Commonwealth of Massachusetts

Executive Office of
Energy and Environmental Affairs

# Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

November 5, 2025

# Agenda

**Opening**

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

**Educational Presentation**

- Right-to-Charge in Massachusetts
- Cambridge Right-to-Charge experience
- Plug in America: Right-to-Charge for renters
- 2027 EVICC Assessment Technical Analysis Discussion

**Public Comment**

# Meeting Objectives

- Learn about Right-to-Charge in Massachusetts
- Hear from Cambridge and Plug in America on their experiences with Right-to-Charge, including for renters
- Discuss the potential 2027 EVICC Assessment Technical Analysis

***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 October Minutes

# Administrative Updates

- December EVICC Meeting
- Medium- and Heavy-Duty Mobile Solutions webinar
  - Thursday, November 6th at 1pm
- Department of Public Utilities update on Orders:
  - D.P.U. 23-84/D.P.U. 23-85
  - D.P.U. 24-195 through D.P.U. 24-197

# Electric Distribution Companies' Electric Vehicle Programs and Time-of-Use Rates

Electric Vehicle Infrastructure
Coordinating Council Meeting
November 5, 2025

# Background: Regulatory Requirements

The Department of Public Utilities ("DPU") must prioritize safety, security, reliability of service, affordability, equity and reductions in greenhouse gas emissions to meet statewide greenhouse gas emission limits and sublimits established pursuant to chapter 21N. G.L. c. 25, § 1A.

DPU regulates electric distribution companies ("EDCs"), including:

- electric vehicle ("EV") charging infrastructure programs for make-ready infrastructure and EV supply equipment ("EVSE"); and
- EV-related rate designs.

For DPU approval, an EV program proposal must:

(1) be in the public interest;

(2) meet a need regarding the advancement of EVs in the Commonwealth that is not likely to be met by the competitive EV charging market; and

(3) not hinder the development of the competitive EV charging market. D.P.U. 13-182-A (2014).

# Background

In its December 2022 EV Order, the DPU approved EV charging infrastructure programs for the three EDCs:

| EDC | Program Term | Docket | Budget | Approved Segments |
|---|---|---|---|---|
| Eversource | 2023-2026 | D.P.U. 21-90 | $188 million | Public and Workplace, Residential, and Fleet |
| National Grid | 2023-2026 | D.P.U. 21-91 | $206 million | Public and Workplace, Residential, and Fleet |
| Unitil | 2023-2027 | D.P.U. 21-92 | $998,000 | Public and Residential |

# Modifications to Electric Vehicle Programs

In December 2024, the EDCs proposed mid-term modifications ("MTM") to improve their EV programs and increase EV charging infrastructure deployment, particularly for Level 2 chargers, including modifications to:

- Third-party funding requirements;
- Direct Current Fast Charger rebate levels; and
- Company-specific program modifications.

In October 2025, in its EV MTM Order, the DPU approved, in part, and denied, in part, the EDCs' proposed modifications.

# Third-Party Funding Requirements

In its 2022 EV Order at 127, the DPU required the EDCs to deduct third-party funding that customers receive from state or federal programs from the combined EV program incentives for which customers are eligible, including both make-ready infrastructure and EVSE incentives.

In the EV MTM dockets, the EDCs stated that restrictions on combining EV program rebates with external funding (e.g., MassEVIP) caused project cancellations and delays, particularly for Level 2 charging projects.

In its EV MTM Order at 72-73, 76, the DPU:

- Approved the proposed modification for publicly accessibly projects only, allowing these projects to combine external funding with EV program incentives (i.e., stack incentives); and
  - Required private projects to continue to apply existing third-party funding requirements.
- Removed the requirement for program applicants to apply for MassEVIP.

# Direct Current Fast Charger Rebates

In its EV Order at 114, the DPU approved rebate levels of 100% for DCFC ports in environmental justice ("EJ") populations and 50% for DCFC ports in non-EJ populations for publicly accessible sites.

Eversource and National Grid proposed to reduce rebate levels for DCFC ports in EJ populations from 100% to 50% and eliminate them entirely in non-EJ populations to enable them to stretch their remaining public and workplace segment budgets across a greater number of projects.

In its EV MTM Order at 78, 81, the DPU:

- Adopted the Attorney General's recommendation to:
  - Cap public and workplace segment DCFC rebates at 25% of current levels in EJ populations;
  - Eliminate DCFC rebates in non-EJ populations; and
  - Implement a cost cap of $100,000 per site in EJ populations.
- Denied National Grid's request for flexibility to adjust public and workplace DCFC rebate levels during the remainder of the program term.

# Eversource Modifications and New Proposals

Eversource proposed to:

- Expand its fleet segment to include a medium- and heavy-duty ("MDHD") fleet pilot to support six MDHD fleets with an associated $5 million budget;
- Implement a residential managed charging program with passive and active components; and
- Implement a new bidirectional charger incentive pilot to support 25 bidirectional chargers for MDHD fleet customers, primarily at school bus sites, with a $500,000 associated budget.

In its EV MTM Order at 85, 87, 90, the DPU:

- Approved the MDHD fleet pilot and the reallocation of $5 million from its residential segment budget to fund its implementation;
- Approved the residential managed charging program and the reallocation of $3 million from its residential segment budget to fund its implementation; and
- Denied the bidirectional charger incentive pilot because Eversource did not demonstrate that the proposal is sufficiently unique or distinct from existing vehicle-to-grid pilots.

# National Grid Modifications and New Proposals

National Grid proposed to:

- Modify its off-peak charging rebate program to:
  - Extend the off-peak charging period (i.e., 9:00 p.m. to 1:00 p.m.) to include weekends and holidays;
  - Extend the program through 2026; and
  - Eliminate participation caps for residential and fleet customers.
- Waive the 15% cap on budget shifting between program segments; and
- Increase its public and workplace segment budget by $31,948,763 for the remainder of the EV program term.

