REGIONAL EV STRATEGY
Changes to Federal EV Tax Credits, Massachusetts Rebates, EVICC Second Assessment & NEVI Update

September 11, 2025

MAPC
METROPOLITAN AREA PLANNING COUNCIL

Today’s Agenda

1:00-1:05 p.m.	**Welcome**	Emma Zehner, MAPC
1:05-1:25 p.m.	**Forthcoming Changes to EV Tax Credits**	Emily Pape, Electrification Coalition
1:25-1:35 p.m.	**Overview of Rebates/Incentives Available in Massachusetts**	Alison Felix, MAPC
1:35-1:55 p.m.	**EVICC's Second Assessment**	Mark Scribner, Massachusetts Executive Office of Energy and Environmental Affairs
1:55-2:10 p.m.	**Update on National Electric Vehicle Infrastructure (NEVI) Formula Program**	Chris Aiello, Massachusetts Department of Transportation
2:10-2:25 p.m.	**Municipal Updates**	All
2:25-2:30 p.m.	**News and Resources**	Alison Felix, MAPC

Forthcoming Changes to Federal EV Tax Credits

EV Tax Credits Are Ending:

What You Need to Know and What Comes Next

September 11th, 2025

Electrification Coalition

ABOUT THE ELECTRIFICATION COALITION

Electrifying transportation for our economic and national security

The Electrification Coalition is a nonpartisan, nonprofit organization that develops and implements a broad set of strategies to facilitate the widespread adoption of electric vehicles to overcome the economic, public health, and national security challenges that stem from America’s dependence on oil.

The New EV Policy Landscape: OBBBA and Beyond

Electrification Coalition

OBBBA Impacts

Credits Terminate by September 30, 2025

New Clean Vehicle Credit (30D)	Used Clean Vehicle Credit (25E)	Commercial Clean Vehicle Credit (45W)
• Light-duty: up to $7,500 per vehicle • Income and FEOC* requirements	• Light-duty: $4,000 or 30% of vehicle price • Vehicle must: cost ≤ $25,000, be 2+ years old, & meet FEOC* requirements	• Light-duty: up to $7,500 per vehicle • Medium/heavy-duty: up to $40,000 per vehicle

**FEOC stands for Foreign Entity of Concern*

OBBBA Impacts

Credit Terminates by June 30, 2026

Alternative Fuel Vehicle Refueling Property Credit (30C)

- Covers 30% of installation costs for EV charging or other alt. fuel infrastructure
- Available to private entities and tax-exempt organizations via elective pay

Credit Phases Out by 2034

Advanced Manufacturing Production Credit (45X)

Tax credits to domestic manufacturers producing clean energy components, like:

- Solar PV cells, wafers, & modules
- Battery components
- Critical minerals

Tax credits phased out to **75% in 2031**, **50% in 2032**, **25% in 2033** and **0% by 2034**.

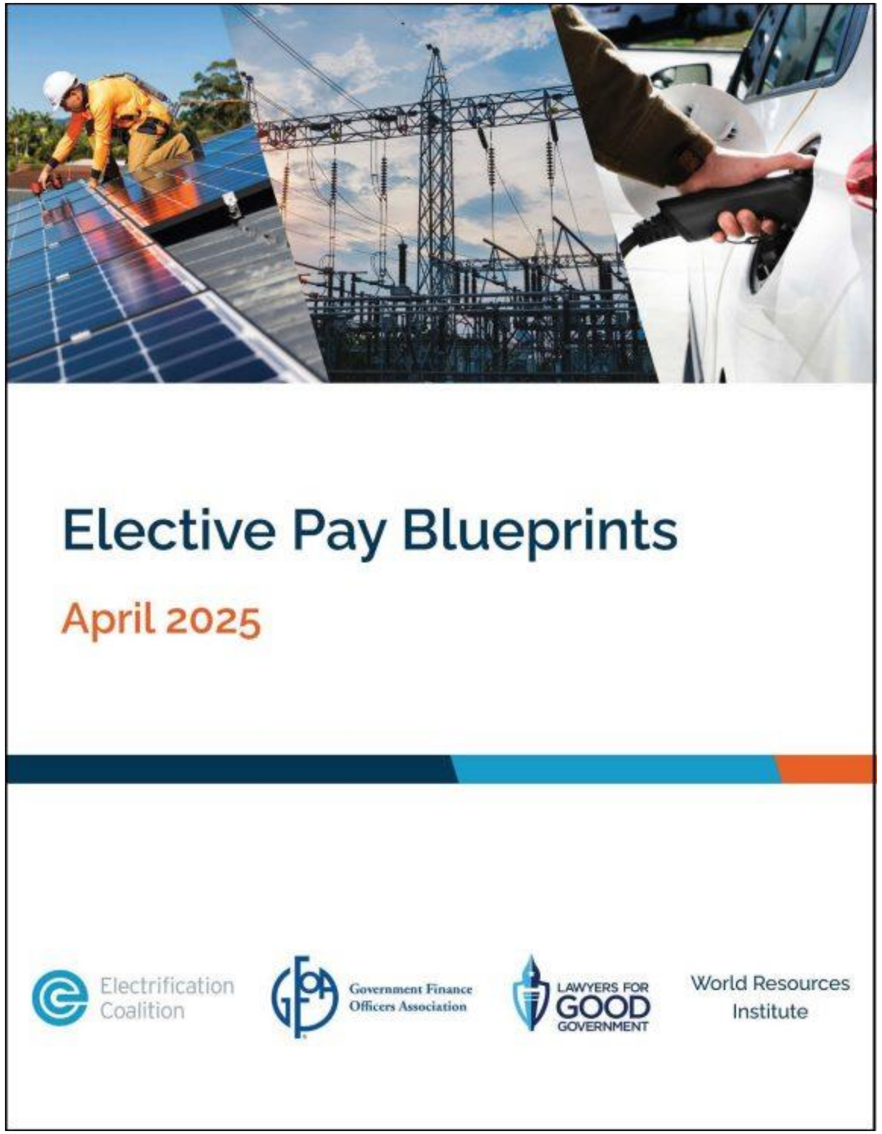
Tax Credits and Elective Pay: What You Should Do Now

Electrification Coalition

CHANGES FOR TAX CREDITS

OBBBA and IRA

- **Accelerated timeline** for tax credit retirement
- Simple next step – **make your purchases _now_!**
- **Elective Pay guidance and annotated forms** available through Local Infrastructure Hub and partners


