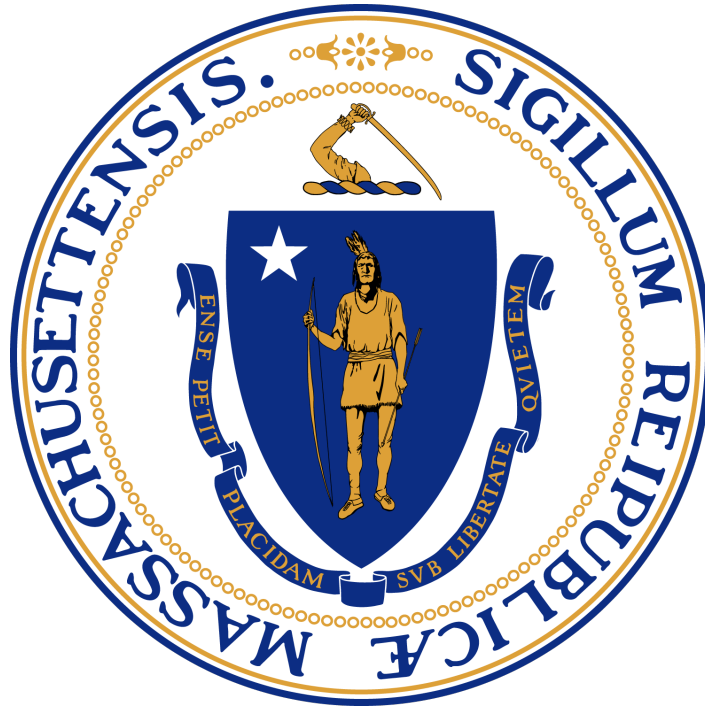


Executive Office of Energy and Environmental Affairs



Clean Energy Fund Report Pursuant to Chapter 268 of the Acts of 2022

2025

Background

Line Item 1599-6081 of Chapter 268 of the Acts of 2022 (Line Item 1599-6081) provided \$50,000,000 to each of the following statutory funds to support the implementation of Chapter 179 of the Acts of 2022 (2022 Climate Act):

1. Clean Energy Investment Fund, MGL c. 23J § 15;
2. Electric Vehicle Adoption Incentive Trust Fund, MGL c. 25A § 19; and,
3. Charging Infrastructure Deployment Fund, Ch. 179 of the Acts of 2022.

Line Item 1599-6081 also required the Executive Office of Energy and Environmental Affairs (EEA), in consultation with the Massachusetts Clean Energy Center (MassCEC), to report on the following related to the allocated funds:

1. Comprehensive multi-year spending plan for the promotion and advancement of clean energy initiatives, including proposed strategies for deploying funding available for each initiative;
2. Proposed timeline for expending funds from this item for each initiative; and
3. Proposed plan to ensure regional and demographic equity in the promotion and advancement of clean energy initiatives, including accessibility to electric vehicle charging infrastructure.

This report includes the information required by Line Item 1599-6081 and is organized by statutory fund. EEA will file its next report pursuant to Line Item 1599-6081 on March 1, 2026.

Summary

The funds allocated by Line Item 1599-6081 were subsequently allocated to programs or initiatives to support the 2022 Climate Act. Each program and initiative was responsible for expending its allocated funding in a timely and efficient manner and for ensuring that final disbursements reflected regional and demographic equity, consistent with applicable state policy principles and guidance.

All funds allocated under Line Item 1599-6081 will be spent by December 31, 2026, on initiatives that advance clean energy initiatives in the Commonwealth, as required by the U.S. Department of Treasury.¹

¹ Final Rule, 31 CFR Part 35, Coronavirus State and Local Fiscal Recovery Funds, April 1, 2022, available at: <https://home.treasury.gov/system/files/136/SLFRF-Final-Rule.pdf>.

Clean Energy Investment Fund

Background

The \$50,000,000 allocated by Line Item 1599-6081 to the Clean Energy Investment Fund was dispersed by MassCEC across five (5) focus areas: Innovation and Technology Development; Offshore Energy; Workforce Development; Clean Transportation; and Building Decarbonization. Where applicable, MassCEC ensured that both demographic and geographic equity was a centerpiece for all grantmaking processes related to the distribution of these funds, consistent with their processes for all grantmaking opportunities.