In its EV MTM Order at 92, 94, 96, 98, the DPU:

- Approved the modifications to the off-peak charging rebate program;
- Waived the 15% cap on budget shifting between program segments and extended the same waiver to Eversource and Unitil; and
  - Enables full use of existing EV program funds to enhance program support.
- Denied the request for an additional $31,948,763 from ratepayers.
  - While the EV program remains important, the Department prioritized affordability and would not commit additional ratepayer funding.

# Unitil Modifications and New Proposals

Unitil proposed to:

- Suspend the requirement for residential customers to enroll in its EV time-of-use ("TOU") rate until the high upfront cost of the additional meter socket is addressed;
- Implement a Customer Choice Pathway enabling customers to choose their contractor for installing infrastructure on the customer side of the meter; and
- Implement a residential managed charging program with an associated $101,000 budget.

In its EV MTM Order at 99-101, the DPU:

- Approved the temporary suspension of the requirement for residential customers to enroll in its EV TOU rate as a condition for receiving EV program rebates;
  - Unitil must provide annual updates on its efforts to address the costs associated with the second meter socket.
- Approved the Customer Choice Pathway; and
  - May attract customers to participate in Unitil's EV program.
  - Aligns with offerings provided by Eversource and National Grid.
- Approved the residential managed charging program and the reallocation of $101,000 million from its residential segment budget to fund its implementation.

# EV MTM Order: Highlights

DPU approved modifications to:

- Enhance Level 2 charger deployment;
- Support program expansion within the existing EV program budgets; and
- Promote consistency across the EDCs' EV programs.

DPU balanced EV program support and affordability by:

- Waiving the 15% cap on budget shifting between program segments to optimize remaining funds; and
- Denying proposals to recover additional funds from ratepayers through the program term (i.e., 2026 for Eversource and National Grid and 2027 for Unitil).

DPU established parameters for its review:

- Focused its review on potential modifications to the existing EV programs to be implemented during the current program term; and
- Declined to prescribe details or requirements for future EV program proposals.

# Looking Ahead

Eversource and National Grid indicted their intent to file proposals for the next phases of their EV programs in December 2025.

Unitil expects to file a proposal for the next phase of its EV program in the winter of 2026.

# EV TOU Rates

# 2022 Clean Energy Act

Section 90 of Chapter 179 of the Acts of 2022, An Act Driving Clean Energy and Offshore Wind ("2022 Clean Energy Act") required:

- Each investor-owned electric distribution company to submit for DPU approval by August 11, 2023:
  - An opt-in residential EV TOU rate reflecting the cost of electricity at different times of day; and
  - The rate must ensure equitable participation by all EV owners and lessees and exclude additional demand charges.
- In evaluating the proposals, the DPU must consider the impacts on:
  - Energy conservation;
  - Optimal and efficient use of utility facilities and resources;
  - Benefits to transmission and distribution systems;
  - Equitable rates for electric consumers; and
  - Greenhouse gas ("GHG") emissions reductions.

# EDC EV TOU Rates Filings

In its 2022 EV Order at 269-270, the DPU approved Unitil's EV TOU rates proposal, which consisted of volumetric TOU energy rates for basic service, distribution, and transmission.

- In the EV MTM Order at 99, the DPU approved the temporary suspension of the requirement for residential customers to enroll in Unitil's EV TOU rate as a condition for receiving EV program rebates.

On August 11, 2023, consistent with the 2022 Clean Energy Act, Eversource and National Grid submitted their respective EV TOU rates proposals to the DPU.

# EDC EV TOU Rates Proposals

| Description | Eversource | National Grid |
|---|---|---|
| **Customer Charge** | $15.00/month | $10.00/month |
| **Basic Service Charges** | $0.21645/kWh (12:00 p.m. – 8:00 p.m. on weekdays)<br><br>$0.13709/kWh (All other hours, plus weekends) | $0.20030/kWh (1:00 p.m. – 9:00 p.m. on weekdays)<br><br>$0.10435/kWh (All other hours, plus weekends and holidays) |
| **Base Distribution Charges** | $0.04351/kWh (All hours) | $0.0797/kWh (1:00 p.m. – 9:00 p.m. on weekdays)<br><br>$0.0375/kWh (All other hours, plus weekends and holidays) |
| **Transmission Charges** | $0.07845/kWh (12:00 p.m. – 8:00 p.m. on weekdays)<br><br>$0.00710/kWh (All other hours, plus weekends) | $0.03/kWh (All hours) |
| **Separate Meter Requirement** | Yes | Yes |

# Positions of the Parties

Disagreement:

- Whether the proposals meet the following policy objectives of Section 90 of the 2022 Clean Energy Act:
  - Energy conservation;
  - Equitable rates; and
  - GHG emissions reductions.

Consensus:

- Whole-home TOU rates paired managed charging programs are a better approach to meet these policy objectives than standalone EV TOU rates.

# DPU EV TOU Order

DPU was concerned with the requirement for customers to install a second meter to participate in the proposed EV TOU rates.  EV TOU Order at 20-21.

DPU found that combining EV managed charging with whole-home TOU rates better advances the policy goals of Section 90 of the 2022 Clean Energy Act than standalone EV TOU rates.

- Eversource's residential managed charging program and National Grid's off-peak charging rebate program satisfy the objectives of Section 90 of the 2022 Clean Energy Act without the need for a second meter.

DPU declined to approve interim EV TOU rates because:

- Approval could lead to customer confusion and discourage participation in future rate offerings;
- Time and expense for EDCs to implement the EV TOU rates; and
- Customers would incur costs to install a separate meter, which would become unnecessary if they later switch to a whole-home TOU rate.