Elective Pay Blueprints

April 2025

Electrification Coalition

Government Finance Officers Association

LAWYERS FOR GOOD GOVERNMENT

World Resources Institute

KEY ENERGY PROJECT TIMELINES

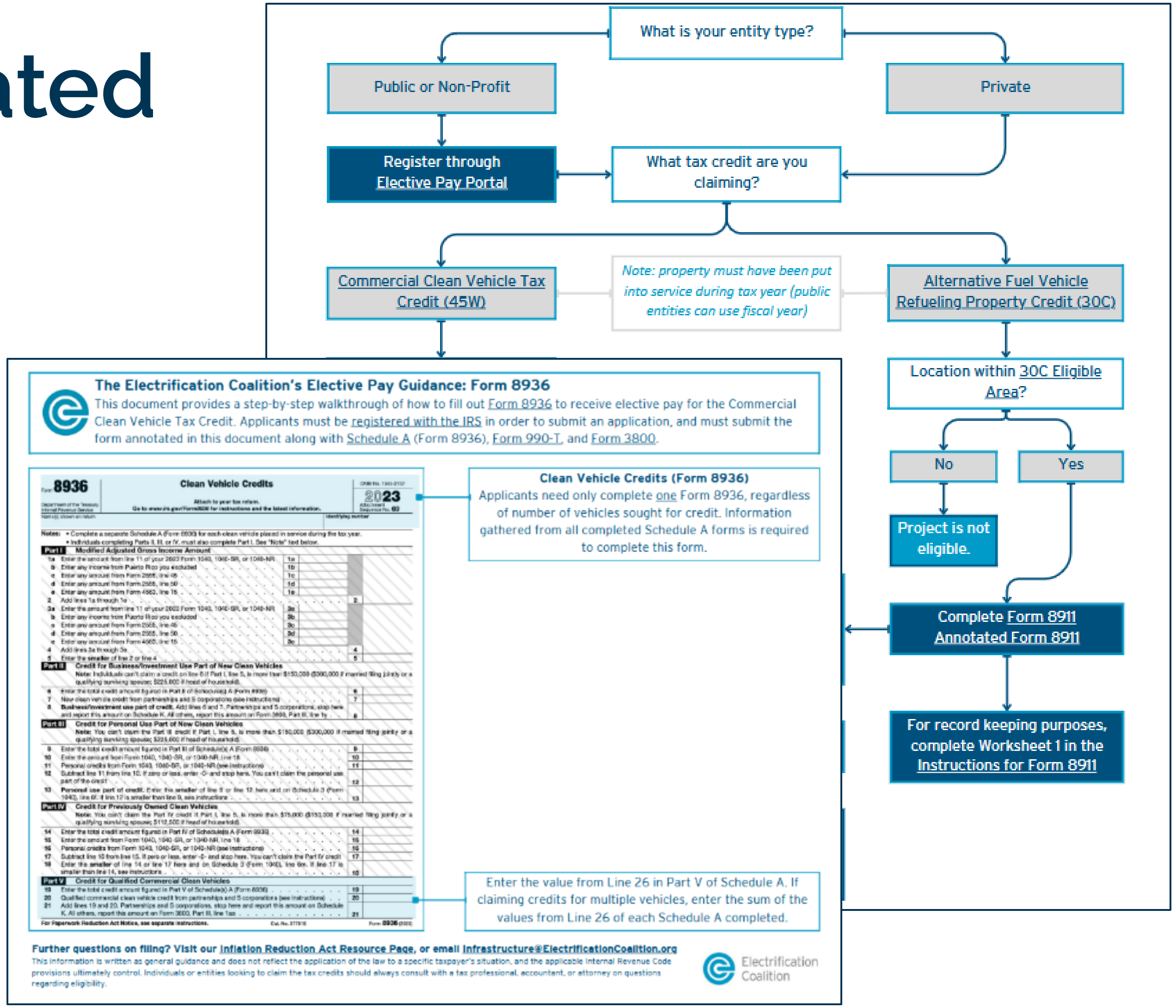
OBBBA and IRA

Tax Credit	Who's It For?	Eligible Project	Changes Under OBBBA
Commercial Clean Vehicle Credit (45W)	Fleet operators (both public and private)	Purchase and deployment of a light-, medium-, or heavy-duty EV	Vehicle must be **purchased and a nominal down payment made by Sept 30, 2025**
New Clean Vehicle Credit (30D)	Individual consumer	Purchase of new, qualified EV. Up to $7,500	Vehicle must be **purchased and a nominal down payment made by Sept 30, 2025**
Used Clean Vehicle Credit (25E)	Individual consumer	Purchase of used, qualified EV. Up to $4,000 or 30% of vehicle price	Vehicle must be **purchased and a nominal down payment made by Sept 30, 2025**
Alternative Fuel Vehicle Property Tax Credit (30C)	Consumers, fleets, and prospective charging site hosts	Residential charging or public EV charging infrastructure placed in rural or underserved communities	Charging infrastructure must be **placed into service by June 30, 2026**

Often Asked Elective Pay Questions

- **Who is eligible to file? All public and non-profit entities** are eligible to file.
- **A vehicle does not have to be "in service" by Sept 30, 2025** to claim vehicle credits. **A written binding contract and a payment made** (a nominal down payment is acceptable) are needed by September 30, 2025.
- **What risk do I have? Am I guaranteed my tax return?** No tax return, grant program, nor incentive is 100% guaranteed. *But* **IRA tax credit rebate checks have continued to be issued** and received to-date.

EV and Charging Annotated Forms and Flow Charts



Stay in Touch

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Email: **brandt@electrificationcoalition.org**

Overview of Rebates/Incentives Available in Massachusetts

Massachusetts EV Rebates

MOR-EV
Massachusetts Offers Rebates for Electric Vehicles

Rebate	Amount	What Rebate is For	Rebate Application/Combination	For Complete Requirements
MOR-EV Standard Rebate	$3,500	New Vehicles	Applies to Purchases and Leases	https://mor-ev.org/eligibility#standard
MOR-EV Trucks Rebate	$7,500	Vehicle Class 2a/b	Applies to Purchases and Leases	https://mor-ev.org/eligibility#standard
MOR-EV Used Vehicle Rebate	$3,500	Used Vehicles	Applies Only to Vehicles Purchased at a Licensed MA Dealership, Private Sales Not Eligible	https://mor-ev.org/eligibility#standard
MOR-EV Trade-In Rebate	$1,000	Trading in a Gas or Diesel Vehicle	Can be Combined with Standard or Used Vehicle Rebate	https://mor-ev.org/eligibility#standard
MOR-EV+ Rebate	$1,500	New or Used Vehicles	Can be Combined with Standard, Used, or Trucks Rebate; Applicant Must be Income Qualifying	https://mor-ev.org/eligibility#standard
Ride Clean Mass Rebate	Up to $6,500	Taxi or Rideshare Drivers	Can be Combined with MOR-EV Rebates	https://ridecleanmass.org/

For additional information: https://www.mor-ev.org MassCEC's Clean Energy Lives Here EV Website

Massachusetts Charging Incentives - MassEVIP

MassEVIP Public Access Charging
Up to 100% of installation and equipment costs for public access Level 1 and Level 2 charging at government-owned locations.
MassEVIP Workplace & Fleet Charging
Up to 60% of installation and equipment costs for Level 1 and Level 2 workplace, or fleet charging.
MassEVIP Multi-Unit Dwelling & Educational Campus Charging
Up to 60% of installation and equipment costs for Level 1 and Level 2 multi-unit dwelling or educational campus charging.

