



Commonwealth of Massachusetts
Executive Office of
Energy and Environmental Affairs

Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

October 1, 2025





Agenda

Opening

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

Educational Presentation

- DCR Public Charging Program
- Town of Brookline Municipal EV Charger Siting presentation
- New Leaf Energy presentation on local permitting
- ChargePoint presentation on local permitting

Discussion

- Guided discussion on local permitting

Public Comment



Meeting Objectives

- Learn about DCR's public charging program
- Hear from Brookline about their siting process for public charging stations
- Hear from New Leaf Energy and ChargePoint about their experiences with permitting for charging stations

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 September Minutes



Administrative Updates

- **Advanced Energy Group (AEG) Medium- and Heavy-Duty Fleet Initiative**
 - [The collaborative](#) aims to establish a cooperative framework for ZEV fleet transitions in New England, NY, and NJ.
- **Ride Clean Mass Charging Hub Applications**
 - [Application](#) window for the second round of site selection closes October 3rd (Friday)
- **Second Assessment Webinar**
 - Recording now [available online](#)



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
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- 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



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

EVICC Meeting

Presenter:

Sarah White

Director of Climate Resilience, Massachusetts DCR

October 01, 2025

Agenda

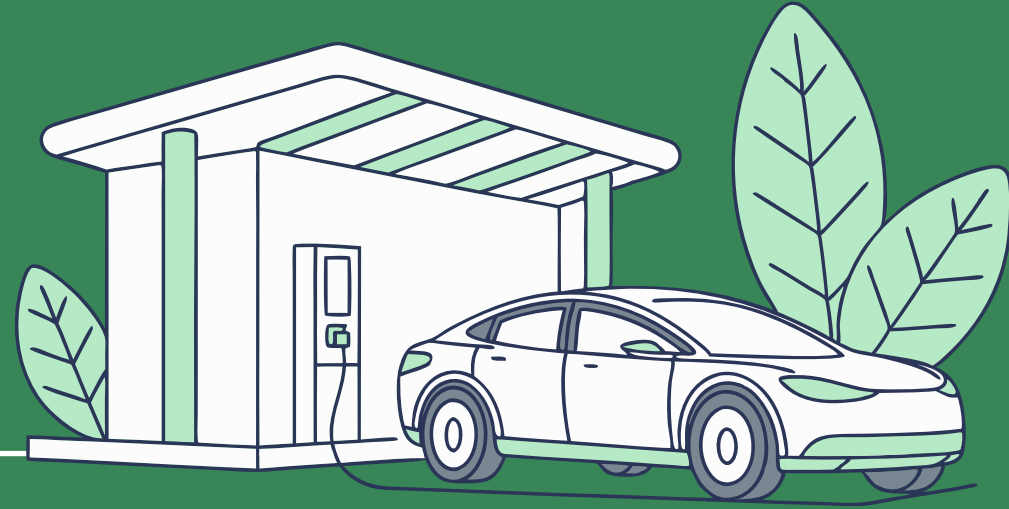
Program Overview

Site Selection Process

Next Steps



Program Overview



Introduction

- Deployment of **up to 40 Level 2 EV chargers** (dual port) at up to **25 DCR-owned locations**
- Currently in **Phase 1 (2025-2026)**: Planning, location prioritization, stakeholder engagement, site design, permitting, and federal/state filings.
- Phase 1 funded by a **Charging and Fueling Infrastructure (CFI) Grant**: Planning & Design – Awarded by the Federal Highway Administration (FHWA)
- **Phase 2 (post-2026)**: Construction and installation are contingent upon federal approvals and anticipated federal funding.



Program Objectives

- The Program **supports Commonwealth's climate goals consistent with the Clean Energy and Climate Plan for 2050** and the agency's mission to provide welcoming, sustainable, and accessible recreational opportunities.
- Installations will be **distributed** across the seven geographic regions of DCR property **statewide**.
- The Program aims to **improve access to EV charging** for a wide range of drivers across the state, especially at destinations like **state parks and recreational facilities** where people spend extended time.



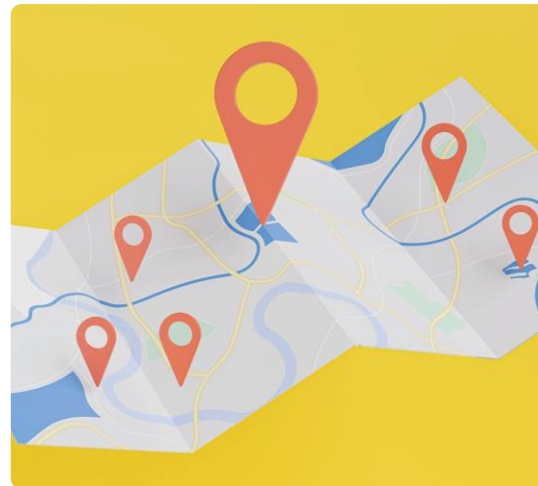
Program Benefits



Improve visitor experience
by providing an option for people
to charge while they enjoy
recreational activities.



Reduce range anxiety
for EV drivers, especially in areas
with a lack of public EV charging
infrastructure.

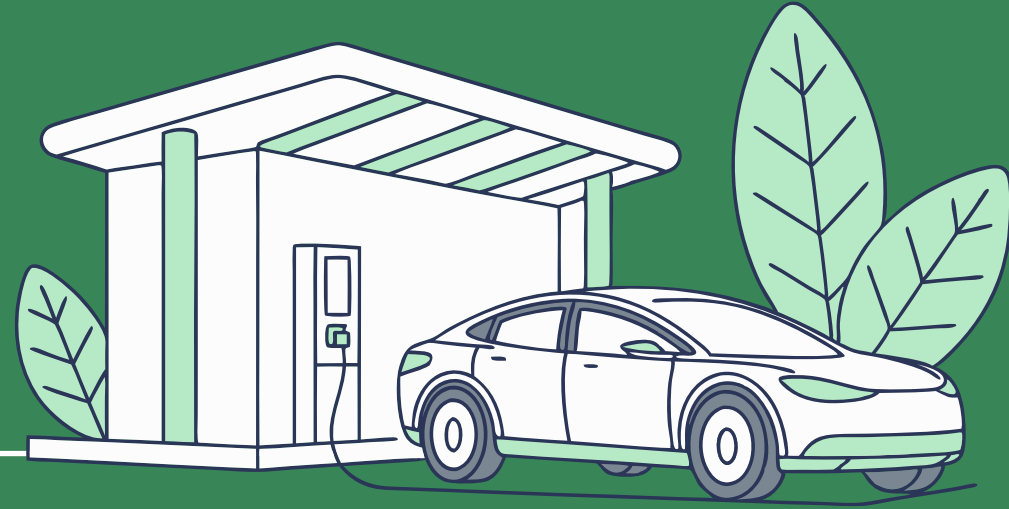


Support state tourism
by making parks more
accessible for EV drivers.



