



*National Electric Vehicle Infrastructure (NEVI) Program  
Deployment Plan for Massachusetts  
2025 Update*

***massDOT***  
Massachusetts Department of Transportation



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# 1.0 Introduction

The Massachusetts Department of Transportation (MassDOT) developed the National Electric Vehicle Infrastructure (NEVI) Program Deployment Plan (referred to as the “NEVI Plan” or “Plan”) in accordance with the Federal Highway Administration (FHWA) NEVI Program Guidance, issued on February 10<sup>th</sup>, 2022. The original NEVI plan was submitted on August 1<sup>st</sup>, 2022.

In lieu of an updated NEVI plan, letters were submitted to FHWA for fiscal years (FYs) 2023 and 2024. The 2023 MassDOT letter was submitted on 10/2/2023, and the 2024 Plan Updates was submitted on September 1, 2024.

The NEVI program apportioned approximately \$64 million of funding allocated from FY2022 through FY2027. Refer to Section 2.0 for a breakdown of this funding. The funding will enable growth of electric vehicle (EV) infrastructure development throughout the Commonwealth by serving as a resource for a comprehensive EV charging infrastructure network that is intended to equitably support the needs of the Commonwealth.

This document is the current NEVI Plan update that is due to FHWA on September 10<sup>th</sup>, 2025 as described in Interim Final Guidance issued by FHWA on August 11, 2025. This document is intended to provide an update on the ongoing procurement process for deploying EV charging stations across the Commonwealth’s Alternative Fuel Corridors (AFCs). MassDOT has entered into contracts with three Developers as of September 1<sup>st</sup>, 2024. The Developers are responsible for identifying final charging station locations, final design details, construction, maintenance, and operations of EV charging stations in accordance with the Requests for Requisitions (RFRs). MassDOT is oversee these Developers with consultant assistance. MassDOT considers the NEVI Plan as a living document and will review it annually for any necessary updates to reassess corridor priorities based on completed investments and stakeholder engagement. Reviews will include a gap analysis to assess implementation progress.

The information in the following NEVI update is accurate as of August 20, 2025.



## 2.0 Funding/Spending Plan by Fiscal Year

This section describes the spending plan that apportions the total approximately \$64M NEVI formula funds per fiscal year from FY2022 through FY2027. Federal funds of \$63,488,497 account for eighty percent (80%) of the NEVI program funds while the State match accounts for \$15,872,124 which accounts for twenty percent (20%) of the Program. The spending breakdown detailed in this section only accounts for the federal funds. Massachusetts NEVI spending can be broadly classified into the following five categories, listed below and shown in Figure 1 below:

- i. Program Management: MassDOT Administration tasks, consultant support services and outside counsel services for the administration and implementation of the NEVI Program, development and updating the NEVI plan.
- ii. Community Outreach: ongoing public engagement efforts undertaken by the Commonwealth. These efforts are detailed in Section 4 Community Engagement Outcomes Report.
- iii. Pre-Development Services: Developers suggest sites in each segment, conduct preliminary site assessments and feasibility.
- iv. Site Deployment: development of Site-Specific Task Order (SSTO) proposals for the Pre-Development sites screened by MassDOT and development of detailed concepts, financial models and site agreements. It also includes American Land Title Association (ALTA) surveys, field visits, design of charging sites, subcontractor procurement, utility coordination, completing the relevant National Environmental Protections Act (NEPA) processes, planning board approvals, any additional permitting as needed, and installation of charging infrastructure.
- v. Site Operations & Maintenance (O&M): five-year operations and maintenance of all sites as well as reporting.