Municipal Light Plants (MLPs) – Incentives Vary
Includes: Braintree, Concord, Hingham, Hudson, Norwood, Reading

For additional information: https://www.mass.gov/how-to/apply-for-massevip-public-access-charging-incentives

MassCEC's Clean Energy Lives Here EV Website

EV Make-Ready Programs

A utility program that covers most or all of the electrical infrastructure costs needed to prepare a site for EV charger installation. Make-ready programs simplify the installation process and make it more cost-effective to add charging stations.

- **Eversource** and **National Grid** fund EV charging site upgrades.
- Can over up to **100% of electrical infrastructure costs** (transformers, meters, conduit, etc.).
- Often include **charger rebates** to reduce upfront costs.
- Eligible sites: **public sites, multi-unit dwellings, workplaces, businesses.**
- **Enhanced incentives** for **Environmental Justice communities.**
- **Can combine with other incentives**, e.g., MassEVIP.

For additional information:
Eversource EV Charging Make-Ready Program
National Grid EV Charging Make-Ready Program
MassCEC's Clean Energy Lives Here EV Website
EVICC's Final Second Assessment, Chapter 3. Current EV Charging Programs and Initiatives

Green Communities Grant Program

The Department of Energy Resources' Green Communities Division offers grants for vehicles and charging stations. For additional information: https://www.mass.gov/green-communities-designation-grant-program

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Fleet Assessment Resources

No-cost Fleet Advisory Services for publicly owned fleets.

nationalgrid — National Grid Fleet Advisory Services Program

EVERSOURCE — Eversource Fleet Assessment and Guidance for Public Fleets

MASSACHUSETTS CLEAN ENERGY CENTER — Mass Fleet Advisor

Purchasing Resources

Electric vehicles and charging infrastructure can be acquired through the **Operational Services Division.**

VEH 110 – Light-and Medium-Duty Vehicles
VEH 111 – Heavy-Duty Vehicles
VEH 102 – Advanced Vehicle Technology Equipment, Supplies and Services - *will be replaced this fall by VEH122 which will include additional categories.*

MAPC's Collective Purchasing Department facilitates the acquisition of vehicles for municipalities who are members of the Greater Boston Police Council (GBPC). The GPPC program includes a range of electric and hybrid vehicles. For additional information: https://www.mapc.org/public-works-collective-purchasing-program/

EVICC's Second Assessment

Commonwealth of Massachusetts

Executive Office of
Energy and Environmental Affairs

Second Electric Vehicle Infrastructure Coordinating Council (EVICC) Assessment

Assessment Overview Webinar
(Municipal-focused)
September 11, 2025

What We Will Cover

EVICC Background

- Establishment
- Initial Assessment
- Progress Since 2023

Second EVICC Assessment

- Overview + Importance of EV Charging
- Where We Are
- Where We Hope to Go
- State EV Charging Priorities
- State EV Program Recommendations
- Customer Experience
- How We Plan to Get There – Second Assessment Strategic Plan

Stay Involved

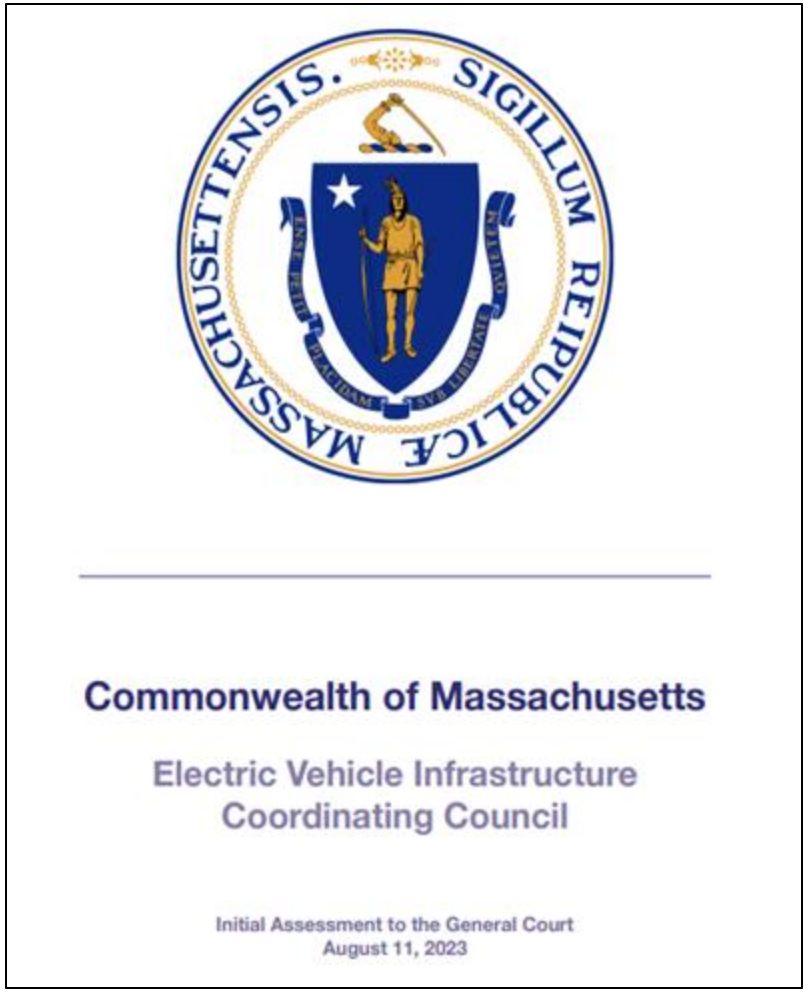
EVICC Background

EVICC Background

- **Electric Vehicle Infrastructure Coordinating Council (EVICC)**
  - Established by the Legislature in August 2022
  - Brings together key Massachusetts state agencies, legislative leaders, and regional planners
  - Tasked with developing strategies to enable an equitable, interconnected, accessible, and reliable electric vehicle (EV) charging network in Massachusetts
  - Strategies developed and provided to the General Court as part of a formal assessment (Assessment) every two years
- **The Initial Assessment was filed on August 11, 2023**
- **The Second Assessment was filed on August 11, 2025**

Initial EVICC Assessment

- **Key takeaways from the Initial EVICC Assessment:**
  - Additional EV charging infrastructure is needed to meet the Commonwealth's 2030 climate goals
  - The customer charging experience needs improvement
  - Massachusetts should prioritize charger access for "garage orphans," renters, and rural communities
  - A lack of grid capacity poses challenges to deploying the needed amount of EV chargers
  - The State should better promote its EV charger incentive programs and availability of EV charging


SIGILLUM REIPUBLICÆ MASSACHUSETTENSIS.

Commonwealth of Massachusetts

Electric Vehicle Infrastructure Coordinating Council

Initial Assessment to the General Court
August 11, 2023

Initial Assessment Recommendations and Work of Interest to Municipalities

- **Recommendations from the Initial EVICC Assessment included:**
  - Enact "Right to Charge" legislation

    Status: Initial legislation for condos passed; developing legislation to expand access.
  - Expand curbside and overnight charging access

    Status: $11M+ allocated; programs launched targeting multi-unit dwellings.
  - Prioritize investments in underserved communities

    Status: New EVICC-funded programs focus on environmental justice and rural areas.