Multi-Year Spending Plan

A breakdown of how and where MassCEC deployed the \$50,000,000 under Clean Energy Investment Fund is included in the table below. MassCEC's allocation of funding is consistent with its state-wide mission as a state economic development agency to accelerate the growth of the clean energy sector across the Commonwealth, to spur job creation, deliver statewide environmental benefits, and secure long-term economic growth for the people of Massachusetts.

<u>Focus Area</u>	<u>Amount</u>
Innovation & Technology Development	\$5,000,000
Offshore Energy	\$20,000,000
Workforce Development	\$10,000,000
Clean Transportation	\$10,000,000
Building Decarbonization	\$5,000,000
<i>Total</i>	<i>\$50,000,000</i>

Additional details on how funding has been utilized under each focus area are provided below.

Innovation and Technology Development

Start-up Studio + InnovateMass: \$5 million was allocated to MassCEC's Innovation and Technology Development focus area for the formation of a Start-up Studio. The \$5 million was split between (A) *MassCEC's Start-up Studio*, a program developed by the MassCEC Investments team and supported by the Tech-to-Market team to source promising but not yet commercialized intellectual property (IP), match entrepreneurs to the IP, and launch new ventures in areas of strategic interest for the Commonwealth and MassCEC, and (B) *MassCEC's InnovateMass Program*, which provides grant funding and technical support to applicant teams deploying new clean energy technologies or innovative combinations of existing technologies with a strong potential for commercialization.

- A) *Start-up Studio:* \$3,486,230 was dedicated to MassCEC's Start-up Studio. MassCEC selected [FedTech](#), a venture studio and accelerator that specializes in transforming lab-created research and development into market-ready solutions, as the contractor for the Studio. One of the primary purposes in selecting FedTech was their proposal to ensure recruitment of a diverse and equitable pool of entrepreneurs to participate in

the program. Additionally, MassCEC pushed for the funds to go to regionally diverse or underrepresented teams in the studio. Successful applicants are located in the Worcester, Lowell, and Boston areas, among others.

- B) *InnovateMass*: \$1,513,770 was directed to InnovateMass. When making awards via InnovateMass, MassCEC has consistently emphasized both demographic and geographic equity into its decision-making. Companies selected for funding ranged from Woburn-based Feon Energy to Holyoke-based Clean Crop Technologies and Roxbury-based Highland Park Technologies.

Offshore Energy

Marine Energy and Innovation Research Center: \$10 million was directed to MassCEC for the development of a Marine Energy and Innovation Research Center. The initiative was paused in December 2024 to assess the risks and benefits of continuing the project under the new federal administration and given recent macroeconomic factors and to conduct due diligence on alternatives that could achieve the overarching goals through different approaches. After extensive review and deliberation, MassCEC proposed to reprogram the available funding between (A) a new *Ocean Innovation Network* program for ocean climatetech support grants and services, which includes the development of ocean test sites, navigator assistance to streamline and improve access to a suite of ocean testing infrastructure, technical expertise, and business coaching and supply-chain networking; and (B) the *New Bedford Marine Commerce Terminal (NBMCT) Phase 3 Expansion and Improvement Project*.

- A) *Ocean Innovation Network Program*: \$3,285,000 was allocated to MassCEC's Ocean Innovation Network Program. The goal of the program is to provide funding for assets and initiatives that strengthen the route to commercialization for start-ups and early-stage companies working in marine science and technology, and to promote and connect organizations and entities to grow existing clusters of ocean technology development. MassCEC made awards to a geographically diverse group of organizations from across the Commonwealth including the Gloucester Marine Genomics Institute, the New Bedford Ocean Cluster, and the Woods Hole Oceanographic Institution in Falmouth. The remaining balance of the allocation was spent on the Innovation Center detailed above before that project was paused.
- B) *New Bedford Marine Commerce Terminal Phase 3 Expansion and Improvement Project*: \$5 million was allocated to the phase 3 expansion project for the New Bedford Marine Commerce Terminal. The New Bedford Marine Commerce Terminal is a multi-purpose facility designed to support the construction, assembly, and deployment of offshore wind projects, as well as handle bulk, break-bulk, container shipping and large specialty marine cargo.