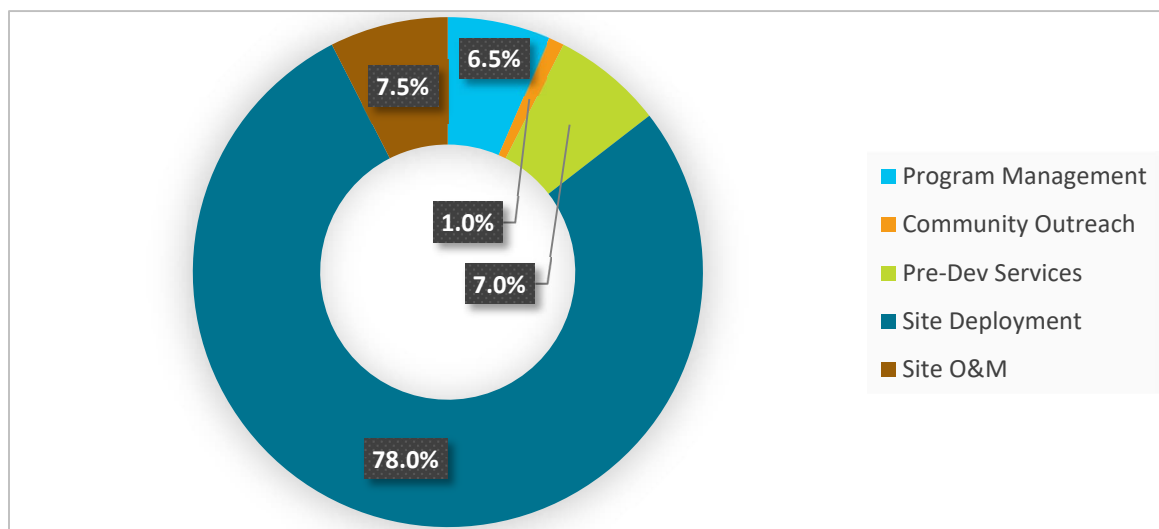


Figure 1: NEVI Program Spending Categories



Table 1 below summarizes the federal funds that have been spent to date, along with estimates for the remainder of the NEVI Plan Implementation.

**Table 1: Implementation Funding Overview**

| Item                                     | FY 2022      | FY 2023       | FY 2024       | FY 2025              | FY 2026              | FY 2027             | Total                |
|------------------------------------------|--------------|---------------|---------------|----------------------|----------------------|---------------------|----------------------|
| <b>Funding</b>                           |              |               |               |                      |                      |                     |                      |
| Federal Funding                          | \$ 9,397,238 | \$ 13,522,732 | \$ 13,522,825 | \$ 13,522,837        | \$ 13,522,865        | \$ -                | \$ 63,488,497        |
| <b>Estimated Obligation by MassDOT</b>   |              |               |               |                      |                      |                     |                      |
| Program Management                       | \$ -         | \$ -          | \$ -          | \$ 4,126,752         | \$ -                 | \$ -                | \$ 4,126,752         |
| Community Outreach                       | \$ -         | \$ -          | \$ -          | \$ 634,885           | \$ -                 | \$ -                | \$ 634,885           |
| Pre-Dev Services                         | \$ -         | \$ -          | \$ -          | \$ 2,222,097         | \$ 1,666,573         | \$ 555,524          | \$ 4,444,195         |
| Site Deployment                          | \$ -         | \$ -          | \$ -          | \$ 39,616,822        | \$ 7,428,155         | \$ 2,476,052        | \$ 49,521,028        |
| Site O&M                                 | \$ -         | \$ -          | \$ -          | \$ 3,365,075         | \$ 1,047,422         | \$ 349,141          | \$ 4,761,637         |
| <b>Obligation Subtotal</b>               | <b>\$ -</b>  | <b>\$ -</b>   | <b>\$ -</b>   | <b>\$ 49,965,632</b> | <b>\$ 10,142,149</b> | <b>\$ 3,380,716</b> | <b>\$ 63,488,497</b> |
| <b>Remaining Funding to be Obligated</b> |              |               |               |                      |                      |                     |                      |
| Remaining (Annual)                       | \$ 9,397,238 | \$ 13,522,732 | \$ 13,522,825 | \$(36,442,795)       | \$ 3,380,716         | \$(3,380,716)       | \$ -                 |
| Remaining (Cumulative)                   | \$ 9,397,238 | \$ 22,919,970 | \$ 36,442,795 | \$ -                 | \$ 3,380,716         | \$ -                | \$ -                 |



## 2.1 Spacing Between NEVI Stations and Distance of Charging Stations from AFCs

MassDOT will continue to utilize MassDOT's previously determined NEVI segment methodology as detailed in Section 8.1 Planned Charging Stations of the FHWA approved 2024 NEVI Plan update.

MassDOT will adhere to FHWA suggested methodology as described in the Interim Final Guidance issued by FHWA on August 11, 2025 of proximity of existing off highway travel centers, fuel retailers, and small businesses to propose charging locations. MassDOT will consider co-locating chargers at retail locations with onsite amenities that could provide safe locations and restrooms.

## 2.2 NEVI Segment Status

A revised map detailing the various stages of the NEVI segments within Massachusetts is shown in Figure 2 below. There are a total of 42 NEVI segments identified; see Table 2 below for details. It is important to note that not all segments need to be equipped with a NEVI charging station in order to achieve fully built out status. Sites on adjacent segments or funded by other funding mechanisms may supplement these segments. There are currently no NEVI funded stations under construction. Construction is planned to begin for the earliest station by late 2025, early 2026.

### Pre-Development Services Stage

As of August 20, 2025, twenty-one (21) segments are currently under Pre-Development Services, where sites are identified and are being evaluated to be considered to advance to the next stage of the Contracting Process.

### Segments Covered by Adjacent Site(s)

As of August 20, 2025, five (5) segments are currently covered by sites in adjacent segments.

### Site Specific Task Order Proposal Stage

As of August 20, 2025, nine (9) segments are currently under the SSTO phase, where proposals have been submitted for consideration along with detailed concepts and financial models. MassDOT has initiated the NEPA process for these sites and utility approval process and additional permitting as needed has also been initiated.

### Design & Installation Stage

As of August 20, 2025, six (6) segments are currently under the Design & Installation phase, where proposals have been accepted by MassDOT and a limited notice to proceed (LNTP) has been issued for these sites. MassDOT and the developers are working on executing a notice to proceed (NTP).