- **Work of specific interest to municipalities includes:**
  - In February 2024, EVICC allocated $50 million in ARPA funds to several EV charging programs, including$38 million to MassCEC for innovative charging programs to help scale new technology/business models
  - The 2024 Climate Act, signed on November 21, 2024, included several provisions related to EVICC, including Grants residents of condos and homeowners' associations the "right to charge"
  - EVICC released two public resources on Public Level 2 Charging Station Fees and policies

An update on all of the recommendations from the Initial EVICC Assessment is included in the Second EVICC Assessment.

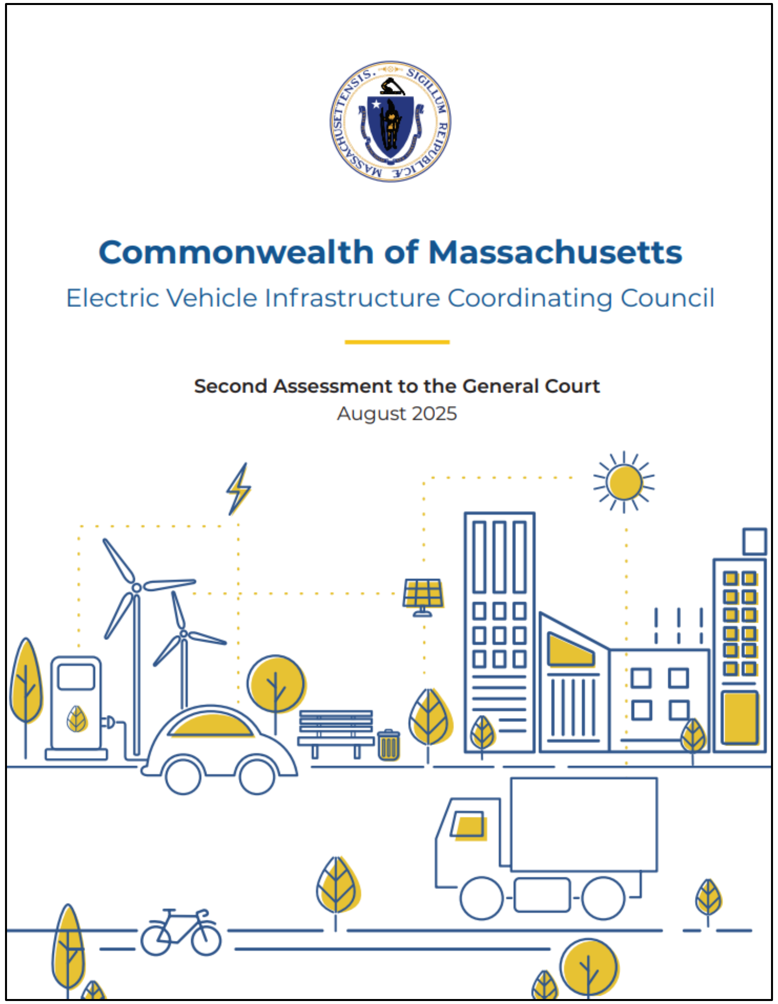
EVICC Second Assessment

Second EVICC Assessment

- Following workplan release (Fall 2024), public listening session (Spring 2025), and a public draft release (June 2025), Thefinal EVICC Second Assessment was released on August 12, 2025

- **The Second Assessment outlines:**
  - The importance of EV charging to Massachusetts' transportation emissions goals
  - Where the Commonwealth is at in deploying EV charging infrastructure
  - Where the Commonwealth hopes to go regarding future EV charging infrastructure
  - How we plan to get from "here" to "there" – strategic actions to ensure that Massachusetts is well-positioned to continue its progress in deploying EV charging

- **The Massachusetts Department of Environmental Protection (MassDEP) also announced $46 million to support the strategic buildout of EV chargers.**
  - The grant funding will support approximately:
    - $16 million for EVIP to support existing public and private categories.
    - $10 million to support medium- and heavy-duty charging hubs.
    - $20 million for chargers along secondary corridors and other high-value EV charging opportunities.



Where We Are

- **Massachusetts has made considerable progress since the Initial EVICC Assessment**
  - The total number of public EV charging ports (9,413) has increased by ~50% between August 2023 and May 2025
  - Annual public EV charging deployment increased ~50% from 2023 to 2024
  - Public fast charging infrastructure deployment has surged from 142 in 2023 to 390 in 2025 (through August 1st)

- **Massachusetts is well situated compared with its peers**
  - Massachusetts ranks 4th in EV chargers per capita amongst all states, including ACC II and ZEV MOU states
  - Massachusetts ranks 1st in charger density

State	Population	Count of EV Ports	Ports Per Capita (per 10,000)
1. Vermont	647,464	1,284	19.83
2. District of Columbia	678,972	1,275	18.78
3. California	38,965,193	56,055	14.39
4. Massachusetts	7,001,399	9,413	13.44
5. Colorado	5,877,610	6,532	11.11
6. Connecticut	3,617,176	3,957	10.94

Existing State EV Charging Programs

Massachusetts has **programs in place or under development to support nearly every aspect of EV charging, including:**

EV Charger Deployment @ Scale

- Massachusetts Electric Vehicle Incentive Program (MassEVIP)
- Investor-owned utility incentive programs
  - Eversource
  - National Grid
  - Unitil

Test and Scale Novel Models, including:

- MassCEC's innovative programs include:
  - On-Street Charging Solutions
  - Ride Clean Mass Charging Hubs
  - ACT4All

Customer Support to Address Barriers

- MassCEC Mass Fleet Advisor
- Investor-owned utility fleet advisory services
  - Eversource
  - National Grid

Optimize Electric Grid Infrastructure Use

- Managed charging programs
- Transportation electrification plan development process per Section 103 of the 2024 Climate Act (See summary presentation)

- Public funding remains **an important tool in driving EV charging deployment**.
- **Over 2/3 of all public EV chargers have received funding** from state or utility programs.
- Massachusetts will look **to foster a self-sustaining EV charging infrastructure market over time**.