Wind Technology Testing Center Expansion – Design Phase: \$10 million was directed to the Wind Technology Testing Center Expansion – Design Phase project. MassCEC owns and operates the Wind Technology Testing Center (W TTC) in Charlestown, Massachusetts. The W TTC offers the latest wind turbine blade testing and prototype development methodologies to help the wind industry deploy the next generation of offshore and land-based wind turbine

technologies. In recent years, the industry has shifted to larger projects from blades that are 60 – 90 meters long, to blades up to 150 meters. Previously, the United States Department of Energy had expressed interest in expansion of the facility and recognized the need for testing centers that can accommodate the next generation of offshore wind blades. Despite recent federal headwinds, expanding the WTTC facility remains a priority for MassCEC and we are continuing the design phase for eventual expansion.

Workforce Development

\$10 million was directed to Workforce, Training Equipment and Infrastructure opportunities. MassCEC split this \$10 million between its (A) *Offshore Wind Works* and (B) *Climate-Critical Workforce Training, Equipment, and Infrastructure* programs.

- A) *Offshore Wind Works Infrastructure/Training Equipment*: \$5 million was allocated to MassCEC's Offshore Wind Works Infrastructure/Training Equipment Program. The program supports projects that will further advance the development of a well-trained and highly-skilled workforce with emphasis on diversity and safety and expand and advance Massachusetts' role as a national leader and innovator in offshore wind workforce training and education. Recipients of funding included the Massachusetts Maritime Academy in Bourne, Salem Public Schools, Bristol Community College in Fall River and New Bedford, and the Southeastern Regional School District in Easton.
- B) *Climate-Critical Workforce Training, Equipment, and Infrastructure*: The remaining \$5 million was allocated to MassCEC's Workforce Training, Equipment, and Infrastructure Implementation Grants and Climate-Critical Workforce Training, Equipment, and Infrastructure Grants. The objective of these awards is to stimulate career pathway training and career awareness and exploration essential to equitably grow the clean energy workforce to meet the Commonwealth's 2050 climate and clean energy goals. Recipients of funding included the City of Gloucester, Upper Cape Cod Regional Technical School in Bourne, Greater Lawrence Technical School, South Middlesex Opportunity Council in Framingham, and International Brotherhood of Electrical Workers (I.B.E.W.) Local 103.

Clean Transportation

Mass Fleet Advisor: \$5 million was directed to the Mass Fleet Advisor program. MassCEC utilized these funds to pay program manager CALSTART to continue administering the program. MassCEC continues to place emphasis on supporting fleet electrification in areas that provide benefits to Environmental Justice populations, which includes fleets that have a depot in a state-defined Environmental Justice Income area or drive at least 50% of their miles in Environmental Justice Income areas. The Mass Fleet Advisor program also prioritizes the recruitment of Minority Business Enterprises (MBE), Women (WBE), Portuguese (PBE), Veteran (VBE), LGBT (LGBTBE), Disability-owned (DOBE) businesses, as well as businesses located in Massachusetts Gateway Cities or other regions of the Commonwealth facing economic challenges, such as rural areas. To date, over 87 fleets from across the state have utilized the program.

ACT School Bus: \$5 million was directed to the ACT School Bus program. The program advances school bus fleet electrification by providing planning, technical support, and gap funding to Massachusetts public school districts. Funds from the Clean Energy Investment Fund have been dispersed across multiple grant making rounds, with each round placing emphasis on geographical equity. As an example, one round of grants in 2024 provided funding to districts in Boston, Worcester, New Bedford, Fall River, and Holyoke.

Building Decarbonization

Clean Energy Lives Here: \$5 million was directed to MassCEC's Clean Energy Lives Here campaign. The funding was utilized to pay Stark/Raving LLC dba Stark/Raving Branding + Digital Marketing for the provision of integrated marketing services for the campaign. The Clean Energy Lives Here campaign was externally launched in 2020 and provides a centralized set of resources and information for Massachusetts homeowners looking to adopt home decarbonization measures. The Clean Energy Lives Here campaign is accessible in multiple languages and strives to reach as many Massachusetts residents as possible.