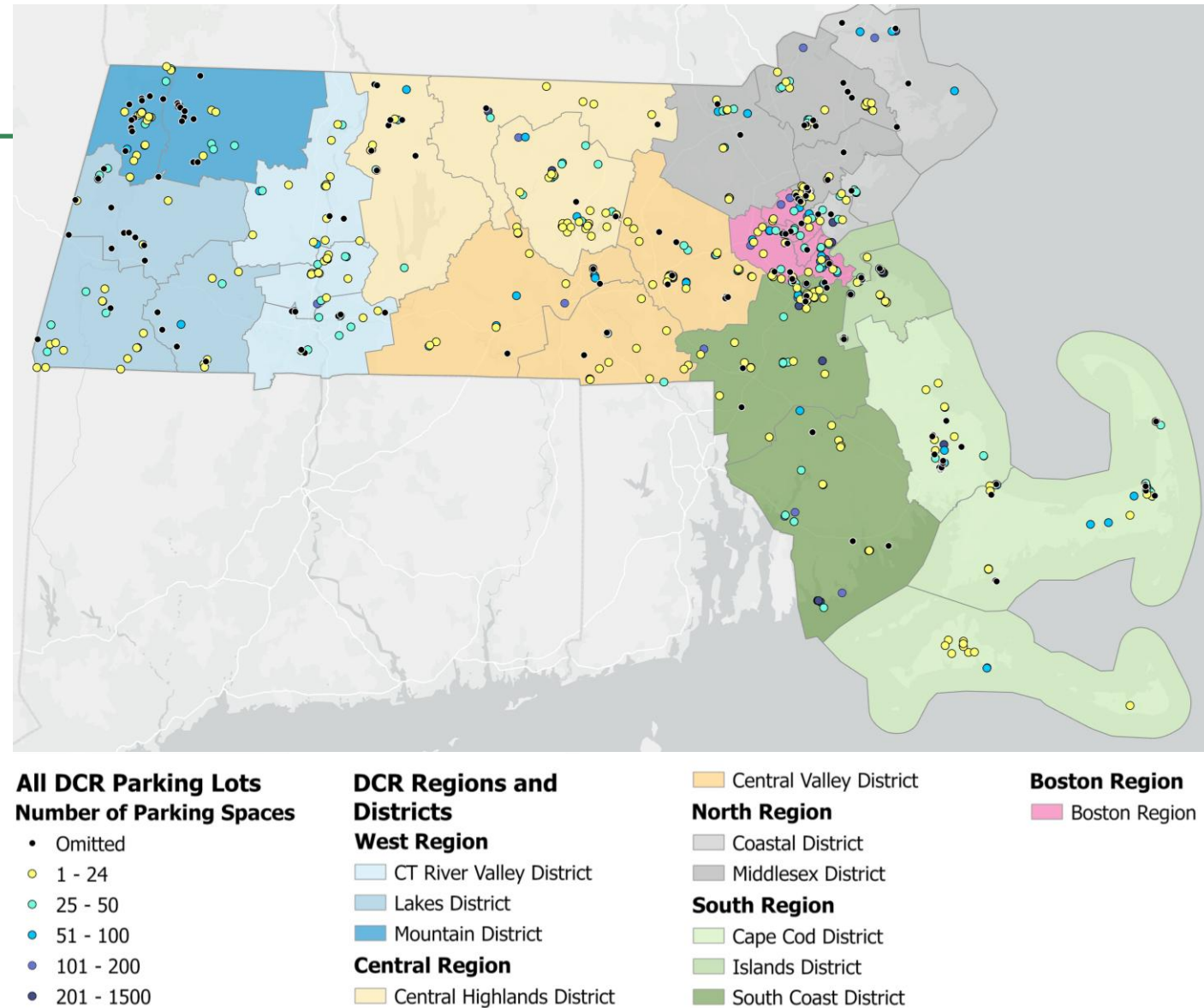
**Encourage energy-
efficient transportation**
options to natural destinations.

Site Selection Process

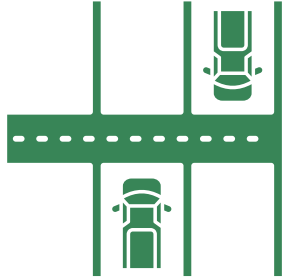


SITE SELECTION PROCESS

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



Primary Considerations



Capacity of the parking lots to accommodate EV chargers



Cellular connectivity



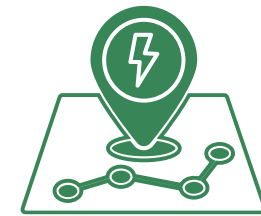
Environmental, cultural, and historic sensitivities



Presence of DCR amenities



Local EV adoption rates



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

Location Prioritization Methodology



Required

Parking lots must meet these **minimum requirements** to qualify for hosting an EV charger. Helps with initial **shortlisting of suitable locations**.



Prioritization

Reflects **relative importance and desirability** of each factor. Parking lots are **ranked** based on cumulative score to support final selection.



Site Selection

Contextual refinement based on geographic distribution of top scoring parking lots and DCR stakeholder preference to meet the operational requirements.