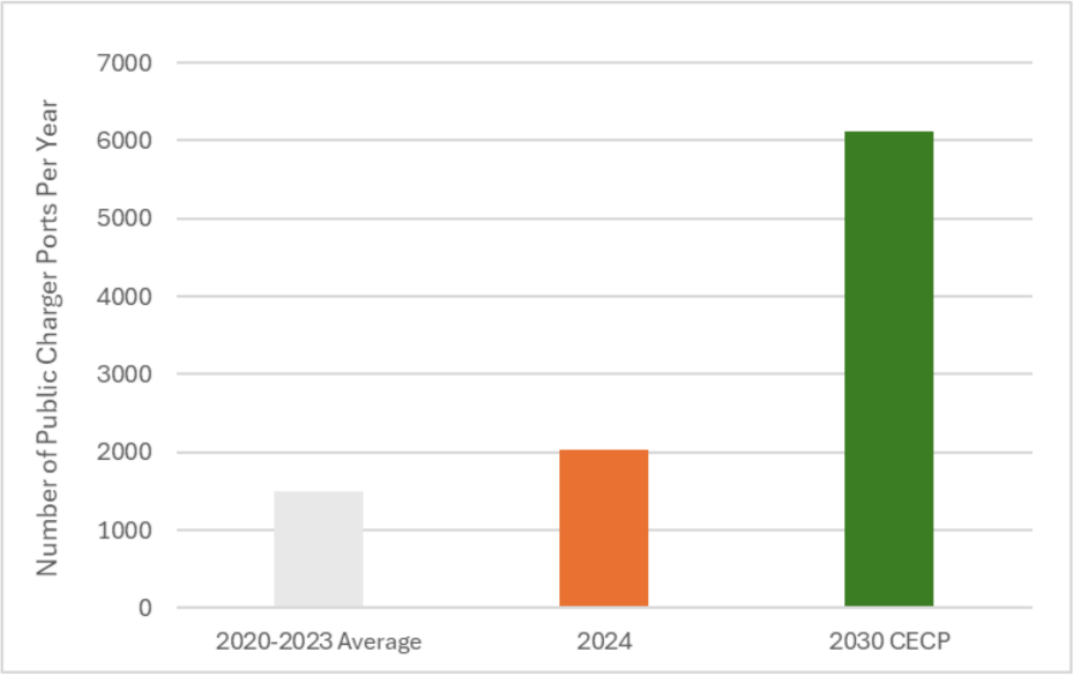
Where We Hope to Go

- EV charger deployment **currently faces significant headwinds**, including federal program and investment tax credit roll backs and market and cost uncertainties.

- The current pace of **EV charger deployment needs to triple*** to meet the EV adoption benchmarks included in the state's Clean Energy and Climate Plans (CECP) by 2030.

- Given existing headwinds and the need to increase deployment, Massachusetts must:
  - **Be more strategic** in employing public funding, leveraging private funding, and utilizing the grid;
  - **Improve efficiencies** of existing programs by removing common barriers;
  - **Be proactive** in planning for future EV charging, grid infrastructure, and future funding sources; and,
  - **Significantly improve the EV charging experience.**

Historical, annual public EV charger deployment versus annual deployment needed to meet 2030 CECP



**roughly 800,000 chargers in 2030, and over 1.5 million by 2035*

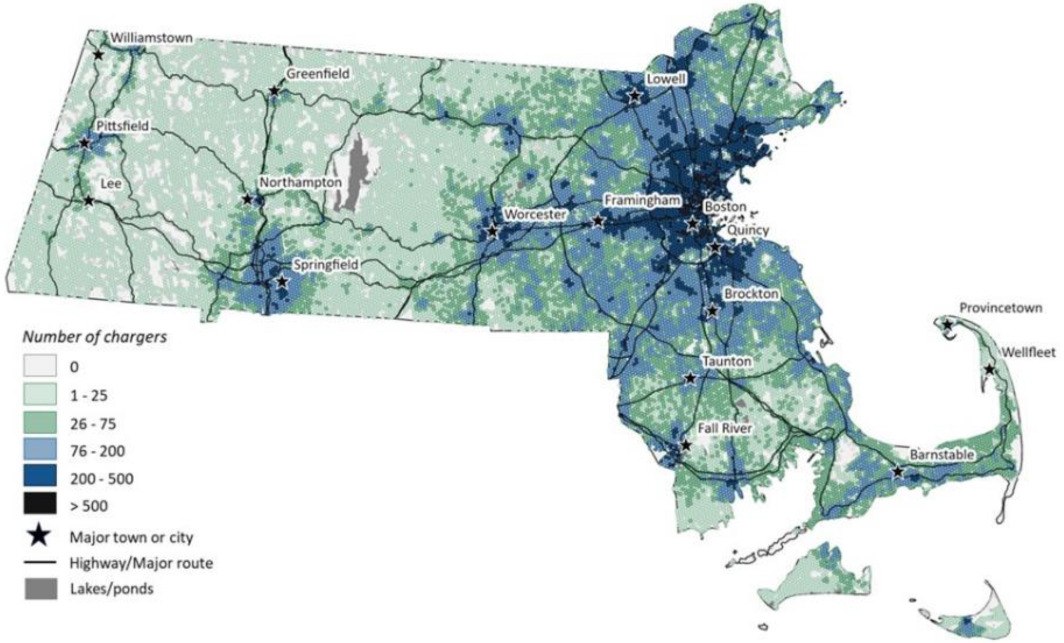
Multi-Family Residential Charging

- Expanding access to EV charging for residents of multi-unit dwellings (MUD) without off-street parking is essential to ensuring equitable participation in the EV transition.
- Unique challenges for MUDs without access to off-street charging:
  - Community outreach and education is critical
  - Complex ownership arrangements for curbside and shared infrastructure
  - Overnight on-street parking bans and restrictive zoning
  - Existing electrical capacity may be limited in older neighborhoods
  - EV affordability limits access even when chargers are available

Estimates of MUD chargers needed in 2030 and 2035

Type	2030	2035
Level 2	8,000	18,000
DCFC	18,000	45,000

Residential Level 1 and Level 2 chargers forecasted to serve 2.4 million light-duty EVs by 2035



