



Commonwealth of Massachusetts
Executive Office of
Energy and Environmental Affairs

Electric Vehicle Infrastructure Coordinating Council (EVICC) Meeting

September 9, 2026





Agenda

Opening

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

Updates, Presentations & Discussions

- MOR-EV Program Changes
- MassDOT update on NEVI and Tesla
- MBTA Charging Stations Update
- Feasibility Lessons from MassCEC's On-Street Charging Program
- Third Assessment Scope Presentation and Discussion

Public Comment



Vote on June Minutes



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 2 minutes
- Please engage in constructive and respectful dialogue
- Be able to substantiate assertions or claims in support of comments



Public Comments



Administrative Updates



Administrative Updates

EVICC resource guides

EV Parking Enforcement Guide



Right-to-Charge Guide





Administrative Updates

Transportation Electrification Grid (Section 103) Plans

“

EDCs filed Section 103 Plans on August 11, 2026.

- EDCs reviewed the list of feeders and substations EVICC identified would require additional capacity to meet EV charging demand and found that **previously planned infrastructure investments**, identified by existing system planning processes, will **provide sufficient capacity to meet reasonably forecasted EV charging demand** during the 10-year planning horizon.
- **Many of the needs identified through the EVICC forecast are either already addressed** through existing projects, being evaluated through active planning studies, or can be managed through routine operational or distribution system modifications as customer service requests are put into the system.
- **National Grid's 3 EV Highway Charging Substations, funded through the ESMP, will meet capacity needs identified by EVICC** at the Westborough, Charlton, and Bridgewater service plazas.
- **EDCs did not propose incremental investments in the Section 103 Plans.**

”

NOTE: slide content from EDC presentation to the MA Grid Modernization Advisory Council August 20, 2026



Administrative Updates

MAPC's Solar-Powered CommunityEV Carshare



The Metropolitan Area Planning Council (MAPC) recently launched **CommunityEV Carshare**, a pilot bringing electric carsharing to three communities that have been underserved by carsharing services: the City of Framingham, the Chelsea Housing Authority, and the Boston Housing Authority.

- Funded through a \$1 million MassCEC ACT4All 2 grant and pairs Zipcar EVs with non-grid-tied, solar-powered Beam Global charging stations.
- Deployed quickly and in locations where traditional EV charging infrastructure may be difficult to install.

For more info, visit communityev.org

MOR-EV Program Changes

Nicole Lepre, DOER



EV Charging Program Status and Progress Update

Samantha Silverberg, MassDOT



Recent EV Charger Commissions

- ✓ Plymouth and Barnstable service plaza sites recently commissioned. Now **84** MassDOT-operated EV charging ports are open to the public.



Barnstable Service Plaza



Plymouth Service Plaza

MassDOT Expands Access to Tesla Superchargers

MassDOT has announced that Tesla Supercharger ports at select service plazas are now available to drivers of compatible non-Tesla electric vehicles following a new agreement.

- ✓ A total of **32** Tesla ports are now open to the public along I-90 and I-95:
 - Newton Service Plaza: I-95 southbound
 - Lexington Service Plaza: I-95 northbound
 - Charlton Service Plaza: I-90 eastbound
 - Charlton Service Plaza: I-90 westbound



Newton Service Plaza

National Electric Vehicle Infrastructure (NEVI) Construction

- ✓ Construction at Newburyport, Greenfield, and Lancaster NEVI sites beginning within the next month.



Newburyport Park and Ride



Lancaster Rest Area



Ongoing Non-NEVI DCFC Procurements

- ✓ Six state-funded locations are currently out to bid, covering both eastbound and westbound Service Plazas at Ludlow, Lee, and Blandford.



Proposed Location at Ludlow Westbound



Proposed Location at Ludlow Eastbound

MBTA Charging Stations Update

Katherine Eshel, MBTA



**Massachusetts Bay
Transportation Authority**

Background

2012 – Legacy Charging Installation

Received grant from Mass. Department of Energy Resources (DOER) to install 30 Level 2 chargers at 8 stations

2023 – South Coast Rail Installation

Installed Level 2 chargers (31 ports) at 6 locations on South Coast Rail

2026 – Maintenance Contract for Legacy Chargers

Upgrading legacy chargers at 7 existing locations with network-connected chargers