Required Criteria



Physical Capacity for Hosting EVSE

Paved or asphalt parking lot with **25 or more available parking** spots



Cellular Connectivity

4GLTE coverage available for EVSE communication and monitoring

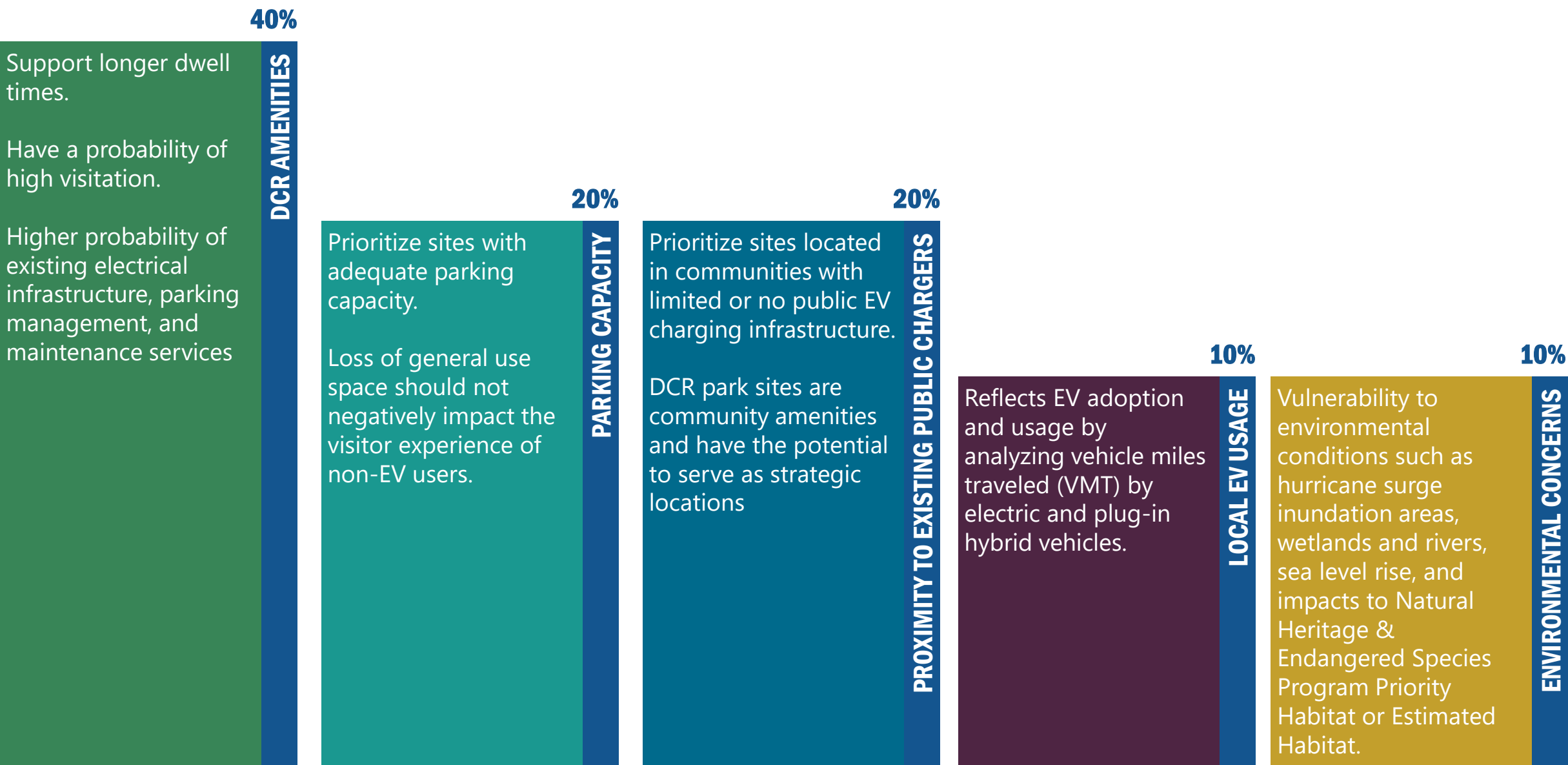


Suitable for Categorical Exclusion

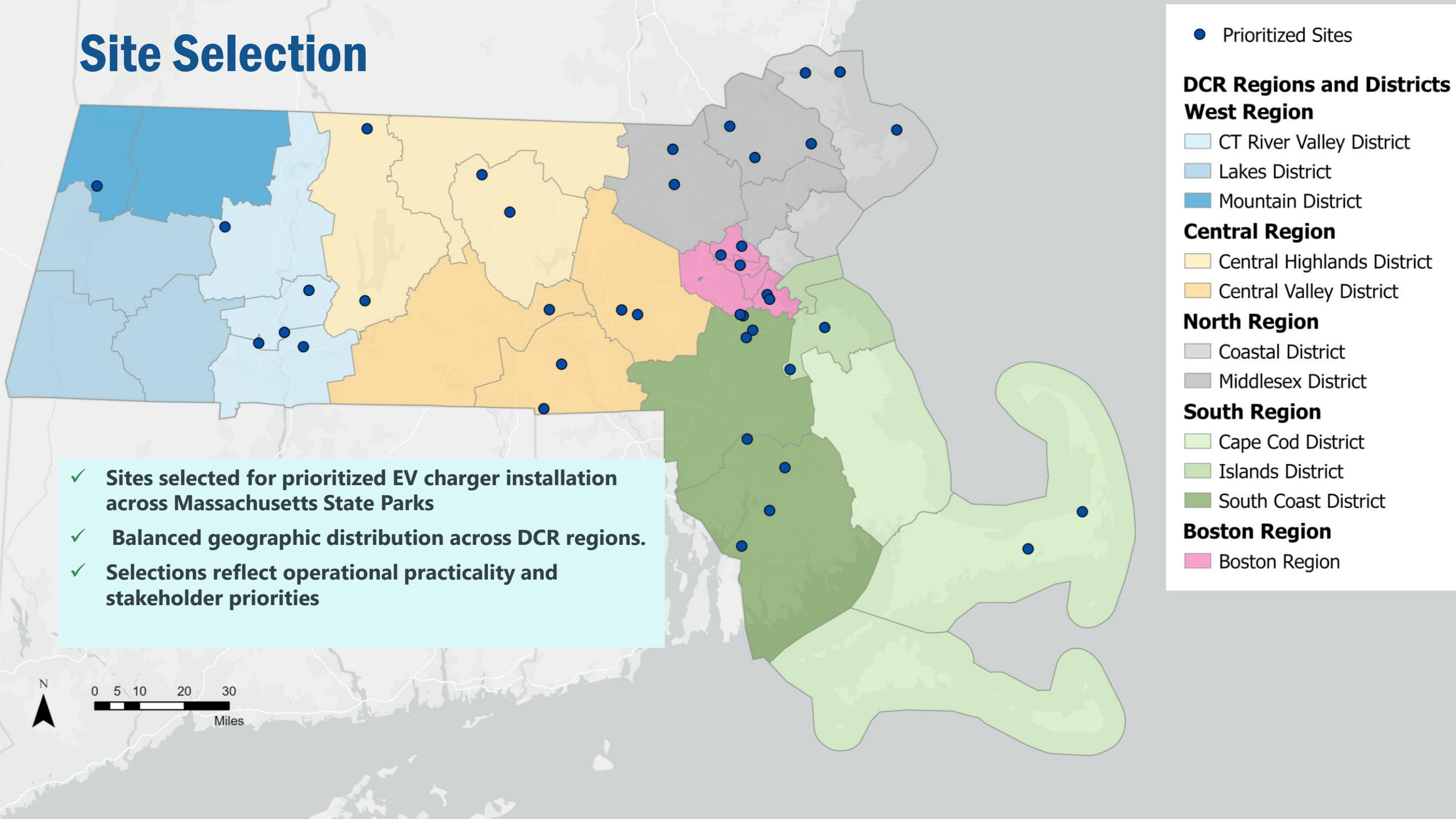
Site likely qualifies for MEPA/NEPA Categorical Exclusion (minimal environmental impact)

- *Projects are in existing paved areas (e.g., parking lots).*
- *They do not involve significant construction or land disturbance.*
- *Parking lots located outside historic districts.*
- *Parking lots do not have significant flooding issues, i.e. outside the areas with 1% annual chance flood*