### Live

As of August 20, 2025, there is one (1) station in Deerfield, MA with a finalized location that has been funded through the Charging and Fueling Infrastructure (CFI) Grant. The site was built to be compliant with NEVI requirements.

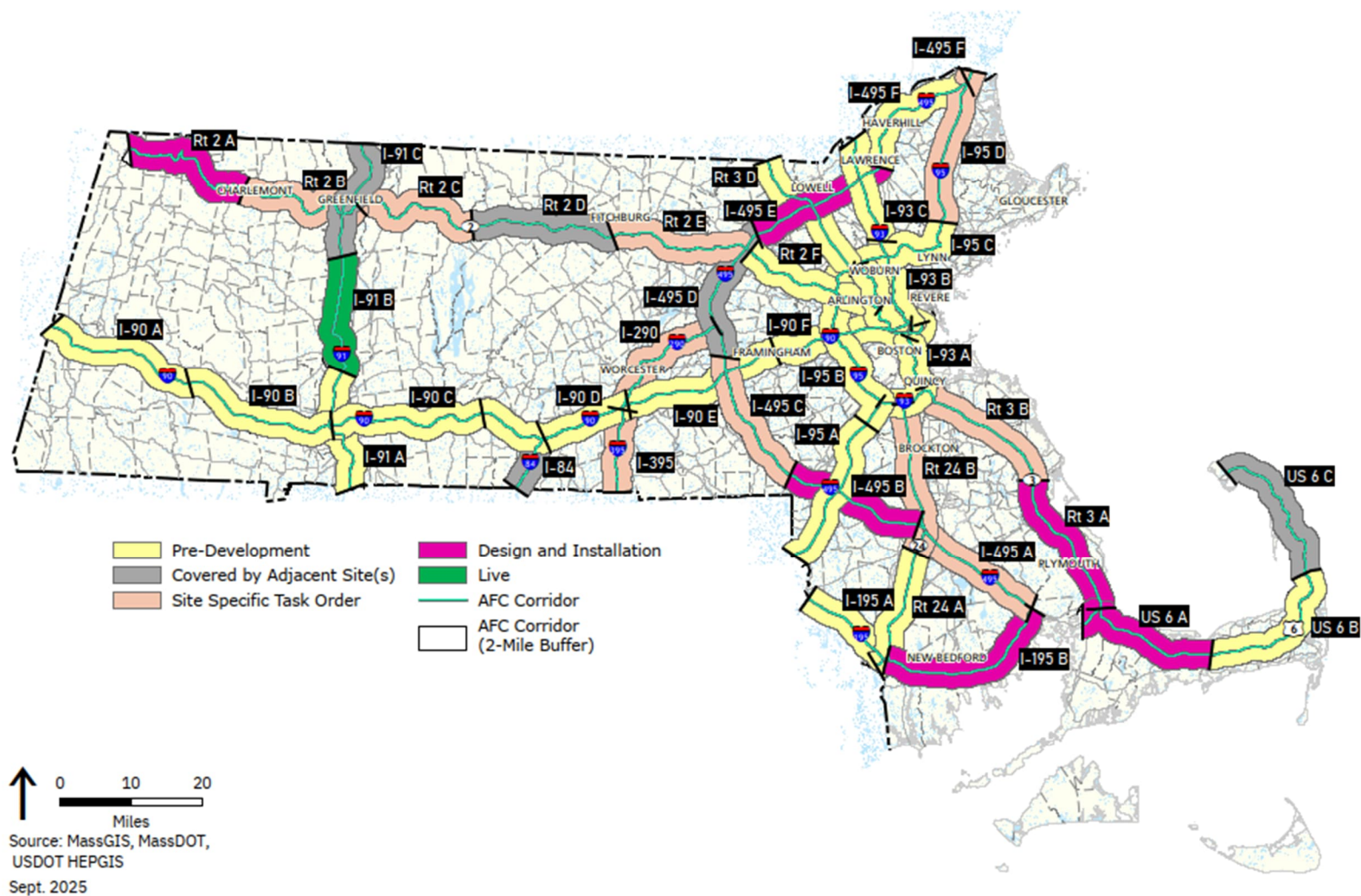


Figure 2: NEVI Segment Status - Massachusetts

Table 2: Charging Station Characteristics within Segments<sup>1</sup>

| State EV Charging Location Unique ID <sup>2</sup> | Route (note if AFC) | Location <sup>3</sup> | Number of Ports                     | Estimated Quarter/Year Operational <sup>5</sup> | Estimated Overall Cost <sup>4</sup> | Funding Source by Fiscal Year | New Location or Upgrade? |
|---------------------------------------------------|---------------------|-----------------------|-------------------------------------|-------------------------------------------------|-------------------------------------|-------------------------------|--------------------------|
| TBD                                               | Route 2 (AFC)       | Rt 2 A                | 4                                   | Q4 2026                                         | \$943,000                           | FY2026                        | New                      |
| TBD                                               | Route 2 (AFC)       | Rt 2 B                | 4                                   | Q1 2027                                         | \$1,045,000                         | FY2026                        | New                      |
| TBD                                               | Route 2 (AFC)       | Rt 2 C                | 4                                   | TBD                                             | \$900,000                           | FY2026                        | New                      |
| TBD                                               | Route 2 (AFC)       | Rt 2 D                | Covered by Site on Rt 2 C           |                                                 |                                     |                               |                          |
| TBD                                               | Route 2 (AFC)       | Rt 2 E                | 6                                   | TBD                                             | \$900,000                           | FY2026                        | New                      |
| TBD                                               | Route 2 (AFC)       | Rt 2 F                | 4                                   | TBD                                             | \$900,000                           | FY2026                        | New                      |
| TBD                                               | I-91 (AFC)          | I-91 C                | Covered by Site on Rt 2 B           |                                                 |                                     |                               |                          |
| TBD                                               | I-91 (AFC)          | I-91 B                | 4                                   | TBD                                             | \$0                                 | Non-NEVI                      | New CFI Site             |
| TBD                                               | I-91 (AFC)          | I-91 A                | 4                                   | TBD                                             | \$900,000                           | TBD                           | New                      |
| TBD                                               | Route 84 (AFC)      | I-84                  | Covered by Site on I-90D            |                                                 |                                     |                               |                          |
| TBD                                               | I-395 (AFC)         | I-395                 | 4                                   | TBD                                             | \$986,000                           | TBD                           | New                      |
| TBD                                               | I-290 (AFC)         | I-290                 | 4                                   | TBD                                             | \$900,000                           | TBD                           | New                      |
| TBD                                               | I-495 (AFC)         | I-495 A               | 4                                   | Q2 2027                                         | \$1,390,000                         | FY2026                        | New                      |
| TBD                                               | I-495 (AFC)         | I-495 B               | 4                                   | Q4 2026                                         | \$1,251,000                         | FY2026                        | New                      |
| TBD                                               | I-495 (AFC)         | I-495 C               | 4                                   | TBD                                             | \$986,000                           | FY2026                        | New                      |
| TBD                                               | I-495 (AFC)         | I-495 D               | Covered by Proposed Site on I-495 E |                                                 |                                     |                               |                          |
| TBD                                               | I-495 (AFC)         | I-495 E               | 4                                   | Q4 2026                                         | \$901,000                           | FY2026                        | New                      |
| TBD                                               | I-495 (AFC)         | I-495 F               | 4                                   | Q1 2027                                         | \$1,195,000                         | FY2026                        | New                      |
| TBD                                               | Route 3 (AFC)       | Rt 3 C                | 4                                   | TBD                                             | \$1,300,000                         | TBD                           | New                      |