2019 – EV Charging RFI

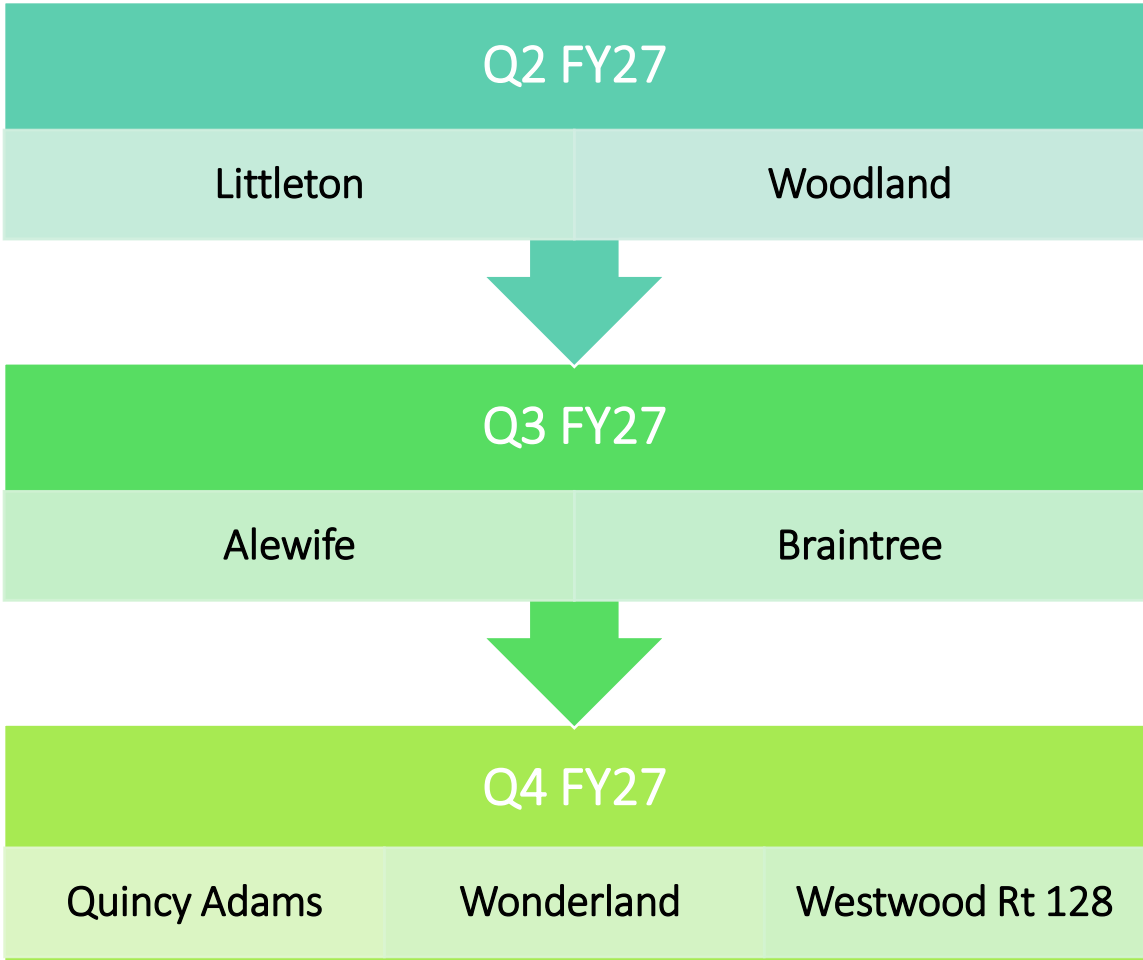
Conducted an RFI with the electric vehicle service equipment industry to find potential solution for the MBTA.

2025 – Charging and Fueling Infrastructure (CFI) Grant

Joint MassDOT/MBTA application for USDOT grant awarded for \$14.4 million to deploy EV charging infrastructure at state-owned facilities, including nearly 350 Level 2 chargers across ~25 MBTA lots. Pending obligation.

The MBTA will upgrade 30 legacy chargers by the end of FY27

Station Name	Number of Ports
Alewife	6
Braintree	6
Littleton	4
Quincy Adams	2
Route 128	4
Wonderland	4
Woodland	4



Charger upgrades will improve customer experience

Legacy chargers were isolated, non-networked units.

The chargers had no capability to transmit fault alerts or operational status back to the MBTA.

The agency had no way of knowing a charger was broken until a driver physically arrived and reported a failure, or during bi-annual inspections.

The MBTA had no ability to provide live availability, and status, leading to outdated customer information.

A network solution provides real-time data that allows remote diagnostics and preventative maintenance.

→ Every newly installed charger continuously sends status data to a centralized cloud dashboard via standard Open Charge Point Protocol (OCPP).

→ If a connector faults, a breaker trips, or software glitches, the charging management system (CMS) send an automated alert to our team. Most soft-faults can be reset remotely from a computer without dispatching a field technician.

→ The CMS tracks hardware health trends. Maintenance can be triggered automatically, improving uptime and keeping live data synced for customer convenience.