Timeline for Expending Funds

The allocation of the Clean Energy Investment Fund outlined above has been approved by the MassCEC Board of Directors and has expended for the purposes American Rescue Plan Act compliance. MassCEC continues to work across the above focus areas to ensure projects and initiatives are completed on reasonable timelines.

Equity Plan

Consistent with its grantmaking processes and program design requirements, MassCEC ensured that equity was a centerpiece in all grantmaking decisions pertaining to the Clean Energy Investment Fund. Information on how equity was taken into account with each program awarded funding under the Clean Energy Investment Fund is included in the Multi-Year Spending section above and the annual reports hyperlinked below.

Publicly Available Resources

More information on MassCEC, including notes from MassCEC Board of Directors meetings, financial information, and annual clean energy industry reports can be found in the resources listed below.

- Board of Directors agendas and minutes: <https://www.masscec.com/agendas-and-minutes>
- MassCEC financials: <https://www.masscec.com/about/financial-information>
- Annual Massachusetts clean energy industry reports:
 - 2023 report link: [2023-Industry-Report-Final.pdf](#)
 - 2024 report link: [MassCEC Industry Report 2024.pdf](#)

Electric Vehicle Adoption Incentive Trust Fund

Background

The \$50,000,000 allocated by Line Item 1599-6081 to the Electric Vehicle Adoption Incentive Trust Fund was utilized by the Massachusetts Offers Rebates for Electric Vehicles (MOR-EV) program. MOR-EV is dedicated to making EVs more affordable for Massachusetts residents,

businesses, and non-profit organizations to help achieve clean transportation goals and reduce greenhouse gas emissions, and provide more equitable access to EVs. MOR-EV achieves this objective by providing customer rebates for the purchase or lease of new and used EVs. MOR-EV is managed by the Executive Office of Energy and Environmental Affairs' Department of Energy Resources (DOER) and administered by the Center for Sustainable Energy (CSE).

Multi-Year Spending Plan

MOR-EV expended the \$50,000,000 since April 2023 as follows:

Month	Expenditure
23-Apr	\$577,500.00
23-May	\$2,422,000.00
23-Jun	\$3,818,500.00
23-Jul	\$1,113,000.00
23-Aug	\$3,466,530.57
23-Sep	\$1,004,500.00
23-Oct	\$1,528,500.00
23-Nov	\$2,007,000.00
23-Dec	\$2,308,500.00
24-Jan	\$5,577,000.00
24-Feb	\$3,149,500.00
24-Mar	\$4,205,500.00
24-Apr	\$3,838,500.00
24-May	\$3,184,000.00
24-Jun	\$2,763,000.00
24-Jul	\$1,227,500.00
24-Aug	\$4,570,000.00
24-Sep	\$2,491,000.00
24-Oct	\$480,500.00
24-Nov	\$0.00
24-Dec	\$0.00
25-Jan	\$0.00
25-Feb	\$9,000.00
25-Mar	\$0.00
25-Apr	\$0.00
25-May	\$0.00
25-Jun	\$0.00
Remaining	\$258,469.43
Total	\$50,000,000.00

DOER anticipates that the remaining funding was spent as of October 30, 2025, but was unable to confirm that the funds had been exhausted at the time this report was compiled. More information on how MOR-EV distributes funding across vehicle and customer type can be found in the annual reports referenced below.

Timeline for Expending Funds

EEA anticipates confirming that the remaining funds have been expended in its next filed report pursuant to Line Item 1599-6081 on March 1, 2026.

Equity Plan

Starting in August 2023, MOR-EV implemented several provisions aimed at ensuring the program's benefits are distributed equitably. These include a point-of-sale program, used vehicle rebates, the MOR-EV+ adder, and a culturally-competent outreach program. The sections below provide additional information on each of these programs.