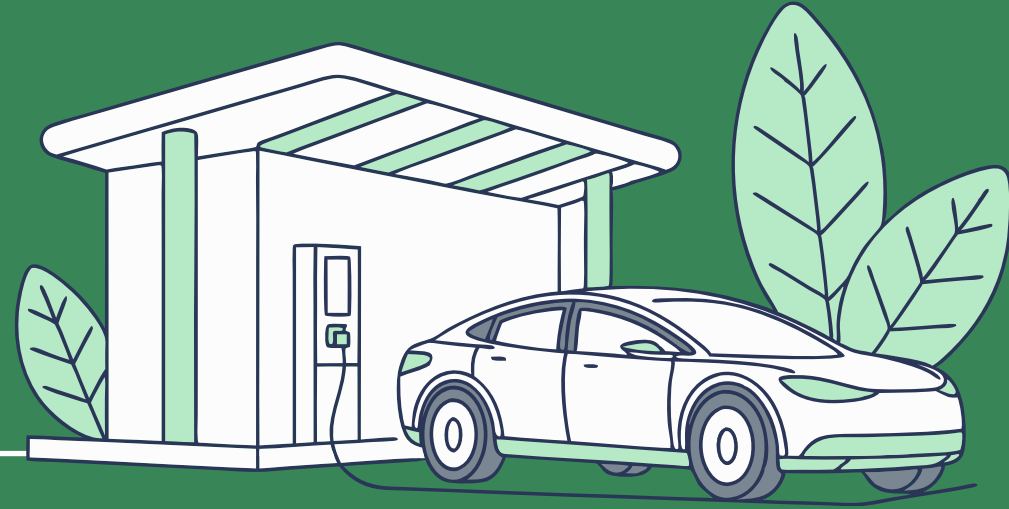
Prioritized Criteria



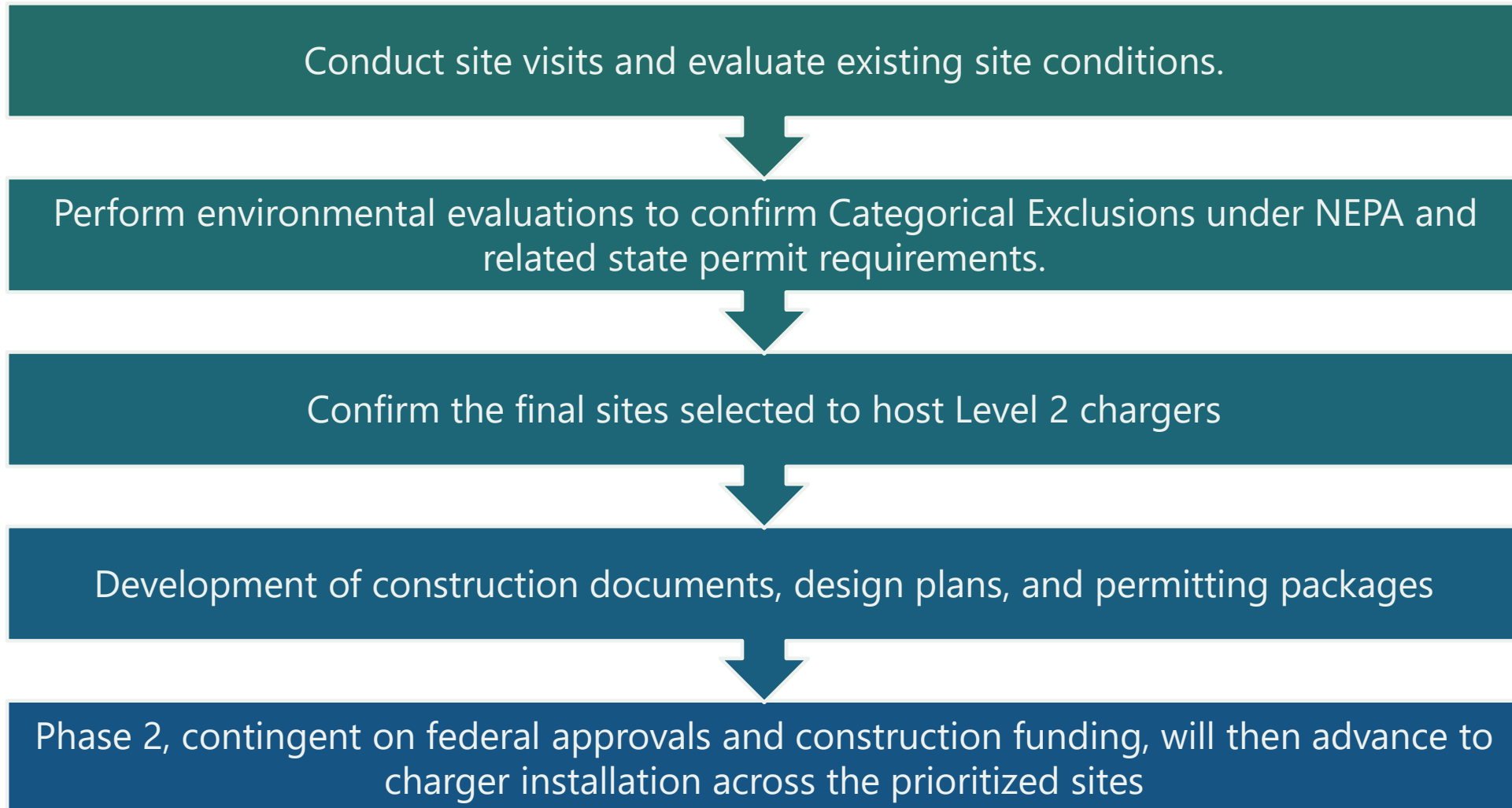
Site Selection



Next Steps



Next Steps



Thank You!

Opportunities and Challenges on Municipal EV Charging Siting

EVICC

OCTOBER 1, 2025

SAM DOWNES, P.E.

ENGINEERING DEPUTY DIRECTOR

Electric Vehicle Charging Stations

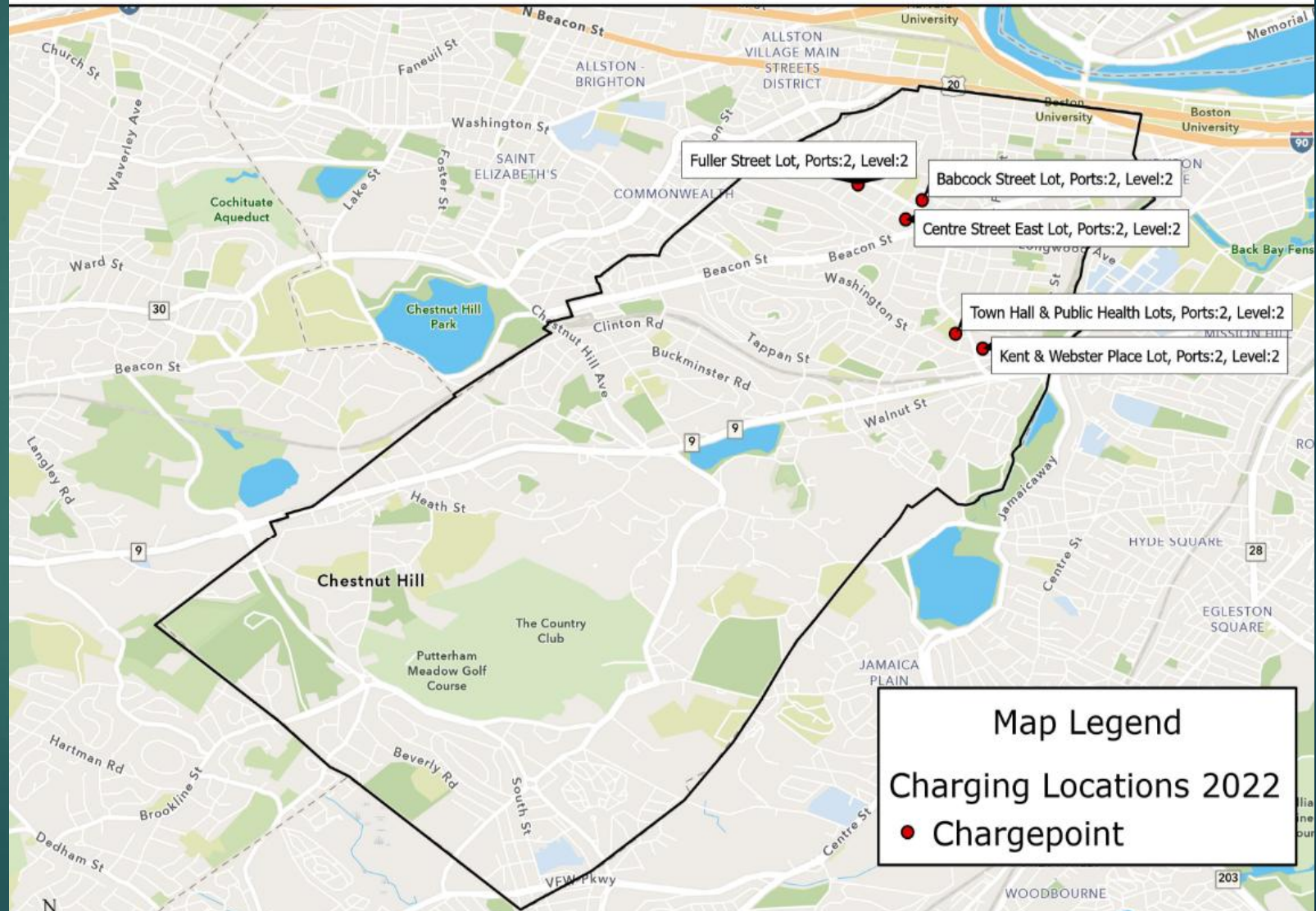
- ▶ Town is expanding public charging network & Town fleet charging network to support the overall electrification of Town fleet
- ▶ By the end of 2024, the Town had 29 all electric vehicles in our fleet, including a trash truck, which is 20% of vehicles that are viable for electrification (right)
- ▶ Since 2022, the Town has received approximately \$3.5 million to offset the purchase and affiliated construction and installation costs of public and fleet EV charging stations.
 - ▶ \$1.5 million for 59 fleet charging ports
 - ▶ \$2.0 million for 52 public charging ports
 - ▶ Includes first two Level 3 stations (right)