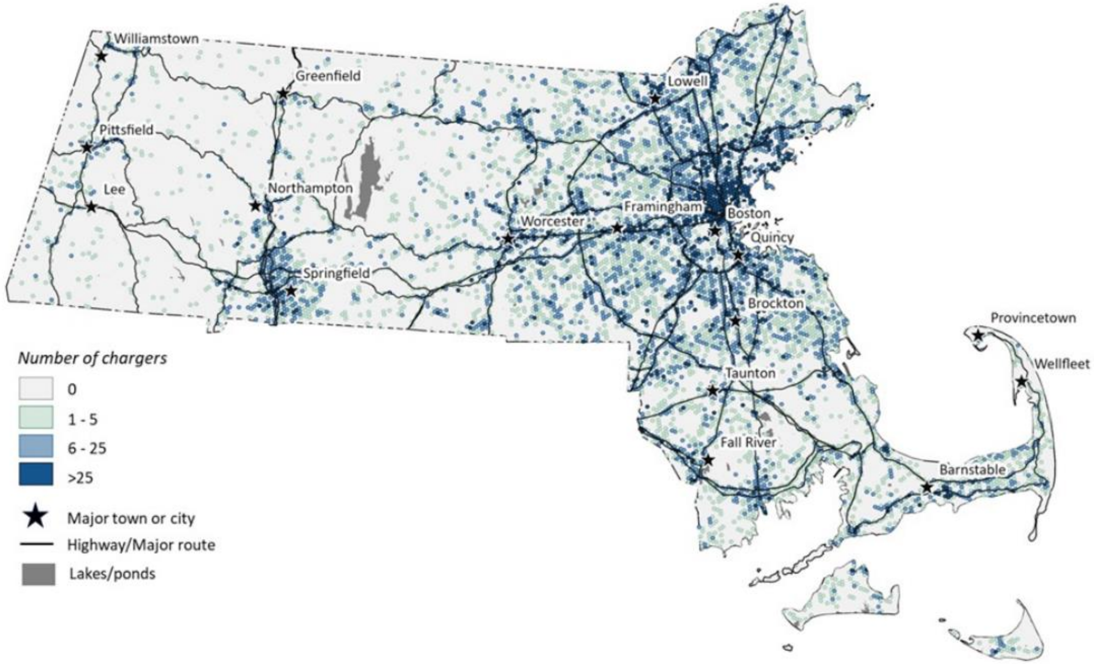
Public Charging

- Public Level 2 chargers can serve several charging use cases, including providing charging within communities to support daily trips and serving residents without off-street parking.
- Public DCFC tend to be the most convenient charging option for drivers when charging away from home and can serve multi-unit dwellings.
- The availability of DCFC along the state's main transportation corridors is critical for meeting charging demand and addressing range anxiety and charger availability concerns.
- The Second EVICC Assessment identified gaps in the state's network of public DCFC along secondary corridors.

Estimates of public chargers needed in 2030 and 2035

Type	2030	2035
Level 2	40,000	92,000
Public DCFC	5,500	10,500

Public Level 2 chargers forecast to serve 2.4 million light-duty EVs by 2035



State EV Charging Priorities

- The state's priorities and strategy for building EV charging infrastructure are more important than the forecast of future EV charging infrastructure as the amount of EV charging infrastructure needed in the future is uncertain and highly dependent on several factors.

- State and utility program should focus on:
  - EV charging opportunities that have the **highest value for Massachusetts drivers** and **where state and utility programs can have the greatest impact**. In general, this means targeting public and fleet charging infrastructure.
  - EV charging opportunities that **maximize emissions reduction benefits** (e.g., MHD fleet electrification and EV chargers for rideshare drivers) and **support multiple high-value use cases** (e.g., fast charging along major corridors that also supports charging for residents without off-street parking or on-street charging).
  - The **equitable buildout of EV charging infrastructure** across the Commonwealth, particularly in areas or for customers that have historically had limited access to EV charging infrastructure (i.e., rural communities, communities with environmental justice populations, tenants of multi-unit dwellings without off-street parking, and MHD vehicles).

EV Charging Program Recommendations

- The Second Assessment recommends that existing state and utility programs and initiatives continue to fund EV charging infrastructure for public use, multi-unit dwellings, workplaces, and fleets.

- The Second Assessment also recommends that existing programs make improvements to better align with high-value EV charging opportunities and better unlock private funding, including but not limited to:

  – **Minimizing eligibility overlap**;

  – **Improving customer communications** and publicly available information;

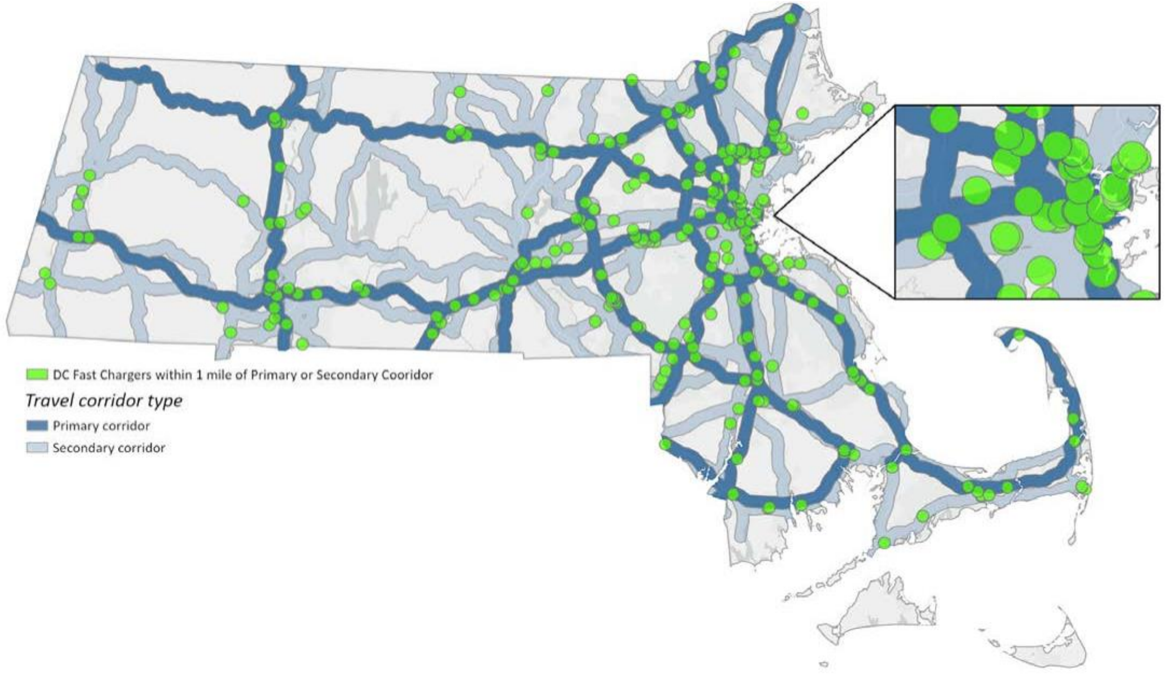
  – **Targeting high-value DCFC opportunities** that, where possible and practical, serve both light- and medium-duty vehicles and multiple use cases (e.g., overnight residential charging, rideshare and food delivery vehicle electrification, etc.); and,

  – **Ensuring funds are utilized on intended use cases**, where necessary and practical.

EV Charging Program Gaps

- The Second Assessment also recommends that the following gaps in the EV charging network and existing program offerings be prioritized moving forward:
  - Ensuring a baseline of **fast charging along secondary transportation corridors;**
  - Scaling on-street charging and charging at public transit parking lots in residential areas to **support residents without off-street EV charging**, particularly in municipalities without existing on-street charging programs; and,
  - Deploying **MHD fleet charging**, including charging for transit fleets, at or near where fleet vehicles are housed, both for individual fleets and at depots to serve multiple fleets.

Primary and secondary transportation corridor segments within 1 mile of a DCFC station



Consumer Experience Considerations

Reliability

A charger's hardware and software components must all be working correctly for a smooth charging experience.

Best Practices:

- Real time status reporting
- Uptime requirements
- Open Charge Point Protocol (OCPP)

Consumer Disclosure and Payment

Generally, each charging station operator has their own payment system, which often causes consumer frustration.

Best Practices:

- Plug & Charge (see below)
- EVICC Owner-Operator Resource on fee and policy guidance

Data Sharing

Data sharing across charging networks and interoperability requirements help streamline consumer charging experiences.

Best Practices:

- Data aggregation on platforms like Google, Apple Maps, and PlugShare
- Data sharing through Application Programming Interfaces (APIs)

Plug & Charge

Technology that allows seamless authentication and billing so that drivers can charge simply by plugging in their vehicle.