# Alternative Rate Design Initiatives

Initiatives since the 2022 Clean Energy Act was enacted:

- **Seasonal Heat Pump Rates**: Approved for all three EDCs
- **Interagency Rates Working Group – Near-Term Rate Strategy Report:**
  - Focuses on seasonal heat pump rates
  - Recommends targeted, non-bypassable fixed charges to fund specific policy or public benefits programs
- **DPU Investigation (D.P.U. 25-08):**
  - Examining modifications to the approved seasonal heat pump rates
  - Considering seasonal differentiation for reconciling mechanism charges
- **The Interagency Rates Working Group's – Long-Term Ratemaking Study** and the launch of the **Massachusetts Rates Task Force:**
  - Exploring future rate design and ratemaking approaches

# Looking Ahead

DPU anticipates launching investigations in the near term to explore new rate designs that may make energy more affordable for customers.

DPU will continue to monitor other ongoing initiatives and determine an appropriate scope and sequence of forthcoming proceedings on new rate designs.

# 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

# Educational Presentations

# Right to Charge for EVs in Massachusetts: Current Legal and Policy Overview

Based on Massachusetts Session Law Chapter 239 (2024)

https://malegislature.gov/Laws/SessionLaws/Acts/2024/Chapter239

Mark R. Scribner, Policy Advisor for Transportation Decarbonization, MA EEA

# Background and Purpose

- Supports state EV adoption and climate goals
- Helps ensure more residents can install EV chargers at home
- Applies to condos, neighborhood, and historic districts
- Prevents unreasonable restrictions on EV charging
- Aligns with Massachusetts GHG reduction commitments
- Builds momentum for more equitable charging access

# Key Policy Provisions

- Associations cannot unreasonably restrict charger installation
- Applications auto-approved if not denied in 60 days
- Residents encouraged to use own utility account, if technically feasible
- Alternative options include common meter and/or shared spaces station
- Policy urges climate and emissions considerations
- Encourages local flexibility and sustainability planning

# Local Implementation Examples and Resources

- **Boston and Cambridge have local EV right-to-charge laws/codes**
- **Acton offers condo-owner FAQ on EV charging and the law**
  - Acton FAQ for Condo Owners FAQs • EV Charger
- **Shows municipal leadership and community interest**
- **Demonstrates local readiness for broader rollout**
- **Additional support resources would help municipalities**

# Expanding Access: Renters' Right to Charge

- EVICC Recommendation: Expand right to charge to renters
- Enable home EV charging in rental housing
- Addresses key barrier in multi-family properties
- Ensure fair access through clear legislation
- Complements broader EV infrastructure goals

**Summary of EVICC Second Assessment Recommendations:**
https://www.mass.gov/doc/8-summary-of-recommendations/download

# City of Cambridge EV Charging

## Public EV Charging Landscape

- Over-the-sidewalk permit (L1)
  - 10 active
- Municipal Parking Lot (L2)
  - 24 charging ports
- Curbside Public (L2)
  - 26 charging ports
- Right-to-charge law (?)

Inman Street- Over-the-Sidewalk

Tudor Street- Curbside

Hampshire Street- Municipal Lot

# City of Cambridge EV Charging

## Right-to-Charge Law

- No mechanism for City to enforce the law
- Private property
- Issues: building electrical capacity, deeded parking spot far below ground, reluctance among HOAs & insurers, unclear if Utility programs to offset costs are available

## City of Cambridge Role

- Expand curbside and municipal lot charging options for residents without access to off-street parking
- Point condo owners and renters to additional resources
- Need comprehensive FAQ for our City EV charging webpage
- Work to develop L3 / DCFC, and encourage private sector to offer L3