Point-of-sale program

Point-of-sale rebates help lower-income MA residents take advantage of rebates by providing financial incentives at the time of the purchase rather than weeks or months later. As of June 2025, a total of 305 dealers were enrolled in the point-of-sale program, with broad geographic representation across the Commonwealth. From August 2023 through June 2025, 23,909 point-of-sale rebates were issued for a total of \$84,469,500, representing 77% of the total number of light-duty rebates issued.²

Used vehicle rebate

Since used vehicles are more affordable than new vehicles, offering rebates for used vehicles helps make rebates available to lower-income residents. MOR-EV implemented a used vehicle rebate for income-eligible applicants. To be eligible, applicants must participate in a state or federal income-based assistance program or meet certain income thresholds. From August 2023 through June 2025, 1,829 used vehicle rebates were issued for a total of \$6,401,500.³

MOR-EV+ adder

MOR-EV provides an additional \$1,500 rebate, called the MOR-EV+ adder, to income-qualified applicants. To be eligible, applicants must participate in a state or federal income-based assistance program. From August 2023 through June 2025, 1,002 MOR-EV+ adder rebates were issued for a total of \$1,503,000 to light-duty and class 2b vehicles.

Environmental Justice Adder

MOR-EV provides an additional 10% incentive for class 3 – 8 vehicles that are domiciled in or operate more than 50% of the time within census block groups that meet at least one of the state's Environmental Justice Population Criteria (see the EEA Environmental Justice Maps [here](#)). From August 2023 through June 2025, 34 Environmental Justice adders were issued for a total of \$250,875, representing 35% of the total number of class 3 – 8 rebates issued.

² The number of point-of-sale rebates is a count of the number of vehicles supported by a point-of-sale rebate. For example, if someone received a standard rebate and a MOR-EV+ adder, that would count as one rebate, since one vehicle was supported. The total dollar amount includes the value of the following rebates received at the point of sale: base rebates, MOR-EV+, and Trade-In adders.

³ The number of used rebates is a count of the number of vehicles supported by used vehicle rebates. The total dollar amount does not include MOR-EV+ or Trade-In adders even if the adders were associated with a used vehicle rebate.

Culturally competent outreach

The culturally competent outreach campaign is designed to ensure that all communities across Massachusetts have equitable access to information about EVs and rebates. Recognizing that trust and familiarity are essential to effective outreach, the program relies on close collaboration with local community-based organizations (CBOs) to reach residents where they live, work, and gather. The Green Energy Consumers Alliance (GECA) is the core MOR-EV partner for 2024, serving as the CBO aggregator and leading on-the-ground efforts of the culturally competent outreach campaign. The culturally-competent outreach program includes engagement events and efforts such as the following:

- Sharing general information about EVs and specific information about the MOR-EV program at community events, town halls, and online sessions
- Use of digital platforms, newsletters, and blog posts, to ensure information about MOR-EV rebates reaches both local networks and statewide audiences
- DOER-hosted community-based listening sessions in partnership with CSE and GECA, to hear CBOs' feedback on barriers to EV adoption, charging infrastructure gaps, and fleet electrification needs

From December 2023 through June 2025, the MOR-EV Culturally Competent Outreach team held 10 monthly check-ins, hosted 18 webinars, and held 31 events/presentations.

Publicly Available Resources

More information on the MOR-EV program can be found in the resources listed below.

MOR-EV website and dashboards

- MOR-EV website: <https://mor-ev.org/about>
- MOR-EV light-duty dashboard: <https://mor-ev.org/statistics>
- MOR-EV Trucks dashboard: <https://mor-ev.org/statistics-trucks>

The MOR-EV program dashboards are publicly-available and provide information such as the following:

- Number of rebates and funding awarded
- Types of vehicles that received rebates
- Geographic distribution of rebates awarded
- Emissions reductions data

2023 annual report

- Report link: [2023 MOR-EV Report](#)
- Program participation data, including number of rebates and funding awarded for MOR-EV Standard, MOR-EV Used, MOR-EV+, and MOR-EV Trade-In
- Summary of culturally competent program efforts
- Demographic program participation analysis

2024 annual report

DOER will submit the 2024 report to the legislature shortly. The information included in the 2024 report will be similar to the 2023 annual report.