| <i>State EV Charging Location Unique ID<sup>2</sup></i> | <i>Route (note if AFC)</i> | <i>Location<sup>3</sup></i> | <i>Number of Ports</i>             | <i>Estimated Quarter/Year Operational<sup>5</sup></i> | <i>Estimated Overall Cost<sup>4</sup></i> | <i>Funding Source by Fiscal Year</i> | <i>New Location or Upgrade?</i> |
|---------------------------------------------------------|----------------------------|-----------------------------|------------------------------------|-------------------------------------------------------|-------------------------------------------|--------------------------------------|---------------------------------|
| TBD                                                     | Route 3 (AFC)              | Rt 3 D                      | 4                                  | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | Route 3 (AFC)              | Rt 3 A                      | 4                                  | Q1 2026                                               | \$0                                       | Non-NEVI                             | New                             |
| TBD                                                     | Route 3 (AFC)              | Rt 3 B                      | 4                                  | Q4 2026                                               | \$1,065,000                               | TBD                                  | New                             |
| TBD                                                     | I-95 (AFC)                 | I-95 A                      | 4                                  | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-95 (AFC)                 | I-95 B                      | 4                                  | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-95 (AFC)                 | I-95 C                      | 4                                  | Q4 2026                                               | \$1,300,000                               | FY2026                               | New                             |
| TBD                                                     | I-95 (AFC)                 | I-95 D                      | 4                                  | Q1 2027                                               | \$999,000                                 | FY2026                               | New                             |
| TBD                                                     | Route 24 (AFC)             | Rt 24 B                     | 4                                  | Q2 2027                                               | \$1,180,000                               | FY2027                               | New                             |
| TBD                                                     | Route 24 (AFC)             | Rt 24 A                     | 4                                  | Q1 2027                                               | \$1,300,000                               | FY2026                               | New                             |
| TBD                                                     | I-195 (AFC)                | I-195 B                     | 4                                  | Q4 2026                                               | \$969,000                                 | FY2026                               | New                             |
| TBD                                                     | I-195 (AFC)                | I-195 A                     | 4                                  | TBD                                                   | \$900,000                                 | TBD                                  | New                             |
| TBD                                                     | US 6 (AFC)                 | US 6 A                      | 4                                  | Q1 2026                                               | \$0                                       | Non-NEVI                             | New                             |
| TBD                                                     | US 6 (AFC)                 | US 6 B                      | 4                                  | Q1 2027                                               | \$900,000                                 | FY2026                               | New                             |
| TBD                                                     | US 6 (AFC)                 | US 6 C                      | Covered by Proposed site on US 6 B |                                                       |                                           |                                      |                                 |
| TBD                                                     | I-93 (AFC)                 | I-93 A                      | 4                                  | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-93 (AFC)                 | I-93 B                      | 4                                  | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-93 (AFC)                 | I-93 C                      | 4                                  | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-90 (AFC)                 | I-90 A                      | 4                                  | TBD                                                   | \$900,000                                 | TBD                                  | New                             |
| TBD                                                     | I-90 (AFC)                 | I-90 B                      | 4                                  | TBD                                                   | \$900,000                                 | TBD                                  | New                             |
| TBD                                                     | I-90 (AFC)                 | I-90 C                      | 4                                  | TBD                                                   | \$900,000                                 | TBD                                  | New                             |



