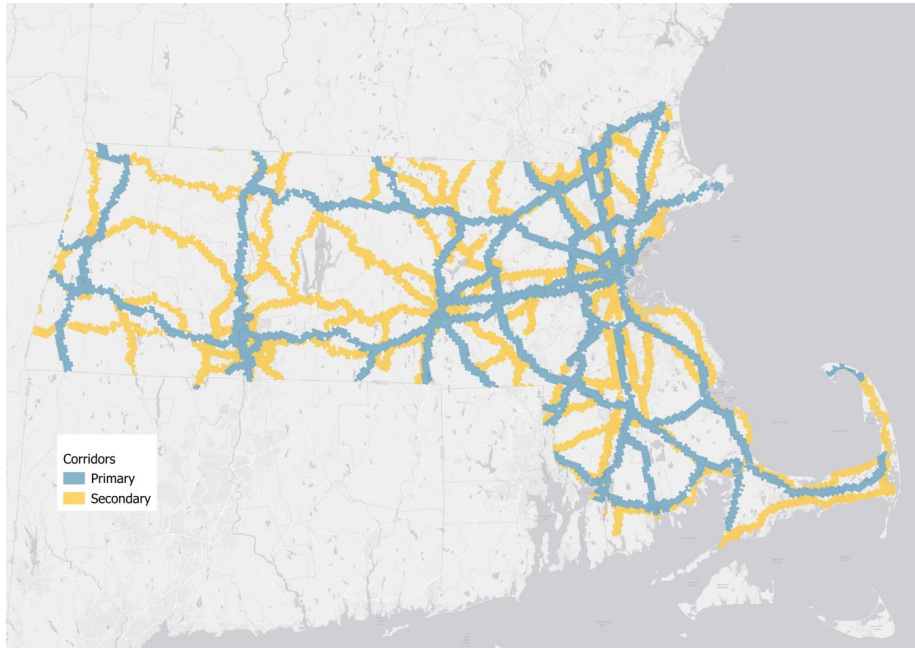
Center for Sustainable Energy (James Tamerius)