Expansion of Public Electric Vehicle Charging Stations

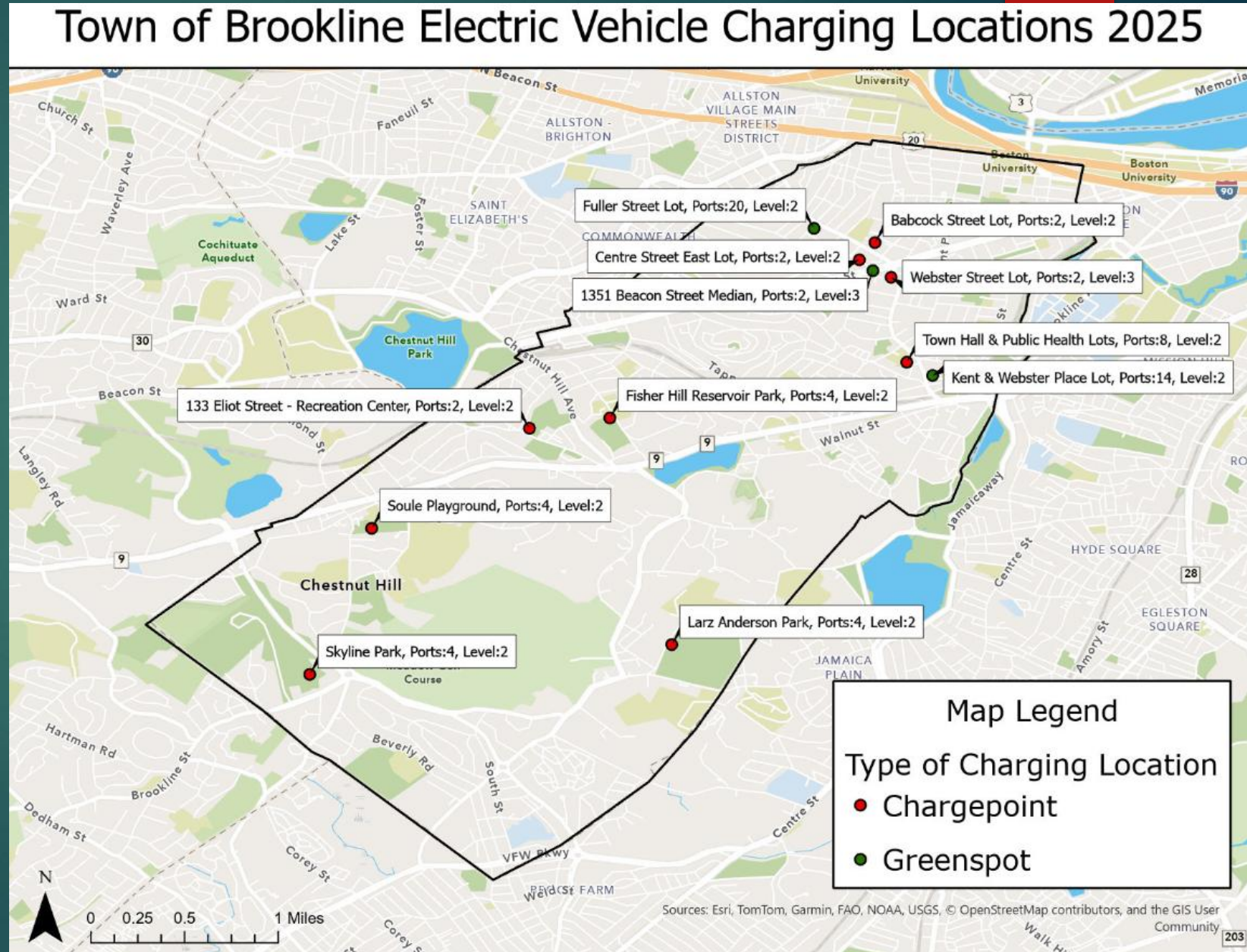
- ▶ In 2022, the Town had 10 Level 2 (7kWh) charging ports and zero Level 3 ports
- ▶ Total charging capacity of 70 kWh

Town of Brookline Electric Vehicle Charging Locations in 2022



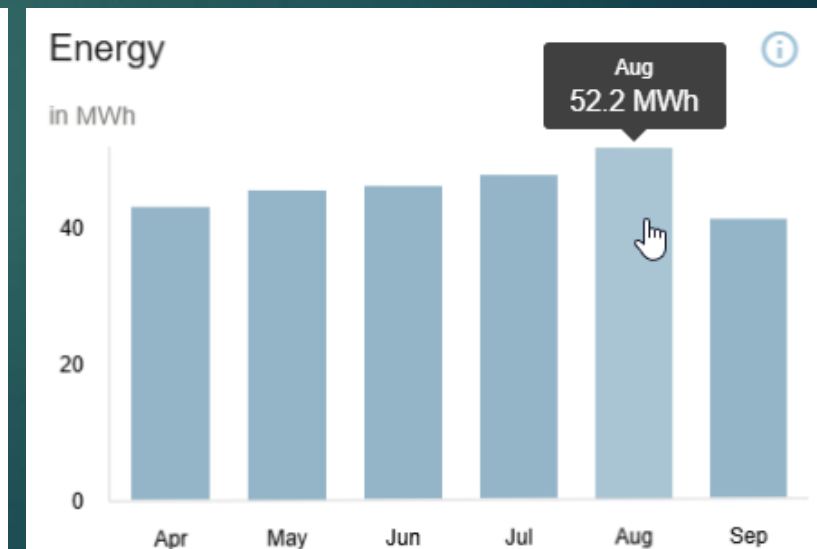
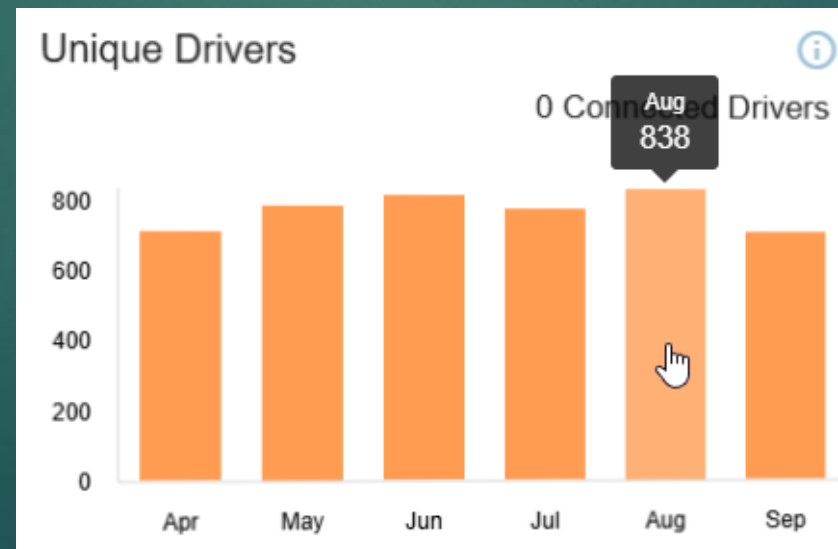
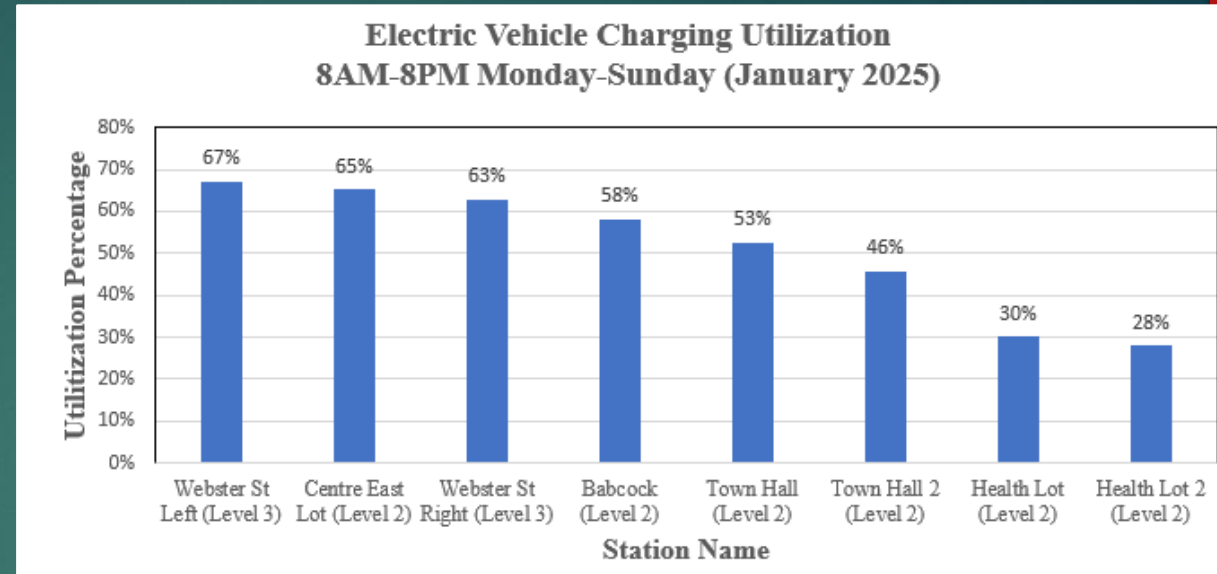
Expansion of Public Electric Vehicle Charging Stations