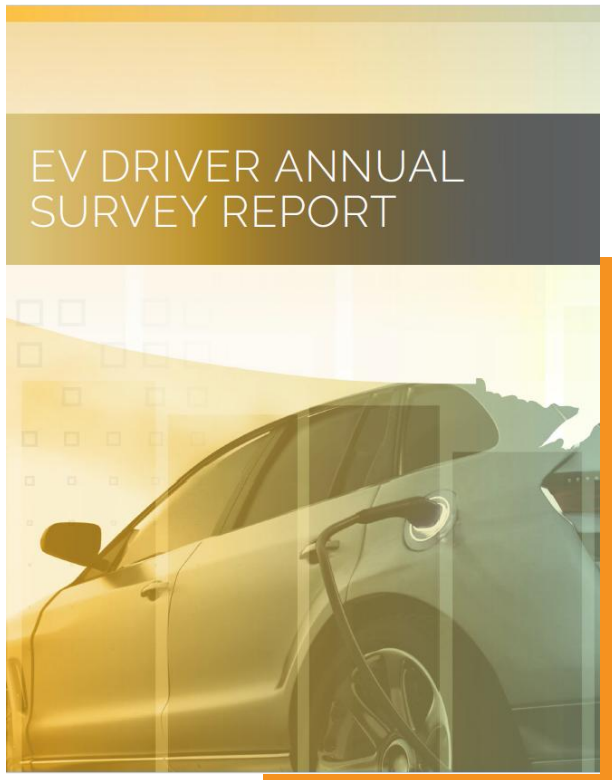

**Norfolk Street**

Plug In America

# Right-to-Charge Laws - Massachusetts and beyond

November 5, 2025

# Plug In America

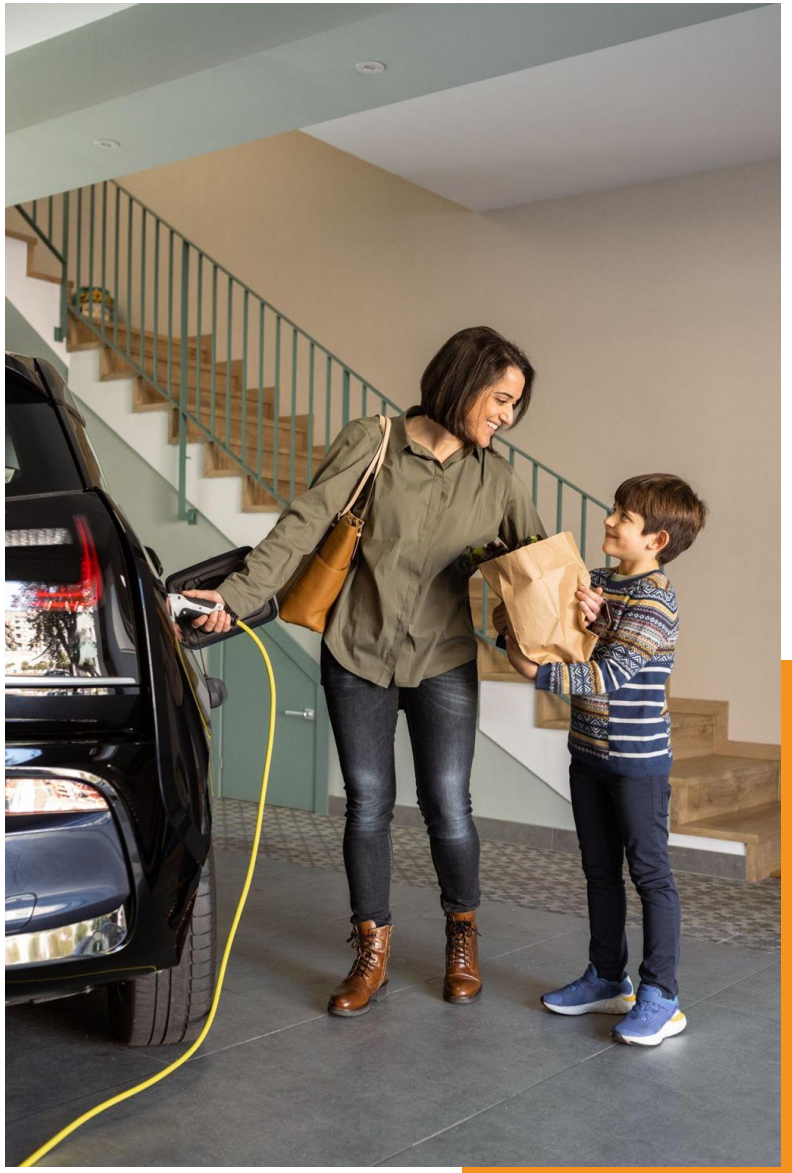

## EDUCATION

## ADVOCACY

## RESEARCH

# Current EV drivers

- Over 94% of EV drivers we surveyed in 2025 have access to home charging.
- Almost 28% of EV drivers who charge at home have access to a regular 120 volt outlet.
- 85% of EV drivers who charge at home have access to a Level 2 charger (208/240 volt).
- The most important economic factor for drivers is access to inexpensive home charging.



**Source:** Plug In America EV Driver Survey 2025

## The right to charge:

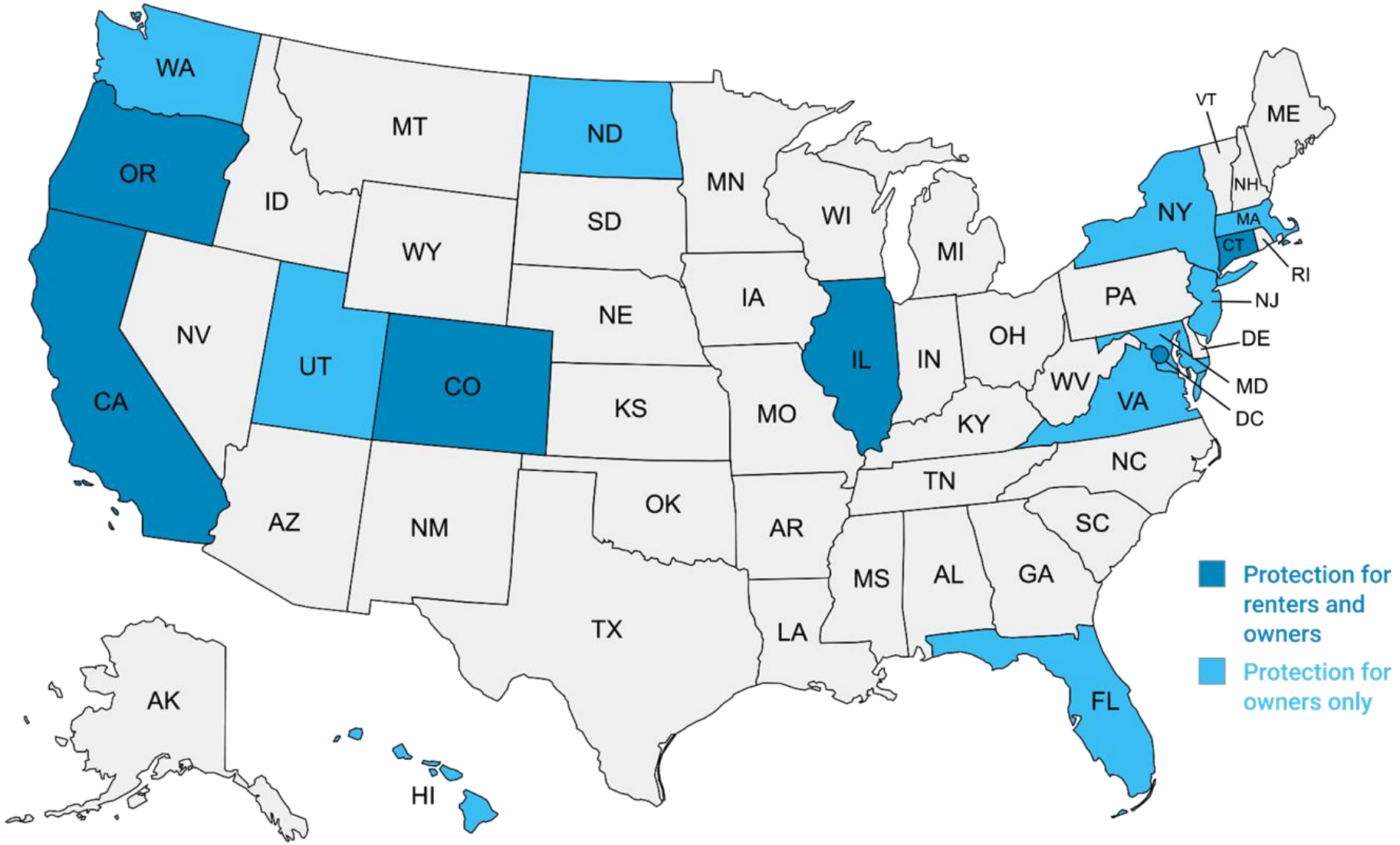
"...a historic district commission, commission or board of a neighborhood conservation district **or manager or organization of unit owners of an association shall not prohibit or unreasonably restrict an owner from installing electric vehicle supply equipment..."**