DCFC Travel Corridor Analysis



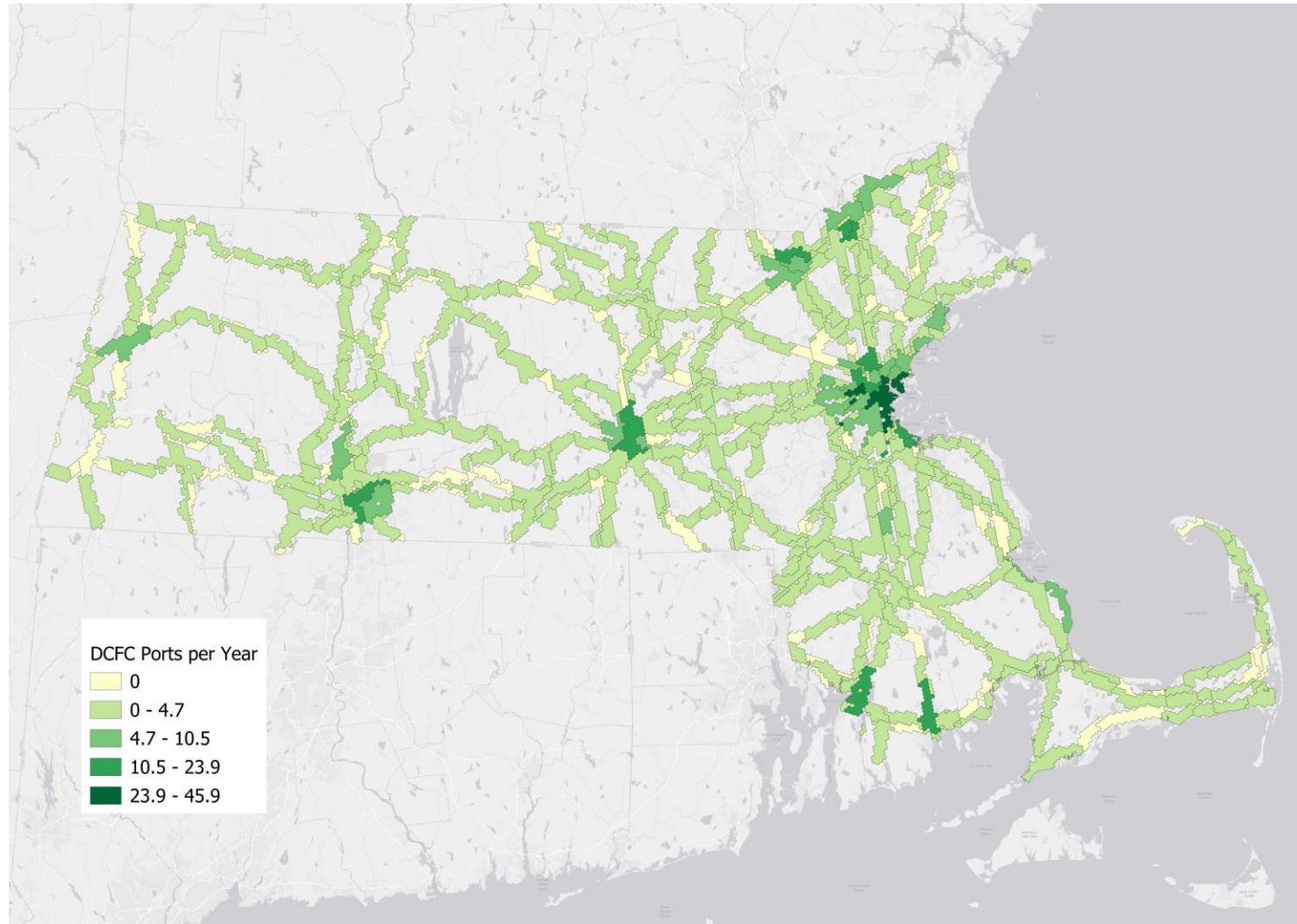
- Massachusetts 2025/2030 Clean Energy and Climate Plan set a goal of:
 - 900,000 light-duty EVs by 2030
 - All new light-duty vehicle sales be ZEV by 2035
- High proportion of the projected fleet is expected to be battery electric vehicles (BEVs)
- The fleet will rely on a robust DCFC network, especially along key travel corridors