| <i>State EV Charging Location Unique ID<sup>2</sup></i> | <i>Route (note if AFC)</i> | <i>Location<sup>3</sup></i> | <i>Number of Ports</i> | <i>Estimated Quarter/Year Operational<sup>5</sup></i> | <i>Estimated Overall Cost<sup>4</sup></i> | <i>Funding Source by Fiscal Year</i> | <i>New Location or Upgrade?</i> |
|---------------------------------------------------------|----------------------------|-----------------------------|------------------------|-------------------------------------------------------|-------------------------------------------|--------------------------------------|---------------------------------|
| TBD                                                     | I-90 (AFC)                 | I-90 D                      | 4                      | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-90 (AFC)                 | I-90 E                      | 4                      | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |
| TBD                                                     | I-90 (AFC)                 | I-90 F                      | 4                      | TBD                                                   | \$1,300,000                               | TBD                                  | New                             |

## Notes:

1. Segments are subject to change based on site specific task orders issued
2. Unique ID for stations is yet to be assigned
3. The address will be updated after site specific task orders are executed
4. Costs shown are estimates only and subject to change until an NTP has been executed by MassDOT and the Developers
5. Year of full operation is subject to utility approvals, permitting approvals and lease negotiations between property owner and Developers

## 2.3 Determination of a Fully Built Out Status

A fully built out status will be determined after all AFCs are sufficiently served or at the discretion of MassDOT as detailed in the Interim Final Guidance issued by FHWA on August 11, 2025. MassDOT intends to seek FHWA certification of fully built out status once an executed NTP contract is awarded for all necessary NEVI sites. Any applicable future grant or funding opportunities will be considered to achieve a fully built out status in Massachusetts. Once a fully built out status is achieved, MassDOT will use its discretion to supplement charging stations throughout the commonwealth.



## 3.0 Community Engagement Outcomes Report

### 3.0 Introduction to Community Engagement Outcomes Report

Section 3.0 describes the community and stakeholder engagement efforts undertaken by MassDOT to inform its decisions on where charging stations need to be deployed across the Commonwealth. Community and stakeholder engagement conducted in the previous fiscal years from FY2022 to FY2025 are documented and any planned upcoming community engagement is also detailed below.

### 3.1 Objectives and Methods of Engagement

#### Objectives

- Ensure universal access to EV charging across all regions within Massachusetts.
- Incorporate public and stakeholder input into charging infrastructure deployment.
- Engage populations that are less likely to purchase EVs to address barriers to EV adoption and infrastructure use.
- Address and educate the public about range anxiety and available EV incentives across the State.

Community and Stakeholder engagement occurred through the following means.

#### Public Meetings and Open Houses

MassDOT held eight public open house events across Massachusetts to provide members of the public with ample opportunity to receive information and provide feedback. At each event, MassDOT presented information using graphical displays with the status of the NEVI Program, schedule, funding, and future activities. MassDOT staff members were also present to answer questions and receive feedback.

The dates and locations of these events were as follows:

- Wednesday, September 18, 2024, at MassDOT District 6 Headquarters (Boston).
- Wednesday, September 25, 2024, at New Bedford Free Public Library (New Bedford).
- Thursday, October 3, 2024, at Pollard Memorial Library (Lowell).
- Monday, October 7, 2024, at Torigian Senior Center (Peabody).
- Tuesday, October 22, 2024, at Wellesley Public Library (Wellesley).
- Thursday, October 24, 2024, at Berkshire Athenaeum Pittsfield Library (Pittsfield).
- Monday, October 28, 2024, at Greenfield Public Library (Greenfield).
- Wednesday, November 6, 2024, at Worcester Public Library (Worcester).

MassDOT provided notice to the public for each of these events several weeks in advance. Notification methods included postings on the MassDOT website, email blasts and flyers distributed to stakeholders, advertisements in local news outlets in English and Spanish, and social media postings. All meeting materials were posted on the official Massachusetts website at this link.