Pricing, signage and communication updates

- MBTA will implement pricing changes in accordance with EVICC guidance with advance notice to users.
- Upcoming wayfinding changes will use MUTCD-compliant signage and align with EVICC recommendations.
- Updates will be posted at chargers and online to: www.mbta.com/parking/parking-rules-and-policies



Feasibility Lessons from On-Street Charging Program

*Devan DiLibero & Claire Hazzard,
MassCEC*

MASS CLEAN ENERGY CENTER



ON-STREET CHARGING SOLUTIONS UPDATE: FEASIBILITY STUDIES

September 9, 2026

AGENDA

- Program Overview and Timeline
- Feasibility Study Recommendations
- Community Engagement
- Lessons Learned
- Likelihood of EVSE Installations

PROGRAM OVERVIEW AND TIMELINE

Barrier the Program Addresses

- Access to charging is a significant barrier to EV adoption for renters and residents without a dedicated garage/driveway, and/or parking space

Program Overview

- EVICC awarded MassCEC ARPA funds to increase access to on-street charging and reduce barriers to EV adoption for EJC's across the Commonwealth
 - **Total program funding:** \$11,250,000

Program Services & Timeline

- **Implementation (15 munis)**
 - Nov 2025 – Nov 2026: EVSE Procurement & Installation
 - Fall 2025 - Nov 2026: Community Education
- **Feasibility Studies (25 munis)**
 - Nov 2025 – July 2026: Feasibility Study Reports
- **Guidebook**
 - Spring 2026 – Dec 2026- On-Street Charging Guidebook

PARTICIPATING MUNICIPALITIES

- Amherst
- Arlington
- Ashland
- Athol
- Barnstable
- Boston
- Everett
- Lawrence
- Lowell
- Marblehead
- Marion
- Montague
- Newburyport
- Natick
- Northampton
- Orleans
- Plymouth
- Quincy
- Salem
- Sandwich
- South Hadley
- Taunton
- Watertown
- Weymouth
- Woburn

FEASIBILITY STUDY RECOMMENDATIONS

➤ Site Readiness

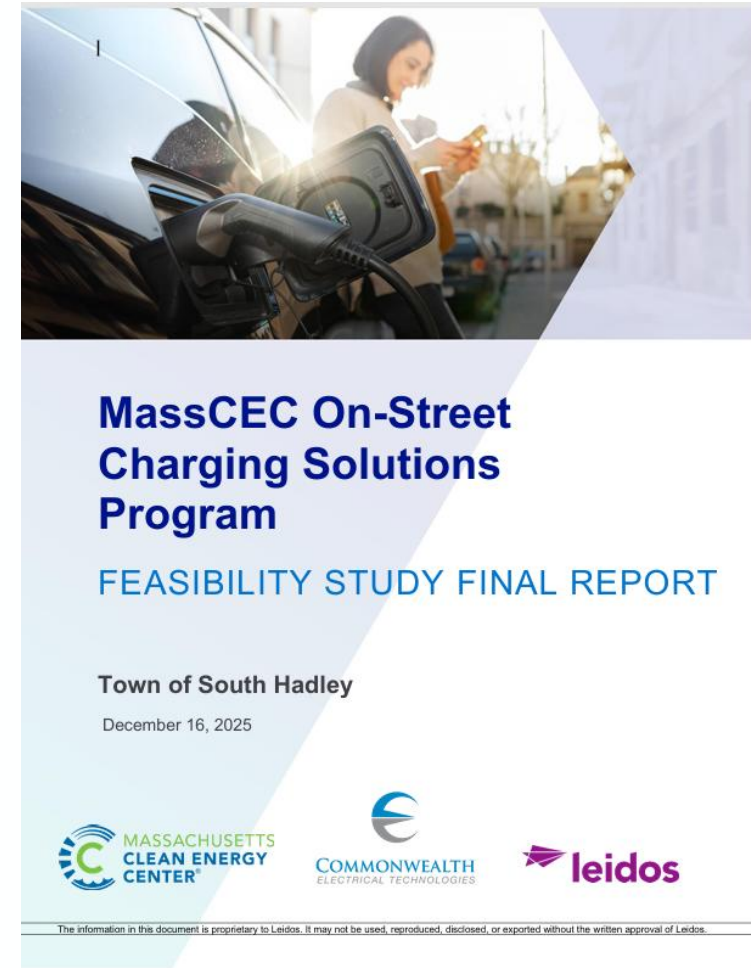
- Preliminary Site Selection
- On-Site Assessments
- Permitting Process

➤ EVSE Selection

- Types of On-Street Charging
- Charger Ownership Structures
- Charger Models
- Operations and Maintenance Plans
- EVSE Incentives and Rebates

➤ Resident Feedback

- Community Outreach & Education



[South Hadley Feasibility Study](#)