Current and Future Estimates of DCFC Ports

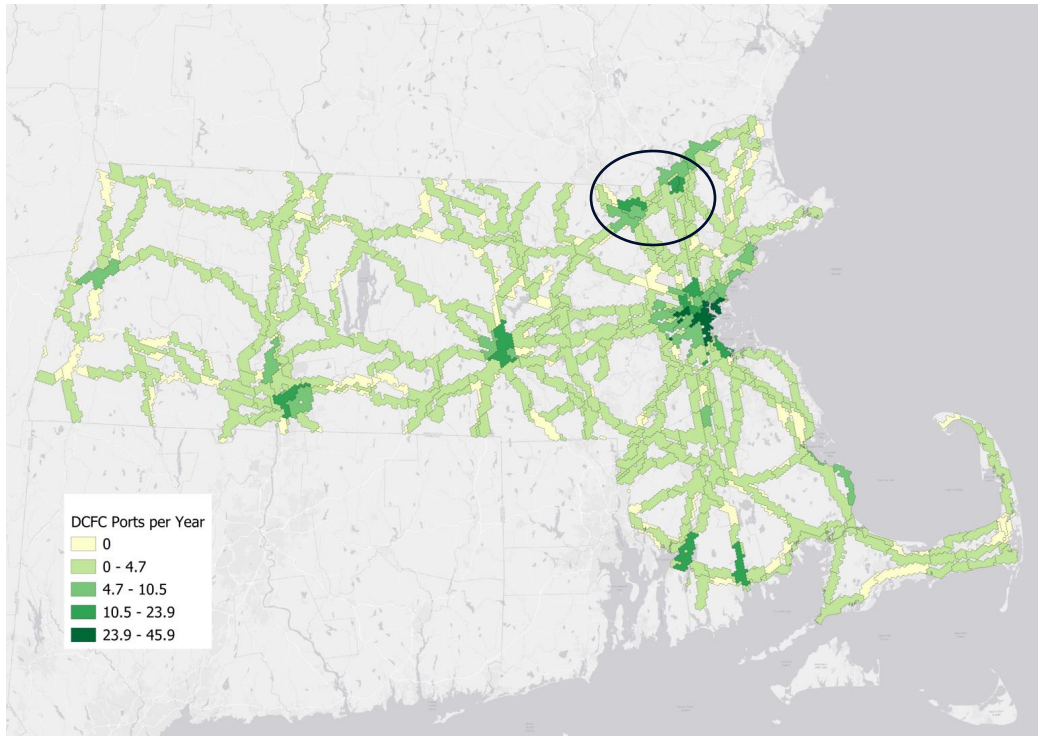


Corridor Type	Current # DCFC Ports	Estimated DCFC (2030)	Estimated DCFC (2035)
Primary	895	3,635	6,774
Secondary	134	1,314	2,654
Total	1,029	4,949	9,428