- ▶ The Town has expanded to 66 active charging ports to-date:
 - ▶ 62 Level 2 ports
 - ▶ 50 ports @ 7-10 kWh
 - ▶ 12 ports @ 19 kWh
 - ▶ 4 Level 3 ports
 - ▶ 2 ports @ 62.5 kWh each
 - ▶ 2 ports @ 150 kWh
 - ▶ 4 additional Level 2 ports (19 kWh) this year (Skyline Park)
 - ▶ 8 additional Level 2 ports (19kWh) at 3 locations Spring 2026 through MassCEC curbside charging grant
 - ▶ Over 1 MWh capacity



Sustainability Division & Electric Vehicles and Charging

- ▶ Growing our network in a sustainable, targeted way
 - ▶ Identifying gaps in our current charging network & making data driven decisions to fill those gaps
- ▶ Data tracking
 - ▶ Increased number of drivers and energy dispensed

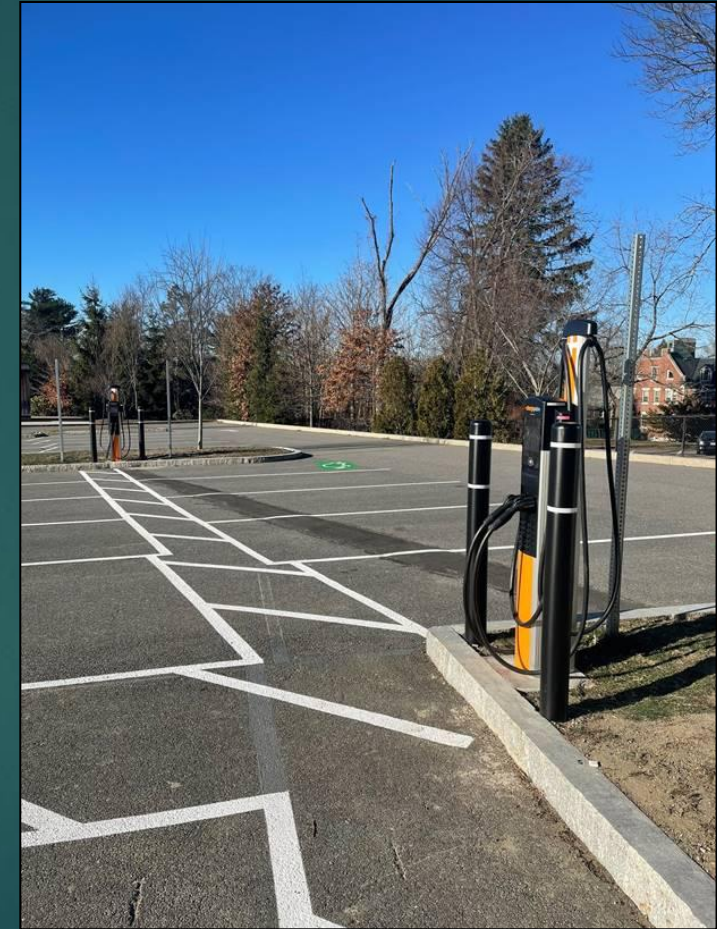


Siting Opportunities and Challenges

- ▶ Town-owned and publicly accessible land
 - ▶ Parking Lots
 - ▶ Parks
 - ▶ Curbside
- ▶ Available power supply
 - ▶ Viability and output
 - ▶ Station type and compatibility
- ▶ Utility companies & coordination
 - ▶ Utility pole access
 - ▶ Available incentives
 - ▶ Review timelines
 - ▶ Equipment availability
- ▶ Parking Regulations
 - ▶ 2-hour, no overnight
- ▶ Public Opinion



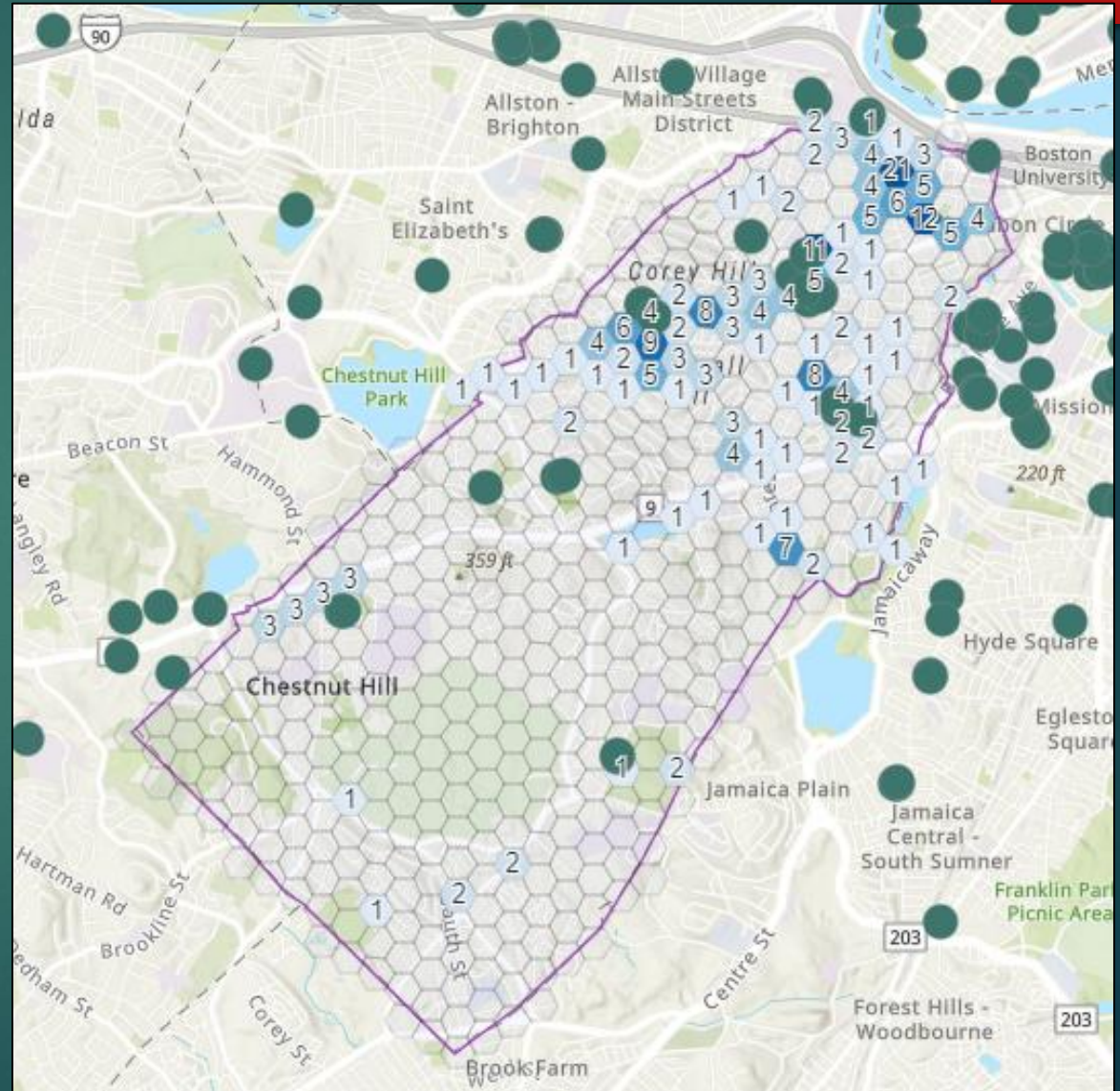
Planned curbside charging station (19kWh) (Spring 2026)