At these events, Spanish interpretation was made available. Additional interpretation and translation service was also available upon request.

Following their conclusion, event materials including graphic displays and presentations were posted on the MassDOT NEVI Program website for public review and consumption. Input received at the event has been considered as part of Program implementation.

### **Legislative Briefings**

MassDOT consulted with stakeholders including state and local elected officials as part of its engagement efforts in Fall 2024. This outreach included a virtual briefing for legislators on Wednesday, September 4, 2024. At this briefing, MassDOT presented information on the status of the Program, latest activities, schedule, factors considered in site selection, and next steps. Attendees also had the opportunity to provide feedback and ask questions.

### **Stakeholder Consultations**

Additionally, MassDOT regularly solicited feedback, provided updates, and provided notification of upcoming public events and activities. These regular communications were made through email and phone calls to ensure legislators were fully aware of Program activities and had ample opportunity to provide feedback.

There has been ongoing coordination with various MassDOT agencies, utilities and Developers and their subcontractors while developing the 2025 NEVI Plan updates. Key stakeholders are shown in Figure 3 below, and key meetings and their results are listed in Table 3: Important Meetings and Summary of Outcome below.



Figure 3: Key NEVI Stakeholders



Table 3: Important Meetings and Summary of Outcome

| Meeting Frequency/Date                                                                                       | Summary of Meeting Outcome                                                                                                                                                        | Organization Attendees                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| March 14 <sup>th</sup> 2024                                                                                  | Briefing of the NEVI program with all participating agencies. Status update and follow up with Executive Office of Energy and Environmental Affairs (EEA).                        | Governor's Office – New Office of Climate Innovation and Resilience (OCIR), EEA, and MassDOT Highway Division                                          |
| May 5 <sup>th</sup> , 2024, July 23 <sup>rd</sup> , 2024, and monthly beginning October 2024 through present | Meeting held at South Station between utility companies and MassDOT Highway Division with EEA as the liaison to discuss NEVI program                                              | National Grid, Eversource, EEA, MassDOT                                                                                                                |
| December 4 <sup>th</sup> , 2024, and April 2 <sup>nd</sup> , 2025                                            | Public briefing of the NEVI update as part of Electric Vehicle Infrastructure Coordinating Council (EVICC) plans to build robust and accessible charging network in Massachusetts | EEA, EVICC                                                                                                                                             |
| Quarterly starting May 7, 2024                                                                               | Updates on different renewable energy projects that have been working. Advisory capacity. Meets Quarterly                                                                         | Joint meeting between Massachusetts Bay Transportation Authority (MBTA) and the Department of Energy Resources (DOER)/ Leading by Example (LBE) Group. |
| Alternate Wednesdays (bi-weekly) beginning June 2024 through present                                         | Periodic updates on NEVI Procurement and Implementation                                                                                                                           | Federal Funds and Infrastructure Office                                                                                                                |
| Monthly beginning January 2025 through present                                                               | Periodic updates on NEVI Procurement and Implementation                                                                                                                           | Governance Council                                                                                                                                     |
| Weekly/Periodic Coordination with Developers on NEVI implementation beginning October 2024 through present   | NEVI Implementation, Site Selection, Utility Coordination                                                                                                                         | Developers, MassDOT and MassDOT Consultants                                                                                                            |



## 3.2 Community Engagement Feedback

An online comment tool, managed through MassDOT's Public Involvement Management Application (PIMA) is being utilized to gather, evaluate, and respond to public inquiries on the Program. PIMA is a web-based application that incorporates elements of Geographic Information Systems (GIS) to visualize feedback, measure public sentiment and program favorability, and track the reach of engagement.

Through PIMA's comment form feature, stakeholders are asked to input specific information to register in the system and submit a comment, including name, zip code, and email. Once registered, PIMA retains the stakeholder information in the system for all future comments submitted. Stakeholders can sign up for Program updates and request if and how they would like to receive responses to their comments (by mail, email, or phone call). In addition to writing their comments, the stakeholder can select specific topic areas related to their comment, pin areas of concern on a map, and rate their favorability of the Program. Stakeholders receive a confirmation email every time they submit a comment and another notification email when a response has been entered by the Program team.

The Program team monitors PIMA regularly and remains responsive to all inquiries that are submitted. With each new comment submitted, an individual dialogue thread is created to promote continued and personalized communication. The Program team uses the information collected through the comment form including the comment, selected topics, pinned locations, and Program favorability to measure the effectiveness of outreach. All data collected through PIMA is owned by MassDOT.

To evaluate the ongoing efficacy of outreach, the Program team leverages PIMA's Dashboard. This innovative tool allows the Program team to analyze stakeholder data against key demographic metrics for that outreach is universal and effective. Depending on the nature and location of comments received, the Program team may adapt and adjust outreach strategies to reach new geographies and demographics.

A comprehensive stakeholder database has been developed to disseminate information and communicate updates, available materials, public meeting announcements, and other engagement opportunities. This database is managed through PIMA and continues to grow throughout the NEVI implementation process.