DCFC Rate of Deployment Required for 2035 Goal

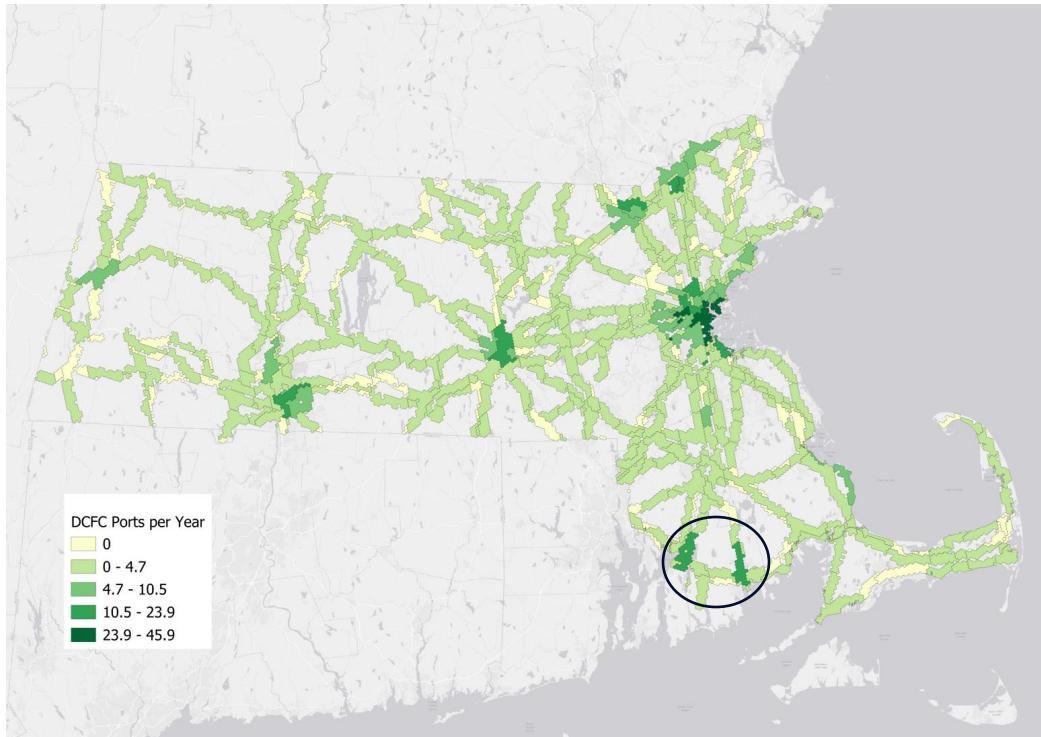


DCFC Rate Estimated for 2035 Goal: Chelmsford, Lowell and Lawrence



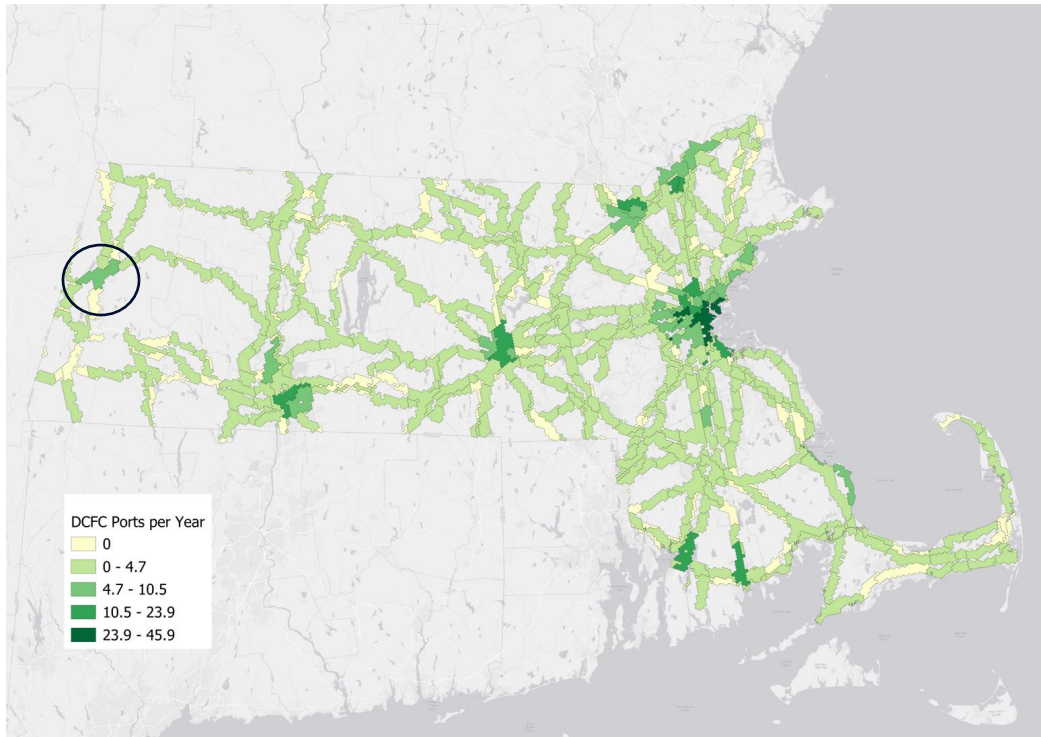
Corridor Type	Current # DCFC Ports	Estimated DCFC (2030)	Estimated DCFC (2035)
Primary	27	134	314
Secondary	0	139	286
Total	27	273	600

DCFC Rate for 2035 Goal: New Bedford and Fall River



Corridor Type	Current # DCFC Ports	Estimated DCFC (2030)	Estimated DCFC (2035)
Primary	0	179	377
Secondary	0	23	58
Total	0	202	435

DCFC Rate Estimated for 2035 Goal: Pittsfield



Corridor Type	Current # DCFC Ports	Estimated DCFC (2030)	Estimated DCFC (2035)
primary	4	30	58
secondary	0	0	2
Total	4	30	60

Increase in DCFC Rate of Deployment Required for 2035 Goal

- Major population centers will generally require higher rates of DCFC deployment than less populated areas.
- However, deployment needs are primarily driven by the intersection of key travel corridors and large MUD populations lacking off-street parking.
- Planning must be region-specific and targeted to align infrastructure with multiple factors.
- Continuous assessment of utilization patterns and deployment trends is important to refine projections and adjust strategies as conditions change.



Questions?



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