Benefits:

- Reduces friction at the point of use
- Greater convenience and trust for drivers
- Reduced support costs and stronger customer retention for operators
- Current network is fragmented

How We Plan to Get There – Second Assessment Strategic Plan

The Second Assessment recommends **32 strategic actions** to ensure that Massachusetts is well-positioned to continue its progress in deploying EV chargers and to effectively adapt to changing circumstances.

The strategic actions are organized into the following categories:

Be More Strategic

- Prioritizing Value – see slide
- Unlocking Private Funding – build on MassCEC's innovative success and unlock new business models like Charging-As-A-Service
- Minimizing Grid Impact – by working with electric utilities to develop strategies and programs that minimize grid upgrade needs

Improve Efficiency

- Enhancing Current Programs – see slide
- Reducing Barriers – see slide

Be Proactive

- Proactive Planning – grid system and resilience planning in collaboration with electric utilities
- Sustainable Funding – innovative ways to ensure critical programs are continued through optimal phase-out schedule

Significantly Improve the Charging Experience – see slide

Recommendations – Prioritizing Value

New and existing incentive programs designed to deploy EV charging will target the highest value charging opportunities, while also ensuring equitable deployment across the Commonwealth.

- Explore the creation of an initiative focused on deploying fast charging stations along secondary corridors.

- Develop additional initiatives to support MHD EV charging, including exploring deploying charging hubs near fleet depots and industrial zones and piloting MHD charger sharing.

- Identify locations that could serve multiple high-value EV charging use cases.

- Establish partnerships with state, municipal, and stakeholder organizations to conduct tailored outreach and ways to package existing incentive programs to high-value EV charging opportunities.

Recommendations – Enhancing Current Programs

Administrators of existing programs will work to improve the efficiency of and coordination between programs to enhance the customer experience and stretch current funding further.

- Ensure that future iterations of existing state-funded EV charging programs appropriately prioritize the high-value use cases identified in the Second Assessment and utilize the Guide to the Equitable Siting of Electric Vehicle Charging Stations in Environmental Justice Populations, as applicable.

- Better align MassEVIP and the EDC programs by coordinating customer eligibility and program requirements to improve the customer experience and more efficiently disburse available funding.

- Improve customer communications of existing incentive programs including, quicker response times, greater clarity on program rules and processes, and information on pending program applications, and enhanced public information on current programs.

Recommendations – Reducing Barriers

EVICC will develop additional resources, among other efforts, for municipalities and potential EV charging site hosts to address barriers to deployment.

- Collaborate with relevant stakeholders to explore ways to standardize local EV charger permitting to reduce EV charger deployment delays, including developing model ordinances.

- Develop resources to reduce barriers for municipalities, potential EV charging site hosts, and other EV charging stakeholders similar to the Public Level 2 EV Charging Station Fees and Policies Guide.

Recommendations – Improving Customer Experience

Massachusetts will implement tangible solutions to improve the customer experience with EV charging, including through regulations to establish minimum reliability standards and consumer price and fee structure transparency.

- Renew efforts to pass comprehensive "right-to-charge" legislation by expanding on the 2024 Climate Act to include renters.

- Implement a phased approach to regulating the reliability of fast and Level 2 charging, setting minimum uptime standards for fast chargers installed on or after June 1, 2026

- Explore the development of model local ordinances and other approaches that allow vehicles not connected to EV charging to be fined for parking in EV charging parking spots, consistent with state law.

Stay Involved

- Attend the Monthly EVICC Meetings
  - First Wednesday of every month; 1-3pm
- Visit the EVICC Website
  - Website includes meeting schedule, past meeting notes, the First Assessment, and other resources
- Sign-Up for the EVICC Email List

Thank You

Update on National Electric Vehicle Infrastructure (NEVI) Formula Program

MassDOT NEVI Program Update September 11, 2025

massDOT
Massachusetts Department of Transportation
Leading the Nation in Transportation Excellence

NEVI: What is it?

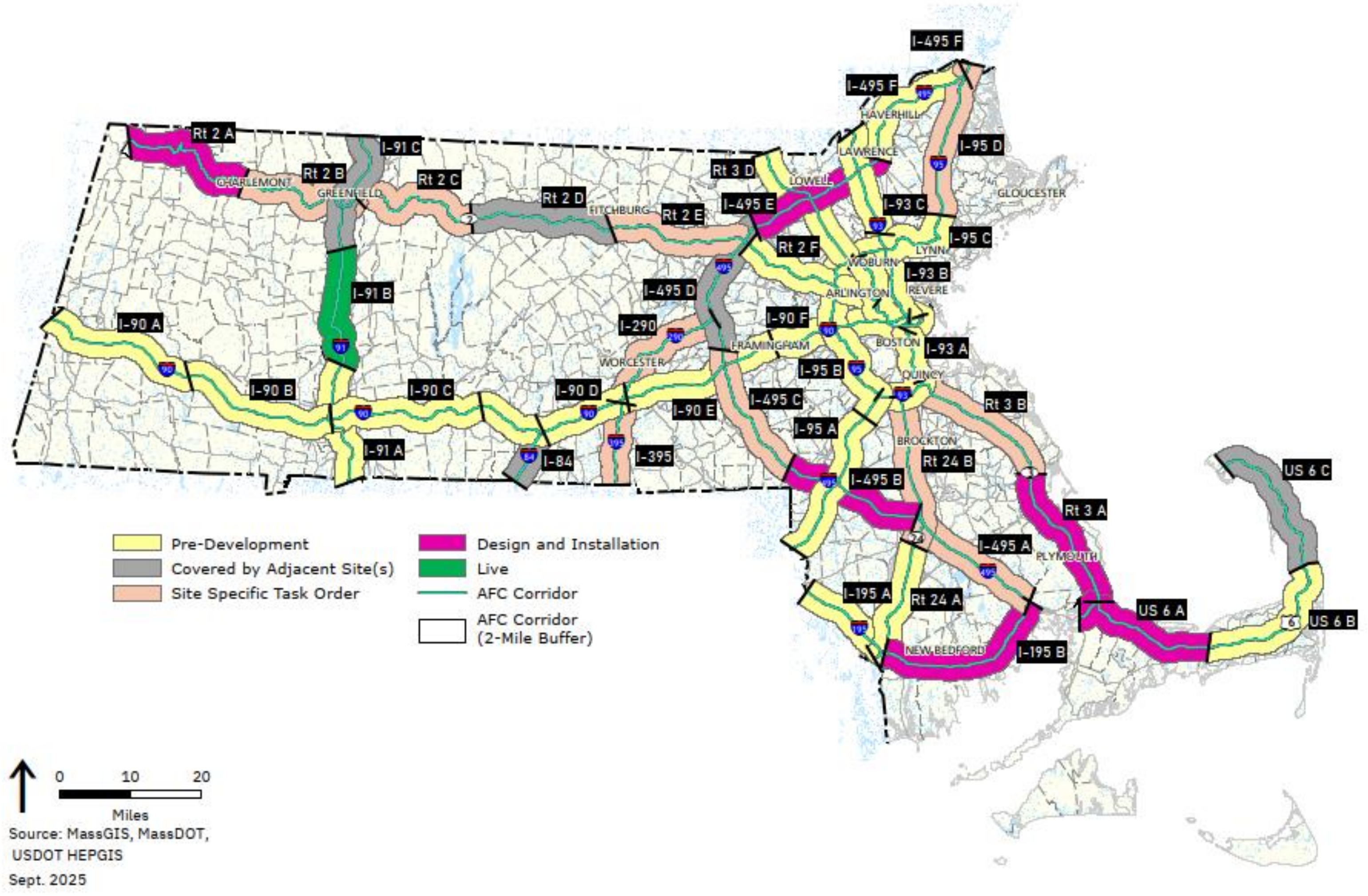
- **NEVI is short for the National Electric Vehicle Infrastructure Formula Program.**