Fisher Hill Reservoir 19kWh Level 2 stations (March 2025)

Future Planning

- ▶ Growing our network in a sustainable, targeted way
 - ▶ Identifying gaps in our current charging network & making data driven decisions to fill those gaps
- ▶ Pricing Policies to incentivize EV adoption
 - ▶ Vary by location
- ▶ Continued data tracking & public input



Local Permitting for DC Fast Chargers

Presented to the Massachusetts Electric Vehicle Infrastructure Coordinating Council (EVICC)

Oct. 1, 2025

Ilan Gutherz
GM, EV Charging



Outline

- About New Leaf Energy
- Typical DCFC Site Layouts
- DCFC Permitting Process
- Challenges and Recommendations

About New Leaf Energy

New Leaf Energy (NLE) is one of the leading developers of renewable energy, energy storage, and EV charging projects in the United States.

Established as a standalone business in 2022 and headquartered in Lowell, MA, the company was formed out of Borrego Energy's market-leading solar and energy storage development business, and is led by Borrego's former development business management team.



About NLE's EV Charging Division

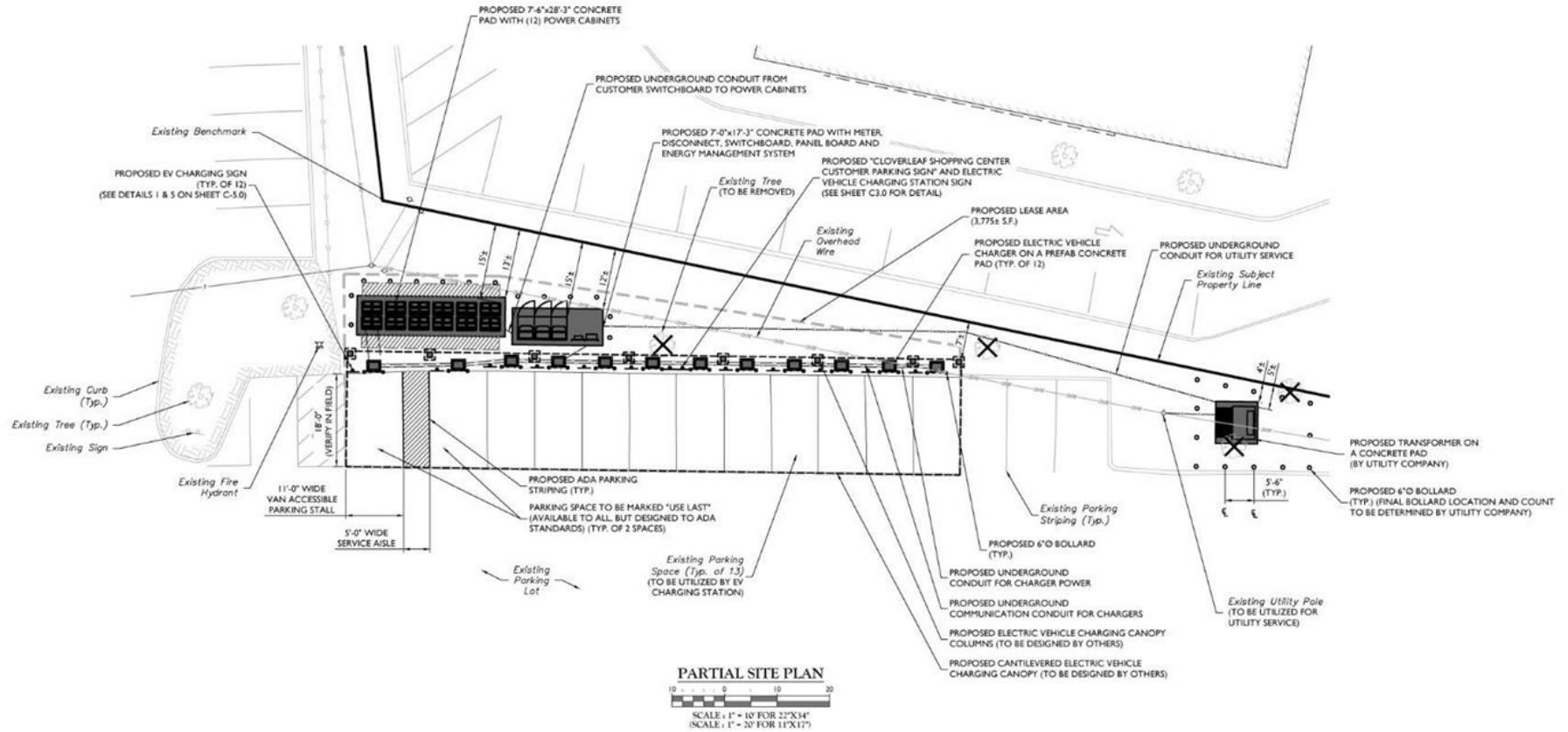
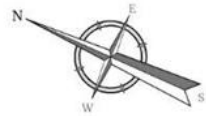
Founded in 2022, NLE's EV Charging Division is led by Ilan Gutherz, former VP of Policy and Strategy at NLE, and Jonathan Salsman, an electrical engineer and former National Grid T&D planner.

The Division's mission is to accelerate the shift to a clean transportation system. We achieve this by developing large, fast-charging hubs designed for the public and fleets.

NLE currently has over 50 large DCFC hubs under development or construction throughout New England, New York, and California.

Typical DCFC Site Layouts





NOTE:
NO PROPOSED LANDSCAPING IS REQUIRED.