The database includes, but is not limited to, the following:

- Elected officials (local, state, and federal)
- Regional Planning Agencies
- Municipal staff and appointed boards
- Abutting community facilities (recreational, civic, emergency)
- Community and advocacy groups
- Industry councils
- Chambers of Commerce
- Businesses
- Existing EV owners and users
- Members of the Community

In addition to feedback received through PIMA, MassDOT received ample feedback from the public and stakeholders regarding the NEVI Program. Highlights of the feedback received are as follows:



- Location preferences
  - Balance between highway corridors and installations within urban centers to decrease range anxiety while serving residents without access to home charging
  - Importance of siting near interchanges or park-and-ride facilities to maximize visibility and convenience
  - Consideration of locations near tourist destinations, town centers, and areas with traffic volumes
- Accessibility needs
  - Importance of compliance with the Americans with Disabilities Act (ADA) in charger design and layout
  - Providing adequate parking spaces, maneuvering space, and pathways
  - Request for signage to direct drivers to charging stations
  - Enhanced lighting for safety during nighttime use
  - Encouraging chargers to include accessible screen height, buttons, voice assistance, or features for individuals with visual or physical impairments
- Considerations for universal access
  - Prioritize community access to charging infrastructure by expanding deployment in low-income communities, rural areas, and neighborhoods with lower rates of EV adoption
  - Emphasize the importance of equal and fair distribution of charging infrastructure.
  - Affordability concerns about rates remaining reasonable
  - Include engagement methods are tailored to non-English-speaking populations and low-income communities
- Technical/operational input
  - Requests for information about charger power levels and plug standard compatibility and reliability requirements
  - Ensure grid readiness at proposed sites
  - Coordinate with utilities to minimize delays related to electrical upgrades
  - Provide long-term station maintenance and ensure uptime
  - Implement a detailed strategy so charging equipment remains reliable and operational

### 3.3 Incorporation of Feedback

Feedback obtained from the above stated community and stakeholder engagement efforts have informed where charging sites can be deployed based on universal access, availability of power, and speed to market. MassDOT will continue to engage stakeholders throughout the implementation phase and periodically during operations and maintenance periods to ensure NEVI requirements are met.

### 3.4 Tribal Engagement

No Tribal Engagement is planned at this time.



### 3.5 Future Engagement

As a part of the Implementation phase of the NEVI Program, MassDOT is continuously engaging with Municipalities as needed to complete the NEPA process. Additional engagement materials are being prepared to engage Town Planning Boards when additional Planning permits are needed.

Additional virtual or in-person engagement opportunities will be planned once sites are ready for groundbreaking once the design NTP is executed. Local businesses and car dealerships will be engaged on a site-specific basis to spread the word about NEVI charging stations.

Additional Legislative briefings are being planned in FY2026 to provide updates on the NEVI implementation progress



## 4.0 Physical Security and Cybersecurity

### 4.1 Physical Security

MassDOT will consider physical security measures, such as non-obstructive EV charging station design and multiple on-site cameras, to prevent physical threats to the site. Ongoing work from the MassDOT Office of the Chief Safety Officer to determine risks associated with EV charging on MassDOT properties has been taking place, and these safety evaluations are transferable to non-DOT-owned and NEVI sites. MassDOT also plans to bring on a consultant to assist in the physical safety aspect of the sites.

In compliance with 23 CFR 680.106(h)(1) minimum standards, physical security strategies will be implemented to prevent incidents that would result in disruptions of the grid. Physical safety will be divided into the following categories:

- **Lighting:** All sites are required to be designed such that they are adequately and continuously lit throughout between the hours of dusk and dawn.
- **Station design:** Station design is required to be in view of the traveling public and not be reclusive. The Design Recommendations for Accessible Electric Vehicle Charging Stations from the U.S. Access Board will be utilized to assist in the design and construction of the stations so they are accessible and usable by people with disabilities.
- **Safety:** applicable during site construction and full site operation; safety equipment for users such as fire extinguishers, Automated External Defibrillators (AEDs). All State and Federal safety requirements are required to be met.
- **Video surveillance:** All Developers are encouraged to ensure full site coverage and incorporation into systems that alert site managers of site disturbances or malfunctions.
- **Emergency call boxes/support:** accessible features linked directly to emergency service providers for the purpose of lowering emergency response times and safeguarding sites in an emergency event.
- **Fire prevention:** As a part of the SSTOs being prepared, Developers have been required to suggest means and methods for fire protection at the EV charging stations.
- **Charger locks:** ensure chargers can only be used when an active charging session is accepted.
- **Tamper-proofing strategies:** Constructing chargers from robust materials that are resistant to vandalism.
- **Physical protection:** use of items such as curb and bollards to protect chargers from vehicle crashes.



Developers will also be required to ensure that all chargers installed on their sites meet Section 508 standards for Information and Communication Technology (ICT) in order to maintain universal usability.