Charging Infrastructure Deployment Fund

Background

Pursuant to Chapter 179 of the 2022 Climate Act, the Charging Infrastructure Deployment Fund is administered by the Electric Vehicle Infrastructure Coordinating Council (EVICC). EVICC is chaired and administratively overseen by EEA. On February 7, 2024, the Healey-Driscoll Administration, on behalf of EEA and EVICC, announced the further distribution of the \$50,000,000 allocated to the Charging Infrastructure Deployment Fund to programs and initiatives to support the implementation of the 2022 Climate Act.⁴

Multi-Year Spending Plan

The programs and initiatives to which the Charging Infrastructure Deployment Fund was distributed were informed by the first biennial report to the General Court of Massachusetts issued by EVICC in accordance with Section 179 of the 2022 Climate Act on August 11, 2023 (First EVICC Assessment). Section 179 of the 2022 Climate Act directs both the composition of the biennial EVICC reports to the General Court and the use of the Charging Infrastructure Deployment Fund. The uses of the Charging Infrastructure Deployment Fund were also informed by discussions at the November 30, 2023, EVICC Public Meeting.⁵

The following programs and initiatives run by the Department of Energy Resources (DOER) Leading By Example (LBE) division, the Division of Capital Asset Management and Maintenance (DCAMM), the Division of Standards (DOS), MassCEC, and EEA were awarded funding through the Charging Infrastructure Deployment Fund on February 7, 2024:

State Agency	Funding Amount	Funding Purpose
DCAMM	\$9,500,000.00	Deployment of EV chargers to support state fleet electrification
DOER LBE	\$1,500,000.00	Deployment of EV chargers to support state fleet electrification
MassCEC	\$38,000,000.00	Development and implementation of novel EV charging programs to unlock high impact opportunities and/or to fill market gaps in alignment with the First EVICC Assessment
DOS	\$604,000.00	Procurement of EV charger accuracy testing equipment for field use, including four (4) test units, two (2) AC-only emulators, and two (2) AC/DC emulators. Additional funding to upfit an EV for use by DOS compliance officers.
EEA	\$396,000.000	Support the analytical needs of EVICC
Total	\$50,000,000.00	

Since the initial allocations, slight changes to the funding allocations have been made based on actual costs and opportunities to better align the use of funding with the First EVICC Assessment and the 2022 Climate Act, as discussed in the below sections. The below table shows the modified allocations as of July 8, 2025, with the changes modified in red text:

⁴ See, EEA Press Release, February 7, 2024, available at: <https://www.mass.gov/news/healey-driscoll-administration-announces-50-million-investment-in-electric-vehicle-charging-infrastructure>.

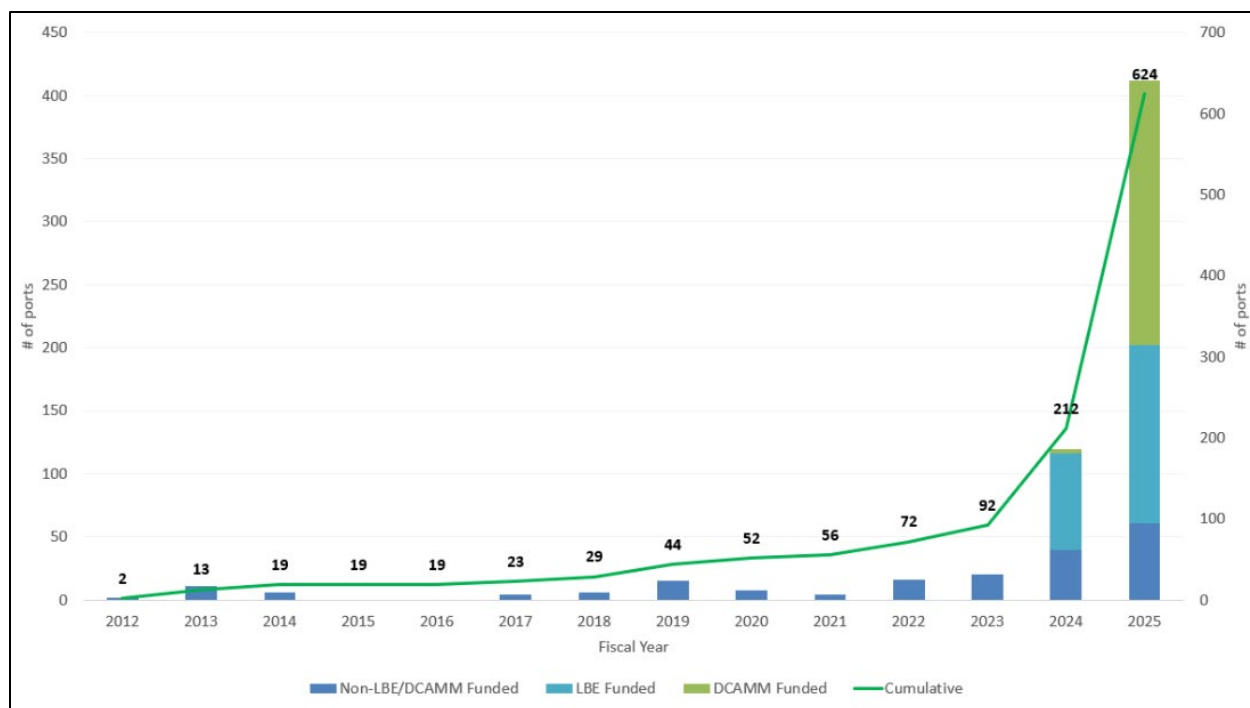
⁵ See, Meeting Agenda, November 30, 2023 EVICC Public Meeting, available at: <https://www.mass.gov/doc/november-30-2023-evicc-meeting-agenda/download>.