COMMUNITY ENGAGEMENT

Community Outreach Plan

- **Tier 1: Muni officials & project partners**
 - Support preliminary site selection, identify Tier 2 stakeholders, identify appropriate outreach strategies
- **Tier 2: CBOs, EJC representatives, utilities, etc.**
 - Stakeholders provided with educational presentation related to the program
 - Identify appropriate outreach strategies
- **Tier 3: Abutters & neighborhood groups**
 - Implement outreach strategies determined by Tiers 1 & 2

Community Outreach Strategies

- In-person & virtual meetings, community events, call campaigns
- Marketing materials – translation support for 13 languages
 - Email blasts, social media, local media, website postings
 - Flyers, direct mail, town newsletters, call campaigns
- Surveys
 - 1,607 surveys received, 1,013 asked for updates

LESSONS LEARNED

COMMUNITY ENGAGEMENT

General Lessons Learned

- Importance of community outreach & engagement
 - Provide different types of outreach, engage with CBOs, and incorporate feedback into project plans/site selection
 - Allow ample time for community outreach
 - Tailor outreach to municipal bandwidth

Concerns Addressed by Community Education

- Limited community support for using tax dollars to expand the EV charging network
 - Munis to exhaust federal, state, utility & private funding opportunities before local expenditures
- A perception that EV adoption rates are low locally – “no need”
 - Visible EV charging infrastructure can encourage EV adoption – particularly for renters, multi-unit households & low-income neighborhoods
 - Education efforts should highlight overall cost of EV ownership & fuel savings
- Concerns about losing on-street parking spaces to dedicated EV charging
 - Public communication should emphasize that only a small share of total parking will be reserved for EV charging
 - Signage indicating time limits and hours of usage to encourage turnover

LESSONS LEARNED

EVSE IMPLEMENTATION

Muni and Utility Coordination

- Helpful to have dedicated project champion/sustainability role within the municipality
- Involve the utilities early on during site evaluations so they can flag any concerns including limited circuit capacity

EVSE Use Cases

- Most commonly recommended charging sites
 - Town Squares
 - MUDs
 - Parks & Playgrounds
 - Athletic Fields
 - Libraries
- Initial program intention was overnight parking, quickly realized there are mixed use cases and some munis prefer shorter charging windows

LESSONS LEARNED

EVSE TECHNOLOGIES

- Pedestal mounted EVSE is the most feasible option over streetlight or pole-mounted
 - **Utility pole-mounted:** Eversource does not have a 3rd party attachment agreement, Unitil is open to pole-mounted, National Grid allows it, but it is a lengthy and resource consuming process
 - **Streetlight-mounted:** The municipality would have to own the streetlights and have a meter installed. Most streetlights do not have their own meter.
 - **Pedestal-mounted:** Have greater flexibility of placement and accessibility, can be configured for a wide range of power levels, site approvals needed from municipality and utility for viability.
- Some interest in third-party ownership models
- Preference for higher powered L2 EVSE in many instances for higher turnover and future proofing
 - 32A, 50A or 80A

LIKELIHOOD OF INSTALLATION

High Probability

- Dedicated municipal staff to champion an on-street charging project
- Munis are exploring incentive/grant opportunities
 - Make Ready Funds and MassEVIP
- Community buy-in/excitement

Medium - Low Probability

- Munis have expressed a preference for parking lots over on-street chargers
- Ownership model – some munis do not want to own charging stations and are encouraging private entities to install charging stations
- Lack of a dedicated municipal project champion
- Desire to test EVSE experience with an initial charging station before installing additional stations

HOW TO ENGAGE WITH THE ON-STREET PROGRAM

- Implementation munis update November EVICC meeting
- Guidebook will be public winter 2027

PARTICIPATING MUNICIPALITIES

Feasibility Study – 25 munis

- Amherst
- Arlington
- Ashland
- Athol
- Barnstable
- Boston
- Everett
- Lawrence
- Lowell
- Marblehead
- Marion
- Montague
- Newburyport
- Natick
- Northampton
- Orleans
- Plymouth
- Quincy
- Salem
- Sandwich
- South Hadley
- Taunton
- Watertown
- Weymouth
- Woburn

Implementation – 15 munis

- Brockton
- Brookline
- Cambridge
- Chelsea
- Fitchburg
- Framingham
- Holyoke
- Lynn
- Medford
- New Bedford
- Norwood
- Revere
- Somerville
- Springfield
- Worcester

**MASS
CLEAN ENERGY CENTER**



THANK YOU

CONTACT INFO:

Name: Devan DiLibero
Phone Number: 617-315-9348
Email: ddilibero@masscec.com

CONTACT INFO:

Name: Claire Hazzard
Phone Number: 617-315-9315
Email: chazzard@masscec.com



Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs

Third EVICC Assessment

Mark Scribner, Policy Advisor for Transportation Decarbonization, EEA
Katie Gronendyke, Clean Energy Policy Advisor, EEA