- MA Session Law (2024) Chapter 239, Section 86

# Why are right-to-charge policies needed?

- They give renters and unit owners more authority to install charging at home
- Cost savings in comparison to public charging
- Greater visibility of charging equipment incentives
- More charging equipment will be installed
- New renters and owners will have greater access to EV charging

# States with Right-to-Charge Laws (2025)



# Best Practices for Right-to-Charge Laws

- Provide protections **for property renters** *in addition to* property owners.
- Apply policies to various applicable communities, **including planned communities, co-ops, and townhouses** (collectively known as common interest communities) in addition to condominiums and apartments (when renter protections are included).
- Encourage that charging stations for designated parking spaces **be directly wired to the unit's electric meter**, when possible. This guarantees the greatest reliability, flexibility, accuracy, and affordability for users. It also allows access to residential electric rates, including EV time-of-use rates and managed charging rates, which minimize grid impact.
- Secure **relevant common space for charging** if unit-designated parking is unavailable.
- **Promote available grant programs** to help pay for costs associated with EV charging installation.
- **Prohibit associations from charging owners or renters a fee** for the placement of the EV charging system.
- Create a **deadline for completing an approval process** for an EV charging system application.
- Feature a **civil penalty for landlords and associations that do not comply** with the right-to-charge laws.
- In actions to enforce compliance, **cover the attorney fees and costs of the prevailing party.**

# Current Law in MA - Ch. 239, Section 86

(b) Notwithstanding chapters 21, 40C and 183A or any other general or special law to the contrary, a historic district commission, commission or board of a neighborhood conservation district **or manager or organization of unit owners of an association shall not prohibit or unreasonably restrict an owner from installing electric vehicle supply equipment,** as defined in section 2 of chapter 25B, on or in an area subject to the owner's separate interest or in an area to which the owner has exclusive use. Nothing in this section shall prohibit a historic district commission, a commission or board of a neighborhood conservation district or a manager **or organization of unit owners of an association from setting reasonable restrictions**; provided, however, that in setting such restrictions, **the commission, board, manager or organization shall give substantial weight to threats posed by climate change** and the commonwealth's obligation to meet the statewide greenhouse gas emission limits and sublimits established under chapter 21N.

(c) Electric vehicle supply equipment shall: (i) **be installed at the owner's expense**; (ii) be installed by a licensed contractor or electrician; and (iii) conform to all applicable health and safety standards and requirements imposed by national, state and local authorities and all other applicable zoning, land use or other ordinances and land use permits.

(d) A historic district commission, a commission or board of a neighborhood conservation district or a manager or organization of unit owners of an association **may require an owner to submit an application** before installing electric vehicle supply equipment. If the commission, board, manager or organization requires such an application and also requires an application for approval of an architectural modification to the property, the application to install electric vehicle supply equipment shall be processed and approved by the commission, board, manager or organization in the same manner as an application for approval of an architectural modification to the property and such application shall not be willfully avoided or delayed; provided, further, that if the commission, board, manager or organization requires such an application and does not require an application for approval of an architectural modification to the property, the application to install electric vehicle supply equipment shall not be willfully avoided or delayed; provided further, that the commission, board, manager or organization shall approve the application if the owner complies with this section and the architectural standards, if any, of the association, historic district or neighborhood conservation district. **The approval or denial of an application shall be in writing and if an application is not denied in writing within 60 days after the date of receipt thereof, the application shall be deemed approved unless the delay is the result of a reasonable request for additional information.** The association, historic district or neighborhood conservation district shall not assess or charge the owner any fees for the placement of any electric vehicle supply equipment above any reasonable fees for processing the application if any fees exist for all applications for approval of architectural modifications.

# Current Law in MA (cont.) - Ch. 239, Section 86

(e) The owner and each successive owner of the separate interest or with exclusive rights to the area where the electric vehicle supply equipment is installed shall be responsible for: (i) disclosing to prospective buyers the existence of such supply equipment, its owner and the related responsibilities of the owner pursuant to this section; (ii) disclosing to prospective buyers whether such supply equipment is removable and whether the owner intends to remove the supply equipment in order to install it elsewhere; (iii) **the costs of the maintenance, repair and replacement of such supply equipment** until such equipment has been removed and the common area is restored after removal; (iv) the costs of any damage to such supply equipment, common area, exclusive common area or separate interest resulting from the installation, maintenance, repair, removal or replacement of such equipment; (v) **the cost of electricity associated with the electric vehicle supply equipment; provided, however, that the owner shall connect such supply equipment to the owner's own electric utility account unless the licensed contractor performing the installation deems that to be impossible**; provided further that if the connection is deemed impossible, the association, historic district commission or neighborhood conservation district shall allow the owner to connect such supply equipment to the common electricity account but may require equitable reimbursement by the owner to the association, historic district commission or neighborhood conservation district for electricity costs; and (vi) removing the electric vehicle supply equipment at the owner's expense if reasonably necessary for the repair, maintenance or replacement of any property of the association, historic district commission, neighborhood conservation district or separate interest.

(f) A historic district commission, a commission or board of a neighborhood conservation district or a manager or organization of unit owners of an association **may install electric vehicle supply equipment in a common area reserved for the use of all members** or residents of the association or district; provided, however, that the commission, board, manager or organization shall develop appropriate terms of use for such supply equipment.

(g) The executive office of housing and livable communities may promulgate regulations as necessary to implement this section.