- **It was established by the Bipartisan Infrastructure Law (BIL) which was signed by President Biden on November 14, 2021**

- **NEVI provides funding to states to build electric vehicle (EV) charging infrastructure across Alternative Fuel Corridors (AFCs).**
  - Stations at sufficient intervals to support long distance travel
  - Capable of charging at least 4 EVs at 150kW simultaneously
  - Reliable: 97% uptime

massDOT
Massachusetts Department of Transportation

NEVI Segment Status Map – As of August 2025



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Massachusetts Department of Transportation

NEVI: Updated Guidance Key Changes

- **Distance between NEVI Stations:** 50 mile requirement (25 mile from borders and terminus) replaced with "appropriate distance between stations".

- **Proximity to AFC:** 1 Mile from AFC requirement appears to have been relaxed.

- **Fully Built Out:** More flexibility. States now certify with reasonably explanation.

- **What is does not appear to do:** Relax requirement for CCS, Relax right of way rules, change procurement rules.

massDOT
Massachusetts Department of Transportation

ThankYou

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Municipal Updates

News and Resources

Healey-Driscoll Administration Announces $46 Million and Next Steps for EV Charging Infrastructure

- On August 12, 2025, MassDEP announced it will allocate $46 million through FY 2027 for EV charging infrastructure to support the strategic buildout of EV chargers across Massachusetts.

- This investment will be used to implement recommendations of the recently released second EVICC Assessment.

Overall funding will be allocated as follows:

- $16 million in grant funding to support the MassEVIP Program through FY 2026.
- $30 million in grant funding to support
  - medium- and heavy-duty charging at strategically located hubs
  - chargers along secondary corridors to support light- and medium-duty EVs

Learn more:
https://www.mass.gov/news/healey-driscoll-administration-announces-46-million-and-next-steps-for-electric-vehicle-charging-infrastructure

Affordable Cars Coalition

Launched on May 23, 2025 through the U.S. Climate Alliance to make clean vehicles more affordable, protect states' authority to adopt stricter emissions standards, and support industry innovation. 13 member states, including Massachusetts.

Member states: California, Colorado, Delaware, Hawaii, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Rhode Island, Washington, Wisconsin.

Learn more: https://usclimatealliance.org/member-support/affordable-clean-cars-coalition/

AltWheels

AltWheels Fleet Day

Northeast's premier event for sustainable fleets and clean transportation!

Monday, October 6 – 8am-5pm
Four Points by Sheraton, Norwood
Information and Registration: https://www.altwheels.org/2025fleet-day

Updates to MAPC's EV Webpage!

Updates

- Improved layout of prior EV Working Group meeting slide decks and meeting notes
- Additional Resources
    - MAPC's Electric School Bus Roadmap
    - Electric Vehicle Infrastructure Coordinating Council (EVICC)
    - Massachusetts Clean Energy Center (MassCEC) EV Resources

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EV Webpage Sections

MAPC's EV Working Group

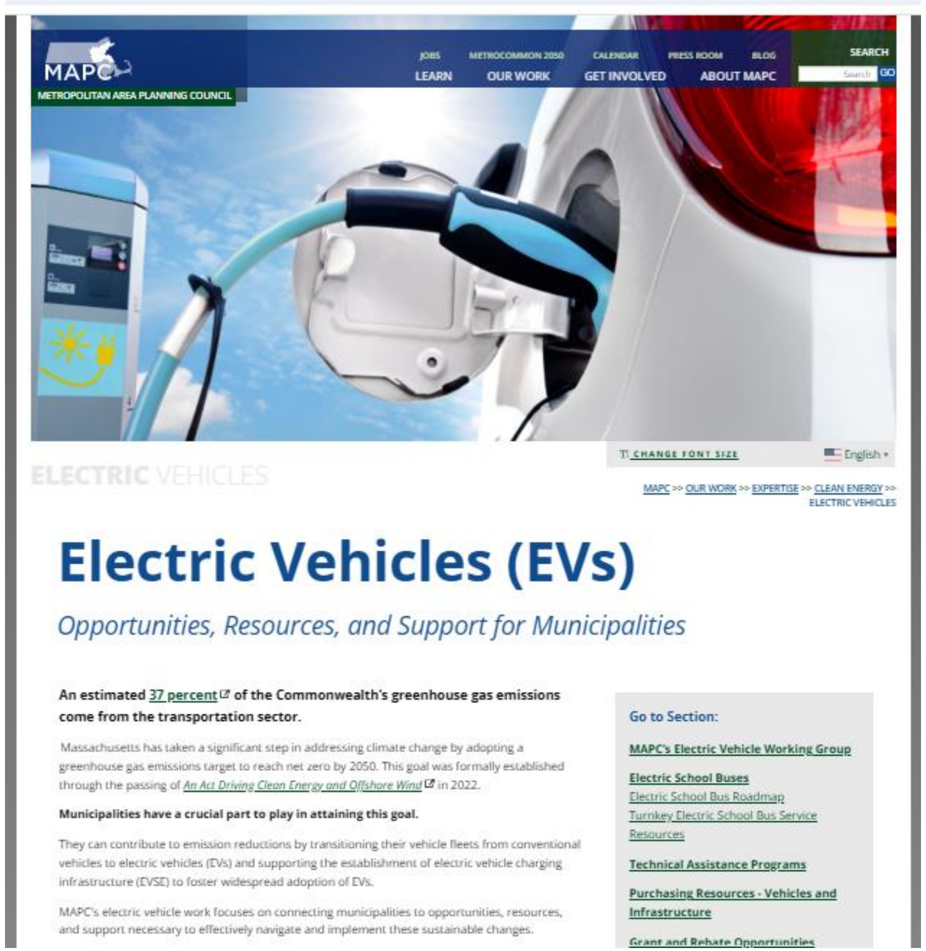
Electric School Buses

Technical Assistance Programs

Purchasing Resources – Vehicles and Infrastructure

Grant and Rebate Opportunities

Resources



https://www.mapc.org/our-work/expertise/clean-energy/clean-vehicle-projects

Wrap Up