EVICC Assessments

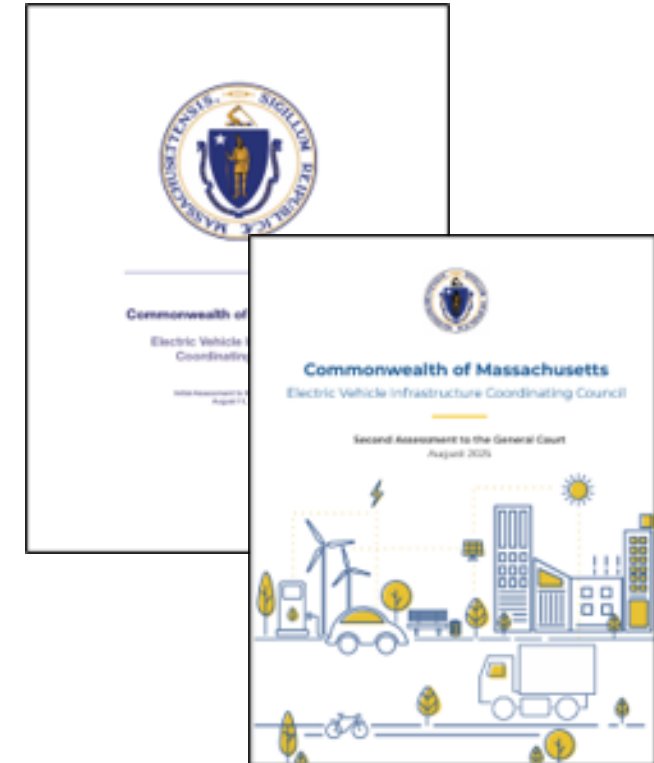


The **Electric Vehicle Infrastructure Coordinating Council (EVICC)** was established by law to assess and report on strategies needed to establish an equitable, interconnected, accessible and reliable EV charging network in Massachusetts.

The biannual Assessments:

- Assess **current charging needs and infrastructure gaps**
- **Forecast future charger needs** and electric demand
- **Identify policy and program actions** to accelerate deployment
- Help **coordinate** charging, transportation, and grid planning

The [First Assessment](#) was released in August 2023 and the [Second Assessment](#) was released in August 2025.



EVICC Assessment Statutory Requirements



1 How many chargers are needed?

Assess current and future charging needs, including medium- and heavy-duty vehicles.

2 Where should charging go?

Identify optimal, equitable siting across urban, suburban, rural and LMI communities.

3 What does demand mean for the grid?

Forecast 10-year charging demand and identify distribution areas likely to require upgrades.

4 What will make deployment work?

Evaluate costs, funding, technology and reliability. Make recommendations for policy and regulatory changes.

Section 103 grid planning

1

Forecast

10-year demand + grid impacts

2

Identify charging hubs

corridors + MHDV

3

Plan upgrades

new EDC grid infrastructure



First EVICC Assessment: Takeaways & Recommendations

The First Assessment in August 2023 established EVICC's baseline: Massachusetts needs more chargers, better driver experience, and more coordinated deployment.

Key takeaways

- Charging buildout needed to accelerate to meet 2030 climate targets
- Driver experience needed improvement, especially reliability, pricing transparency, and signage
- Access gaps were most acute for garage orphans, renters, rural communities, and low- and moderate-income residents
- Grid capacity and utility-upgrade timelines posed near-term risks to deployment

Recommendation focus

- Prioritize equitable deployment across public, private, curbside, multifamily, workplace, and rural use cases
- Improve charger reliability and consumer protections through registration, inspection, testing, and price disclosure
- Support innovative access solutions, including mobile/on-demand charging and curbside/pole-mounted charging
- Better align state, federal, and utility funding with priority infrastructure needs



First Assessment: Highlights of Successful Implementation

- **Prioritize charger access for “garage orphans,” renters, and rural communities**
 - Massachusetts Clean Energy Center (MassCEC) created a program to assist municipalities with curbside charging
 - “Right to Charge” legislation passed for condo owners
 - EVICC-sponsored [siting guide](#) for Environmental Justice communities
- **Develop programs to reduce impact of EV charging on the electric grid**
 - Funded by \$6.1 million from EVICC, MassCEC launched Vehicle-to-Everything (V2X) program
- **Better promote EV charger incentive programs and availability of EV charging**
 - MassCEC launched one-stop webpage for state EV programs and information
 - The presence of EV chargers can now be advertised on state highway signs
- **Encourage electrification of alternative vehicle ownership modes, such as ride-hailing services**
 - Funded by \$7.2 million from EVICC, MassCEC launched its Ride Clean Mass: Charging Hubs program to pilot EV charging station hubs for TNC and taxi drivers



Second EVICC Assessment: Takeaways & Recommendations

The Second Assessment in August 2025 sharpened EVICC's focus: Massachusetts needs more strategic investment, better customer experience, and more coordinated, grid-aware deployment.