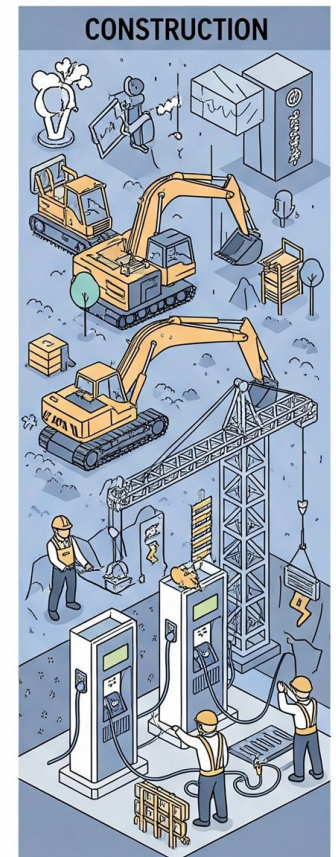


SCALE: 1" = 20'



16	PULL-THROUGH EV CHARGING SPACES
4	*USE ASC ADA ACCESSIBLE PULL-THROUGH EV CHARGING SPACES
20	TOTAL EV CHARGING SPACES

Typical DCFC Permitting Process



Typical Stages of Development DC Fast-Chargers

Initial diligence (3-6 mos)

- Site control (lease/license)
- Title review
- Environmental and permitting due diligence
- Parking count
- Utility coordination
- Survey

Permitting (3-9 mos)

- Utility study and design
- Utility easement
- ADA requirements
- Local permitting submittal (varies—see next slide)

Construction (2-4 mos)

- Building permit
- Electrical permit
- Utility Make-Ready submittals

Local Permitting Pathways for Sites in Existing Parking Lots

Accessory use/by-right allowed use:

- Quickest, easiest pathway
- Some towns are explicit about EV chargers, others are vague
- Some towns provide a “Letter of No Interest”, others will not
- Typically takes a few weeks.

Site Plan Review/Modification:

- Can be minor or major, depending on the number of parking spaces lost or changes to lot design
- Subject to interpretation by town planners
- Typically requires 1-2 public meetings and up to 6 months from start to finish.

Zoning Change/Variance:

- Typically the lengthiest process
- Can take 6 months to 3 years, depending on jurisdiction.
- Least preferred—often will kill a project.

Local Permitting Pathways for New Development or Redevelopment (Greenfield/Brownfield Sites)

Full Site Plan Review:

- Can take a year or longer, especially if other uses are being developed along-side.
- Typically requires multiple meetings, public comment, revisions.
- May require zoning change or variance (also lengthy processes).

Other Environmental Reviews:

- Stormwater
- Clean Water Act
- Species
- Land conservation
- Lighting
- Traffic
- Snow removal
- Noise
- Varies widely by site and jurisdiction.



Challenges and Recommendations



Key Challenges

- Parking Ratios
 - Parking availability is the number one reason we disqualify sites.
 - Busy shopping centers may already be out of compliance, making further changes difficult.
 - ADA requirements almost always mean losing at least one parking space.
 - Utility and customer equipment can take up 1000 sq ft or more (several parking spaces).
- Confusion & Timeline
 - Every town and utility has its own process – very little similarity across jurisdictions.
 - In some cases, staff don't fully understand their own process, leading to wasted time between departments.
 - Projects that should take a few months to permit can take years.

Key Challenges (Continued)

- Accessory Use Isn't Always Straightforward
 - Dwell times for chargers and other uses may differ.
 - "Will this be primarily for the business, or will the public be using it?"
 - Signage restricting or clarifying public use is sometimes required.
- Different Processes for "For Profit" and "Nonprofit" Charging Uses
 - "You can charge customers for energy, but you can't make a profit."
- Strongly Held Feelings About Signage, Location, Safety, Technology, Etc.
 - Building or planning staff often have preconceived notions about the technology, our customers, or the ideal charging experience. We've had to redesign sites and spend hours explaining the EV business and correcting misperceptions.
 - Town planners may be overly conservative in predicting elected planning board responses to applications (e.g., greater setbacks, fewer parking spots taken).

Recommendations

- Deduct EV charging spaces and equipment from minimum parking requirements. (See, e.g., California's AB 1100 and AB 970.)
- Streamline the permitting process:
 - Allow EV charging as of right on existing parcels in all commercial/industrial zones.
 - Clearly define "accessory use EV charging" to avoid disputes.
 - Create a clear, streamlined pathway in the zoning code for EV charging. List and define EV charging in the zoning by-laws to avoid confusion.
 - Establish standard timelines for review to allow developers to get an answer quickly, rather than dragging out the permitting process.
 - Allow developers to appear via video; don't require in-person submittal and appearance.
 - Create one pathway for all EV charging applications, regardless of sponsor or business type. Avoid creating different rules for different business models.
- Resist the urge to second-guess choices about location, project size, technology, etc. Limit feedback to issues of public safety, code compliance, and other matters within town jurisdiction.



Thank you!

For more information, contact:

Ilan Gutherz, igutherz@newleafenergy.com





EVICC Meeting

Permitting Laws; Model Ordinances; Best Practices

Emily Kelly - Director, US Public Policy

Streamlined Permitting Laws & Rules

- + **California - AB 1236 (2015):** Requires all cities and counties to adopt an **expedited, streamlined permitting process** for EV chargers. Local governments must:
 - Allow for electronic permit submission.
 - Limit requirements to those necessary for public health and safety.
 - Publish a checklist to qualify for expedited review.
- + **Oregon** - Adopted administrative rules requiring expedited permitting for EVSE (aligned with building/electrical codes). They also offers a statewide permitting checklist modeled on California's AB 1236.
- + **Hawaii - HRS §196-7.5** requires counties to adopt ordinances for fast-tracked permitting of EV chargers, especially for parking facilities.
- + **New Jersey – P.L. 2021, c171** Directed the Department of Community Affairs to develop a model ordinance that local municipalities have adopted to streamline the permitting process for the installation of EVSE. Some pieces of the ordinance are mandatory, and some can be adopted, changed, or removed by the municipality. The two mandatory pieces include: 1) EV charges are to be considered an accessory use in all permitting cases and shall not require a variance for installation; 2) Mandatory requirements for chargers and Make-ready spaces for new construction.

Model Ordinances + Guides

- + **California** – (California Energy Commission) **CALeVIP Permitting Guidebook** is a very detailed “playbook” for local governments and installers. Includes sample checklists, ADA guidance, and model application forms.
- + **Colorado** (Colorado Energy Office) – **EV Ready Communities Playbook** contains a permitting and inspection streamlining guide for both residential and commercial EVSE.
- + **Washington** (Washington State Dept. of Commerce) – **EV Infrastructure Guidebook** includes model ordinances, expedited permitting strategies, and utility coordination tips.
- + **Oregon - Oregon Department of Energy – EV Charging Guidebook** provides local governments with permitting checklists.
- + **New York - NYSERDA – Electric Vehicle Supply Equipment (EVSE) Permitting and Zoning Resources** includes a Permitting Checklist for Local Governments.
- + NREL; ICC; DOE/JO; Metropolitan Planning Agencies

Massachusetts H3455/S2254

- + In order to accelerate deployment and installation of EV charging this bill would instruct the Massachusetts Department of Energy Resources to publish a model ordinance that creates an expedited, streamlined permitting process for EV charging stations. Once published, the ordinance would be effective in each municipality. Municipalities would have the option to include deviations in the ordinance that are for specific, adverse impacts to public health or safety only. The ordinance should include these key aspects:
- + **Binding timelines:** The AHJ must approve or deny a permit application within 30 days, or it is deemed approved. (There is precedent in California with AB 970 and in Delaware with SB 187 SS1).
- + **Allowed Use:** All levels of EV charging stations must be classified as a permitted accessory and primary use in all zoning districts. (From NJ S3223 and CA AB 1236)
- + **Parking requirements:** If an EV charging station and any associated equipment interfere with, reduce, eliminate, or in any way impact the required parking spaces for existing uses, the AHJ shall reduce the number of required parking spaces for the existing uses by the amount necessary to accommodate the electric vehicle charging station and any associated equipment. (From CA AB 1100 and CA AB 970)
- + **Review for health and safety:** An AHJ must administratively approve an application through the issuance of a building permit or similar nondiscretionary permit, and review shall be limited to health and safety requirements.



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