# How state policies compare

| Recommendation | CA | CO | CT | DC | FL | HI | IL | MA | MD | NJ | NY | ND | OR | UT | VA | WA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Protection for renters and owners | ✓ | ✓ | ✓ | ✓ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ |
| **Owner policies** | | | | | | | | | | | | | | | | |
| Charging stations in designated parking spaces must connect to the unit's electrical meter | ✗ | ✗ | ✗ | ✗ | ✓ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| Common space must be available for charging if designated parking is unavailable | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ |
| Highlight grant programs that can help with costs associated with EV charging | ✗ | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| Owners cannot be charged a fee for charging system placement in their unit by the association | ✗ | ✓ | ✗ | ✓ | ✗ | ✓ | ✗ | ✓ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ | ✓ |
| There is a deadline for approving an EV charging system application | ✓ | ✗ | ✓ | ✓ | ✗ | ✗ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✗ | ✗ | ✓ |
| Civil penalty for associations that do not comply | ✓ | ✗ | ✗ | ✓ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ | ✓ | ✓ | ✗ | ✗ | ✗ | ✓ |
| Covers the prevailing party's attorney fees in case of dispute | ✓ | ✗ | ✓ | ✗ | ✗ | ✗ | ✓ | ✗ | ✗ | ✗ | ✓ | ✗ | ✓ | ✗ | ✗ | ✓ |

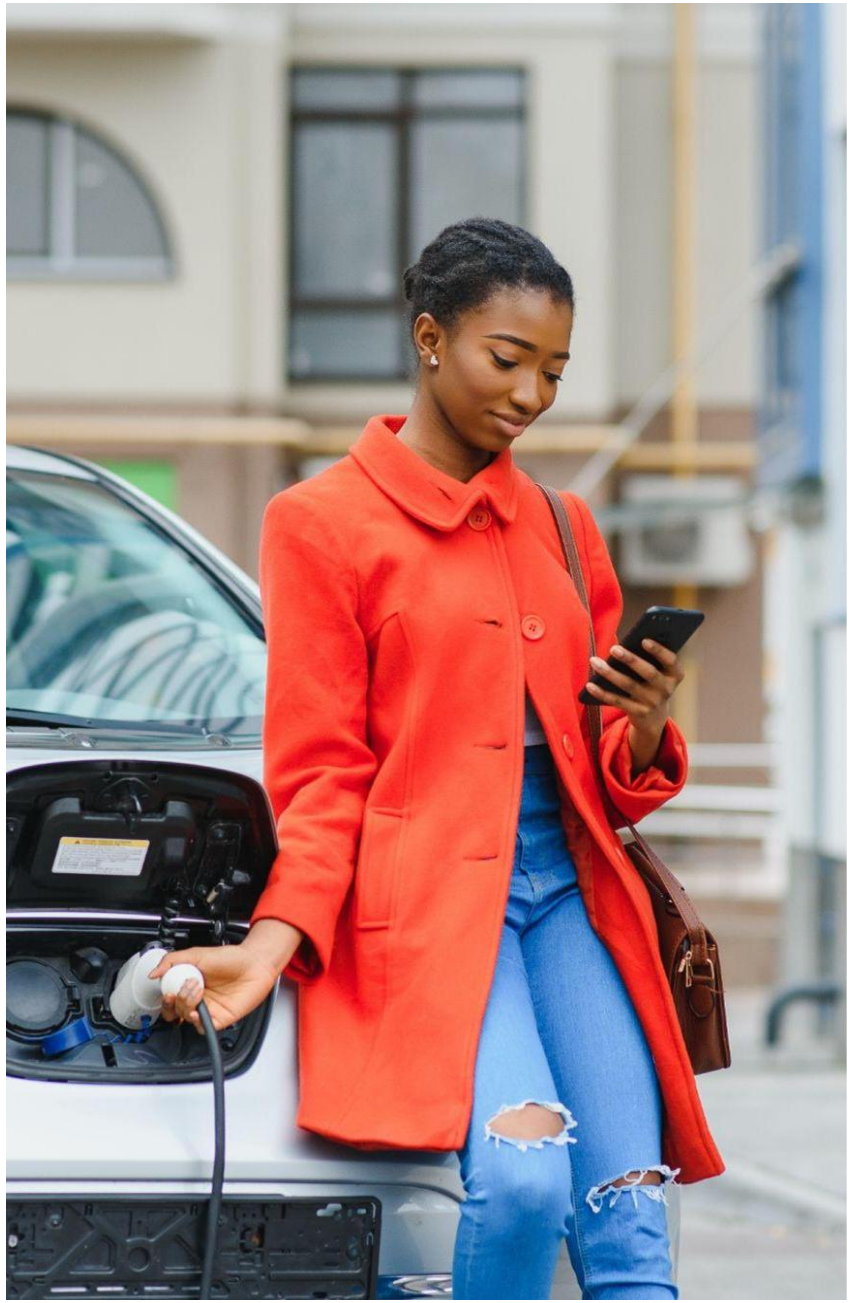
MA law incorporates **3 out of 8** of our recommendations.