Key takeaways

- Charging buildout had accelerated, but further deployment was needed to meet future demand and climate targets
- Remaining access gaps were concentrated in on-street/near-home charging, secondary corridors, and medium- and heavy-duty fleets
- Equitable access remained a priority for renters, rural and EJ communities, and other underserved users
- Grid constraints and customer experience remained challenges, requiring proactive planning, improved reliability, and simpler programs

Recommendation focus

- Focus charging investments on the highest-value use cases, including highway DCFC, multifamily, workplace, MHDV, and curbside
- Improve the charging customer experience through greater transparency on pricing, fees, and station signage
- Better align state and utility programs and strengthen proactive, coordinated planning for future deployment
- Reduce grid impacts and deployment barriers through peak-demand management and resources for municipalities and site hosts



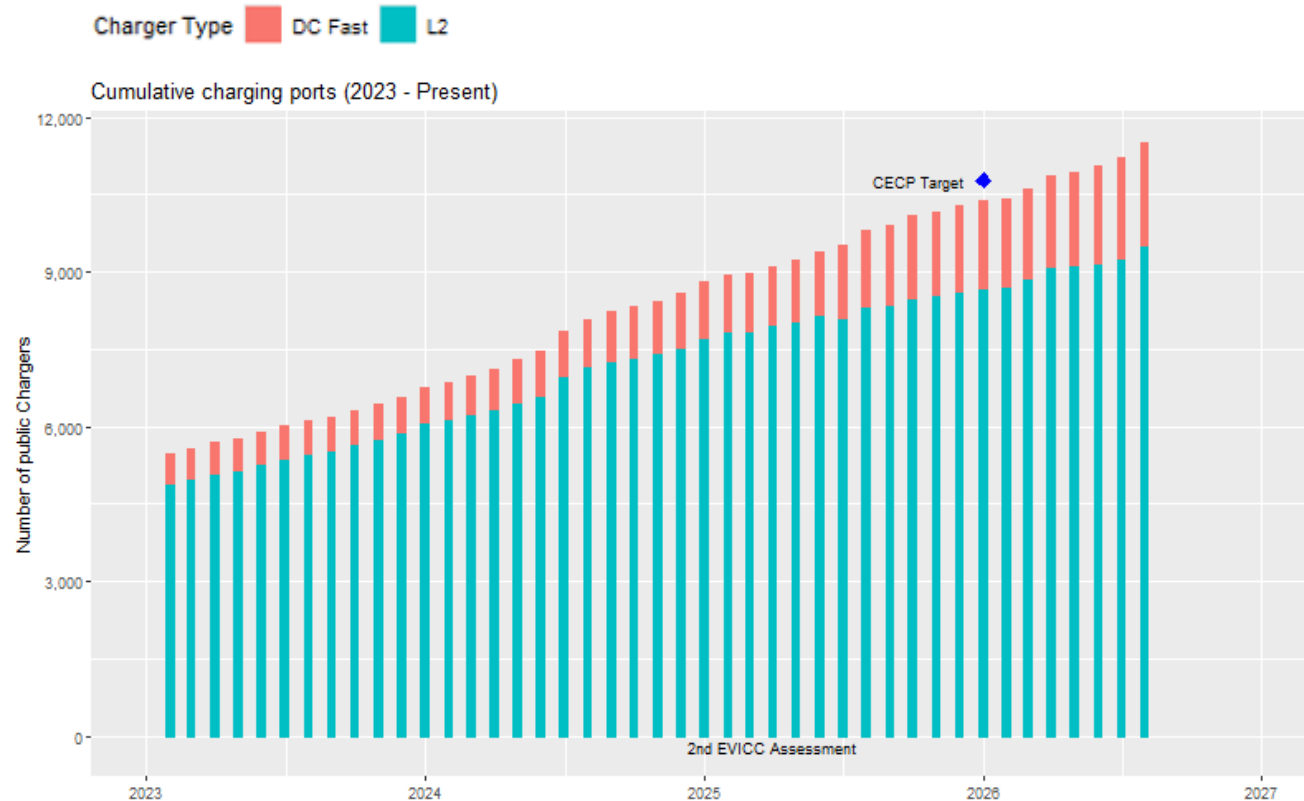
Second Assessment: Recommendations Moving into Implementation

- **Target fast charging along secondary corridors**
 - MassDEP developing process to evaluate sites and deploy funds
- **Expand medium- and heavy-duty charging support**
 - MassCEC advancing MHDV Charging Hubs and related program development
- **Align MassEVIP and utility charging incentives**
 - MassEVIP program and utility charging program now target different chargers
- **Reduce local barriers to deployment and operations**
 - EEA, DOER and MAPC co-developing four resources on parking enforcement, right-to-charge, permitting, and demand-charge alternative rates
- **Advance managed charging and grid planning**
 - DOER and EDCs developing load flexibility and managed charging strategies