State Agency	Funding Amount	Funding Purpose
DCAMM	\$9,500,000.00	Deployment of EV chargers to support state fleet electrification
DOER LBE	\$1,518,244.00	Deployment of EV chargers to support state fleet electrification
MassCEC	\$37,777,661.00	Development and implementation of novel EV charging programs to unlock high impact opportunities, to fill market gaps, and/or to support replicable, equity-focused demonstration projects in alignment with the First EVICC Assessment
DOS	\$586,095.00	Procurement of EV charger accuracy testing equipment for field use, including four (4) test units, two (2) AC-only emulators, and two (2) AC/DC emulators. Additional funding to upfit an EV for use by DOS compliance officers.
EEA	\$618,000.000	Support the analytical needs of EVICC
Total	\$50,000,000.00	

Charging for state fleets – DCAMM and DOER LBE

As of June 30, 2025, DCAMM has allocated all of its \$9,500,000 and DOER LBE had allocated approximately \$23,000. In total, DCAMM and DOER LBE have funded 452 EV charging ports, inclusive of all funding sources, as shown the below table. The subsequent figure shows the number of EV charging ports to support state fleets deployed between January 1, 2012, and June 30, 2025, which highlights the considerable impact of the Charging Infrastructure Deployment Fund funding on the Commonwealth’s ability to support electrification of its fleet.

Program	Funding Source(s)	Amount Awarded	Ports Funded
DCAMM	American Rescue Plan Act (ARPA)	\$9,500,000	212
LBE	ARPA, Regional Greenhouse Gas Initiative (RGGI), Fiscal Year (FY) 24 Capital Investment Plan (CIP), FY25 CIP	\$3,336,987	240
Total		\$12,836,987	452



Innovative charging programs – MassCEC

MassCEC was allocated close to \$38,000,000⁶ through the Charging Infrastructure Deployment Fund to develop and implement novel EV charging programs to unlock high impact opportunities, to fill market gaps, and/or to support replicable, equity-focused demonstration projects in alignment with the First EVICC Assessment. The MassCEC programs and initiatives funded by the Charging Infrastructure Deployment Fund are summarized below. All five programs address an EV charging need or high impact opportunity identified in the First EVICC Assessment, including the need to support charging for residents without access to off-street charging and in environmental justice populations.⁷

Program / Initiative	Funding Amount ⁸	Program / Initiative Purpose
On-Street Charging Solutions	\$12.28 million	Support residential charging for EV drivers without off-street charging
Ride Clean Mass: Transportation Network Company (TNC) Charging Hubs Program	\$8 million	Charging for rideshare drivers
Vehicle-to-Everything	\$6.96 million	Utilizing EVs as grid resources
Mobile Charging for Medium- and Heavy-Duty (MHD) Vehicles	\$6.03 million	Novel charging solution for MHD fleets to address common barriers
Accelerating Clean Transportation for All Round 2 (ACT4All 2)	\$4.5 million	Multiple equity focused novel applications / business models

⁶ The MassCEC ACT4All 2 projects were funded through adjustments to the budget for the other MassCEC programs, which resulted in a similarly overall allocation to MassCEC from the Charging Infrastructure Deployment Fund of approximately \$38 million.