# Massachusetts Policy solutions for consideration

- The state could extend right-to-charge protections to renters as well as owners (like CA, CO, CT, DC, IL, and OR)
- Associations and/or landlords could be **required** to install charging in common spaces if designated parking is unavailable (like in CA, IL, and NY)
- MA can highlight grant programs that can help with costs associated with EV charging installations (like CO) - you already have one!
- There could be a civil penalty for associations that do not comply with the policy (like in CA, DC, IL, NY, ND, and WA)
- The state could cover the prevailing party's attorney fees in case of dispute (like CA, CT, IL, NY, OR, and WA)

# Limitations of right-to-charge policies

- Drivers still need to pay for the charger and installation costs in most cases (grant programs can help!)
- Protections for renters are usually less comprehensive than for owners
- Landlords can prohibit renters from installing chargers in their lease
- Owners and renters have most of the responsibility for managing the entire process (educational programs can help)




# Questions?

Much more information available at
pluginamerica.org/policy/right-to-charge-policies/
jsenger@pluginamerica.org

# 2027 EVICC Technical Analysis

# Early / Tentative Timeline

## Timeline

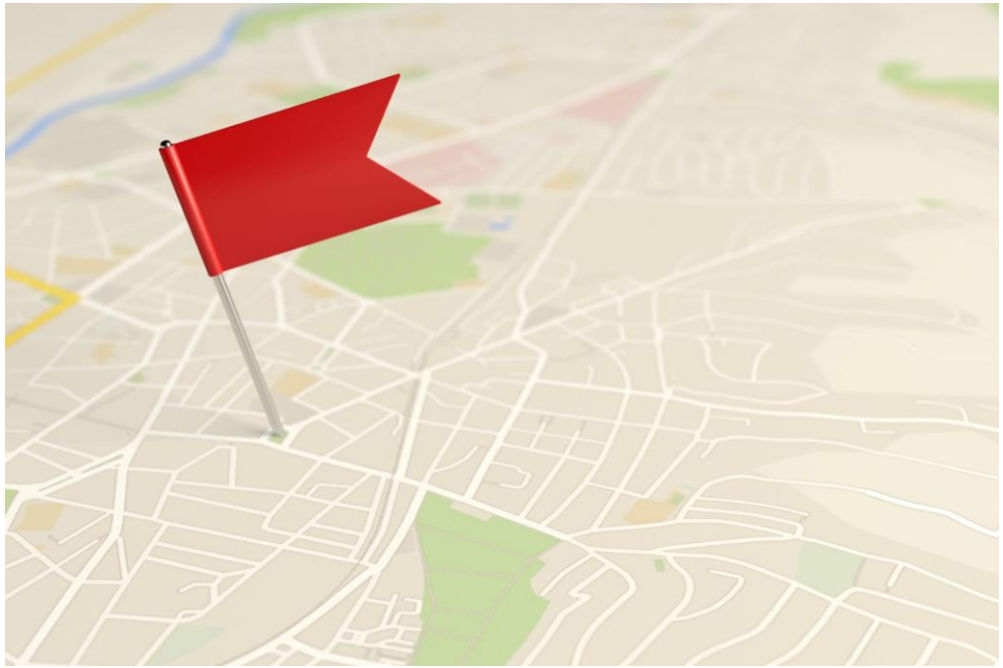
- **Early 2026:** Share draft scope of work for the technical analysis for the 2027 EVICC Assessment
- **First Quarter 2026:** Retain the technical consultant for the 2027 EVICC Assessment
- **Late 2026:** Share early technical analysis
- **First Quarter 2027:** Share initial recommendations based on technical analysis and 2025-2026 EV and EV charging trends
- **August 2027:** Third EVICC Assessment due to the Legislature

## Timeline Objectives

- Complete analysis early enough to enable additional stakeholder engagement

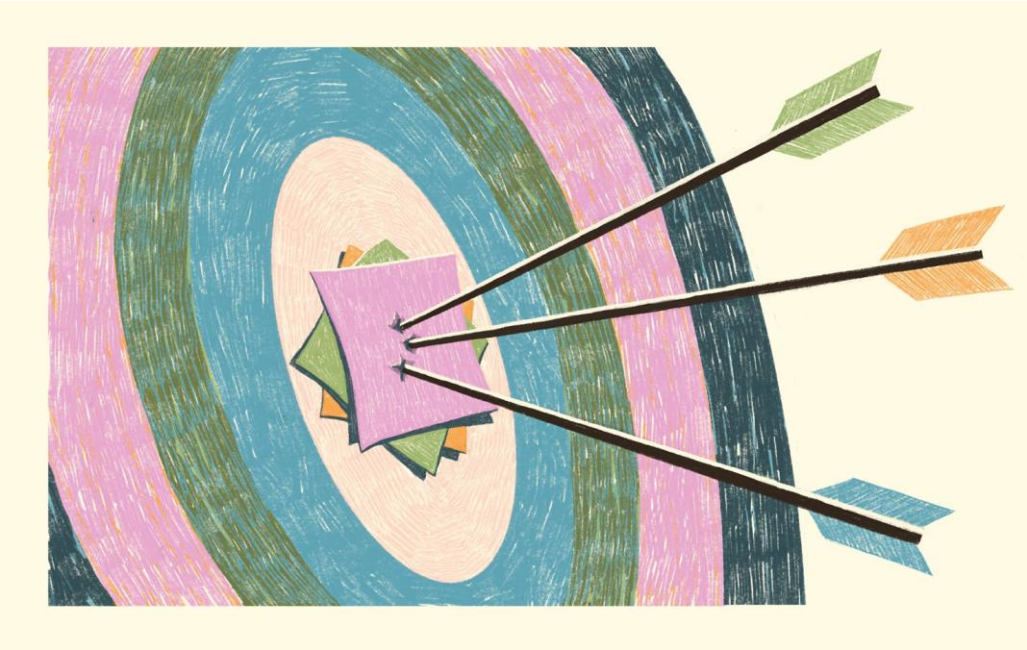
# EVICC Assessment Objectives

- The Assessment will provide **a clear roadmap** for ***how*** Massachusetts will enable the deployment of EV charging infrastructure in support of the state's transportation electrification goals and other policy objectives.