Current EV Charging Landscape

- **EV sales are down both nationally and in MA** after loss of tax credits, but **sales of hybrids are increasing**
- Charging station deployment continues apace, with **11,517 public chargers** installed
- Massachusetts **rank 1st in charger density and 4th in public EV chargers per capita**
- **68% of public chargers receive incentive funding**, underscoring essential role of state and EDC programs
- NEVI is transitioning from planning into station deployment, adding 84+ DC fast-charging ports
- MassCEC is rolling out bidirectional charging through V2X pilot program





Takeaways from EVICC Member Meetings

The EVICC core team met with each member to discuss the scope of the Third Assessment.

Assessment Structure and Process

Build on previous assessments

Avoid duplicating planning efforts. Focus on fewer, highly actionable interventions.

Clarify implementation roles

Better define public-, utility-, and private-sector roles in implementing recommendations.

Analysis

Deepen grid integration analysis

Include V2X and locational value.

Use scenario modeling

Model multiple pathways instead of just one forecast.

Analyze existing charger utilization

Use utilization data to determine where chargers and incentives are most needed.



Assessment Content

Think long-term about charging needs

- Develop an MHDV and fleet charging plan that accounts for uncertainty.
- Plan for changes in charging needs, behaviors, and technology.

Improve the customer experience

- Address reliability, interoperability, data sharing, and accessibility.
- Develop the EV charging technician workforce.

Refine state policies and programs

- Evaluate the effectiveness of incentive programs.
- Expand public education and municipal support.
- Ensure clear, ample road signage.

Address charging gaps

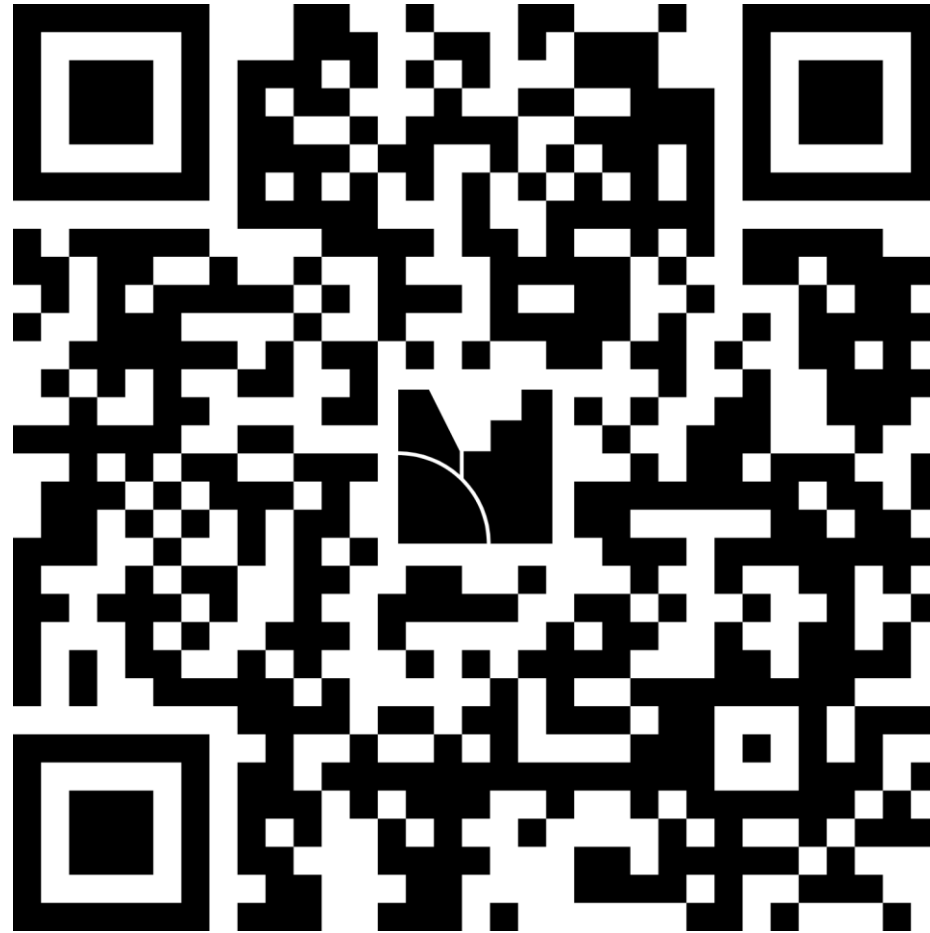
- Identify high-impact investment gaps where private deployment will not meet need.
- Prioritize reducing queues at popular charging locations.