## 4.2 Cybersecurity

Comprehensive and proactive cybersecurity measures are essential to give EV drivers confidence that EVs are a feasible and secure transportation technology, as well as to give assurances to Direct Current Fast Chargers (DCFCs) operators and owners of the viability of their property. Possible cybersecurity threats may include, but are not limited to, embedding of viruses or hacking of EVs or DCFCs, service disruptions, and data and privacy breaches. MassDOT acknowledges that threats and risks to EV infrastructure may evolve over time.

RFRs and contract documents with private or non-profit sector entities who construct, own, operate, and/or maintain DCFC infrastructure will require entities entering into contract with MassDOT to implement appropriate cybersecurity countermeasures and comply with industry standards. This will include contractual provisions requiring a cybersecurity management plan and regular monitoring, risk assessments, and software updates. As part of the cybersecurity plan, the following network requirements, as listed in 23 CFR 680.106(h) will need to be elaborated upon by all site Developers.

- User identity and access management.
- Cryptographic agility and support of multiple performance key indicators (PKIs), monitoring and detection.
- Network configured to display real-time operational status on a smartphone application, either through a network-specific application or a third-party aggregator; Developers for EV charging site must describe how network security concerns will be addressed and managed.
- Incident prevention and handling: Cybersecurity countermeasures include security software and firmware, protocols to handle sensitive data, point of sale security, and secure data transmission protocols. Cybersecurity requirements will also address network preservation to isolate corrupt DCFC infrastructure and limit impacts to the network system.
- Configuration, vulnerability, and software update management: For payment security for customers, site developers must ensure that the Merchant of Record is compliant with the relevant standards from the Payment Card Industry Compliance Data Security Standard (PCI DSS). This compliance will be reassessed on an annual basis.
- In addition, the following payment information must be made available to the customer:
  - Prior to each charging session:
    - The unit of sale (e.g., kilowatt-hour [kWh]).
    - Pricing per unit.
    - Any additional fees that may be assessed (e.g., fees associated with parking, dwell time surcharges); and
    - The maximum power level of the station (when not sharing power) in kilowatts or equivalent units.
  - At the close of the charging session:
    - The date and time of the session.



- The total price of the session; and
- o The total energy provided in the session.

Additional Payment requirements are as follows:

- o Each charging station must support multiple point of sale methods and at least two forms of payment must be available to users, for example, Near Field Communication (NFC) Credit Cards (tap) and a toll-free call option to initiate and pay for a session. Customers without tap credit or debit cards must be able to initiate a charging session and payment via credit or debit card over the phone. A subscription card only available to network members does not count as one of the required payment options.
- o The Applicant must adhere to and demonstrate compliance with applicable Payment Card Industry Compliance standards.
- o Payment options should be secure and universally accessible. Stations must accept contactless payment, all major debit and credit cards, and Plug and Charge payment capabilities using the ISO 15118 standard incorporated by reference. Payment should not require membership, and payment type should not affect in any manner the power flow to vehicles. Additionally, payment methods should be accessible to everyone and meet the applicable requirements of the ADA.
- o Third-party cybersecurity testing and certification measures will be considered for all deployments.

Continuity of operation when communication between the charger and charging network is disrupted will be addressed as part of the O&M Plan.



## Glossary of Acronyms

|         |                                                         |
|---------|---------------------------------------------------------|
| ADA     | Americans with Disabilities Act                         |
| AED     | Automatic External Defibrillator                        |
| AFC     | Alternative Fuel Corridor                               |
| ALTA    | American Land Title Association                         |
| CFI     | Charging and Fueling Infrastructure                     |
| DCFC    | Direct Current Fast Charging                            |
| DOER    | (Massachusetts) Department of Energy Resources          |
| EEA     | Executive Office of Energy and Environmental Affairs    |
| EV      | Electric Vehicle                                        |
| EVICC   | Electric Vehicle Infrastructure Coordinating Council    |
| FFIO    | Federal Funds and Infrastructure Office                 |
| FHWA    | Federal Highway Administration                          |
| FY      | Fiscal Year                                             |
| GIS     | Geographic Information Systems                          |
| ICT     | Information and Communication Technology                |
| LBE     | (Massachusetts) Leading by Example (Program)            |
| LNTP    | Limited Notice to Proceed                               |
| MassDOT | Massachusetts Department of Transportation              |
| MA      | Massachusetts                                           |
| MBTA    | Massachusetts Bay Transportation Authority              |
| NEVI    | National Electric Vehicle Infrastructure                |
| NEPA    | National Environmental Protections Act                  |
| NFC     | Near Field Communication                                |
| NTP     | Notice to Proceed                                       |
| OCIR    | Office of Climate Innovation and Resilience             |
| O&M     | Operations and Maintenance                              |
| PCI DSS | Payment Card Industry Compliance Data Security Standard |
| PIMA    | Public Involvement Management Application               |
| PKI     | Performance Key Indicators                              |
| RFR     | Request for Requisition                                 |
| SSTO    | Site Specific Task Order                                |