# EVICC Assessment Objectives (cont.)

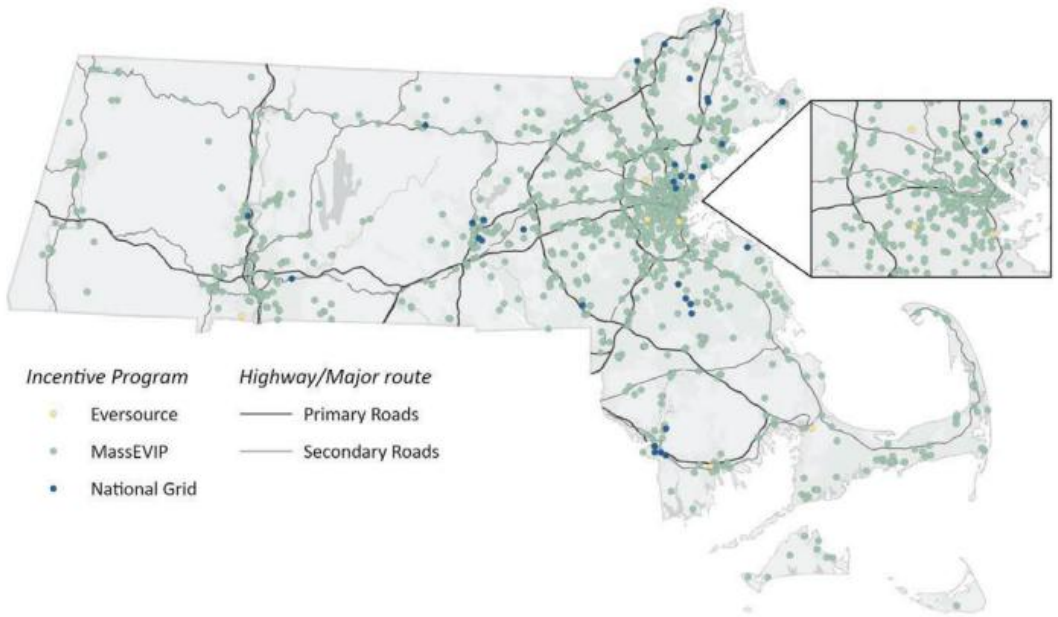
- **EVICC Assessments provides this roadmap by clearly laying out:**
  - The *current state* of EV charging in Massachusetts;
  - The desired *endpoint* that best meets the Commonwealth's policy goals; and,
  - *EVICC's recommendations on how* to get from here to the desired endpoint.



- **Each recommendations should identify:**
  - Which *state agency* or *agencies* will support / lead implementation; and,
  - The role of *local/regional governments*, *private companies*, and *electric utilities*.
- **The Assessment will also highlight:**
  - The interrelation with the 2035 Clean Energy and Climate Plan (CECP); and,
  - The role of EVICC in coordinating recommendation implementation.

# Analysis Discussed for Second EVICC Assessment

Figure 4.4 State-funded workplace and fleet charging stations in Massachusetts




- The Second Assessment set out to include, as ***time, resources,*** and ***data availability*** allowed:
  - ✓ Analysis of statewide public, multi-family, workplace, and fleet EV charger deployment;
  - A granular evaluation of the type and location of EV chargers needed, focused on multi-family dwellings w/o off-street parking and EJ and rural communities;
  - Identification of geographies that require greater deployment and/or pace of deployment; ✓ and,
  - Identification of electric distribution feeders that likely require upgrades to accommodate electrification regardless of managed charging strategies.

# Analysis Discussed for Second EVICC Assessment (cont.)

- EVICC also discussed including the following in the Second Assessment:
  - Locations of existing public and fleet Level 2 chargers and DCFCs;
  - Additional analysis on the necessary locations of Level 2 chargers in residential areas in EJ communities w/o off-street parking, in rural communities, and where transportation network company drivers live;
  - Visual notation of alternative fuel corridors and other major thoroughfares that may not be prioritized for federal funding opportunities;
  - Aggregated / anonymized utilization rates for DCFCs by geographies;
  - Locations of existing fossil fuel medium- and heavy-duty (MHD) fleets already identified for electrification, including state and Massachusetts Bay Transportation Authority (MBTA) fleets;
  - Locations of potential Level 2 and DCFC chargers at National Electric Vehicle Infrastructure (NEVI) sites and Massachusetts Department of Transportation (DOT) Service Plazas;
  - MBTA electrification requirements across all forms of transit;
  - Detailed managed charging analysis and discussion of managed charging best practices; and,
  - Information on the locations and loading of the Unitil and municipal light plant distribution grids.

# Discussion Questions – 2027 Technical Analysis

- **What additional analysis should be considered?** Potential options are listed below – what are we missing?
  - More detailed / granular analysis on gaps in charging infrastructure at the municipal level and/or in areas with multi-family dwellings w/o off-street parking and EJ and rural communities
    - For example, what are the current and ideal ratios of EV chargers to the number of residents with off-street parking and the current and ideal ratios of EV chargers within ½ mile of residents without off-street parking
  - Fast charging capacities, utilization, and pay back periods,
  - Identify locations that could serve the most high-value EV charging use cases
  - Grid resilience and infrastructure needs for EVs before, during, and after emergency events
  - Analysis of slower pace of Level 2 deployment compared with fast chargers and any incentive program changes necessary to better match the state's projected charging needs
  - MassDOT and MBTA electrification requirements across all forms of transit

- **Considering how the state, local officials, and private industry would use the information, what additional analysis would provide the most value?**

# Discussion Questions – 2027 Technical Analysis (cont.)

- **Considering how the state, local officials, and private industry use the information, what analysis from the Second EVICC Assessment can/should be deprioritized? Why?**

- **Are there ways that the EVICC Assessment analysis could be more impactful and/or more useful for municipal/local officials and private industry?**
  - For example, town-level EV charging forecasts were released on the EVICC website with the Second Assessment. Could/should that data be put into a more helpful form (e.g., GIS layers on a publicly available website) and/or promoted in a more helpful way?

- **What additional work could / should the development of the EVICC Assessment be used to support** (in partnership with relevant stakeholders)**?** Potential options include:
  - Long-term EV managed charging plans
  - Novel approaches to providing customer price signals re: the timing of EV charging, e.g., discussion of overnight EV rates, pilots to test price signals at public charging, etc.
  - Improvements to customer communication and experience with existing EV programs
  - Development of resources to support municipalities deploying EV charging
  - Enhancements to the state's educational efforts on EV charging
  - Improvements to siting and permitting and interconnection for EV charging

# 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