Discussion Questions

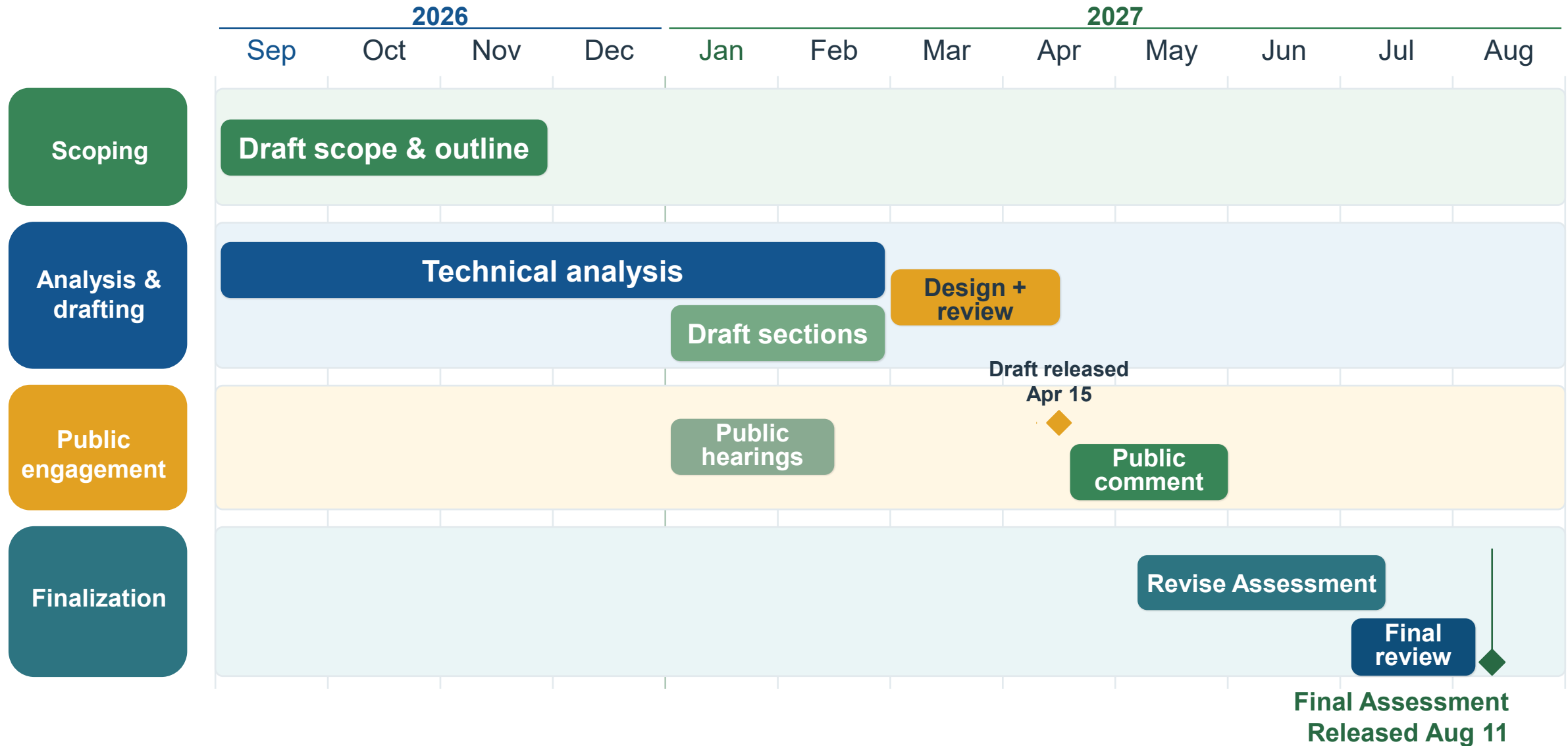
- Are there **charging barriers** beyond those already identified that the Third Assessment should try to solve?
- Given our focus on identifying highest-impact, actionable interventions, **which topic(s) do you see as highest value?** Are there any topics that you think are of lesser importance to the others?
- How should **equity and community needs** be considered in the Third Assessment?
- What role should EVICC play in **public education and communication** about EV charging?
- How should Massachusetts **plan for uncertainty** in future charging demand? **Which assumptions should we vary** because they could significantly change charger needs?
- What would make the Assessment's **load forecast and grid impacts analysis particularly additive** to the utility Transportation Electrification Grid Plans and other utility planning processes?

Discussion Questions



Use this QR code to answer discussion questions

Third Assessment Tentative Timeline





Rules for Public Comment

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 2 minutes
- Please engage in constructive and respectful dialogue
- Be able to substantiate assertions or claims in support of comments



Public Comments