⁷ See, First EVICC Assessment, pp.54-59, available at: <https://www.mass.gov/doc/evicc-final-assessment/download>.

⁸ The funding amounts included in the table sum to \$37,770,000, which is slightly below the actual allocation of \$37,777,661.00 due to rounding.

More information on each MassCEC program and initiative can be found in the second biennial report to the General Court of Massachusetts issued on August 11, 2025 (Second EVICC Assessment).⁹

Accuracy testing – DOS

As of June 30, 2025, DOS spent \$443,674 of its funding allocated under the Charging Infrastructure Deployment Fund. This funding supported the purchase of four (4) EV charger test units, two (2) AC-only emulators, and two (2) AC/DC emulators and to upfit an EV so that it could transport the EV accuracy testing equipment.

EVICC analysis – EEA

As of the drafting of this report, EEA has spent all of the funding allocated under the Charging Infrastructure Deployment Fund to support EVICC’s analytical work. This funding was used to develop and issue follow-on analysis from the First EVICC Assessment related to long-distance travel charging needs,¹⁰ analysis on the potential benefits of managed electric vehicle charging,¹¹ and the Second EVICC Assessment.

Timeline for Expending Funds

Charging for state fleets – DCAMM and DOER LBE

As noted above, all but approximately \$23,000 of the funding allocated to DCAMM and DOER LBE had been allocated as of June 30, 2025. EEA anticipates all of the funding allocated to DCAMM and DOER LBE to be expended within the fiscal year (i.e., on or before June 30, 2026).

Innovative charging programs – MassCEC

MassCEC has stood up each of the programs and initiatives for which it was allocated funding under the Charging Infrastructure Deployment Fund, including hiring program administrators where applicable. Each program is at a slightly different place in the distribution of funds with both the On-Street Charging Program and the Mobile Charging Program having awarded funding to specific programs.¹² EEA understands that MassCEC is on track to expend all allocated funding by December 31, 2026.

Accuracy testing – DOS

As of July 8, 2025, approximately \$81,000 of the funding allocated to DOS was uncommitted. EEA understands that DOS does not plan to utilize these funds and, thus, will timely reallocate such funds to ensure their use by December 31, 2026.

⁹ See, Second EVICC Assessment, pp. 44-46, available at: <https://www.mass.gov/doc/complete-second-assessment-of-the-electric-vehicle-infrastructure-coordinating-council/download>.

¹⁰ See, Synapse Energy Economics, Inc. Presentation, EVICC Public Meeting, June 5, 2024, available at: <https://www.mass.gov/doc/synapse-presentation-at-evicc-june-5-2024/download>.

¹¹ See, Synapse Energy Economics, Inc. Presentation, EVICC Public Meeting, June 4, 2025, pp.20-26, available at: <https://www.mass.gov/doc/evicc-meeting-deck-june-4-2025-0/download>. See also, Second EVICC Assessment, Chapter 5 and Appendix 7, available at: <https://www.mass.gov/doc/complete-second-assessment-of-the-electric-vehicle-infrastructure-coordinating-council/download>.

¹² See, MassCEC Press Release, July 1, 2025, available at: <https://www.masscec.com/press/masscec-selects-36-municipalities-and-2-commercial-fleets-expand-ev-charging-solutions-across>.

EVICC analysis – EEA

EEA has spent all of the funding allocated to support EVICC’s analytical work.

Equity Plan

As discussed above, funding under the Charging Infrastructure Deployment Fund was allocated in accordance with Chapter 179 of the 2022 Climate Act and the First EVICC Assessment, which included significant discussion on the need for and approaches to supporting EV charging infrastructure deployment for underserved residents, e.g., residents without access to off-street charging, and in environmental justice communities.¹³ This analysis not only informed the selection of the programs and initiatives that were awarded funding under the Charging Infrastructure Deployment Fund, but guide their implementation.

The MassCEC programs, particularly the On-Street Charging, TNC Charging Hub, and ACT4All (Round 2) demonstration project directly support the equity gaps identified in the First EVICC Assessment. Further, the initial lessons learned from these programs highlight some of the ways that equity has been considered in the implementation of these programs.¹⁴ MassCEC plans to develop and issue public resources that capture the final lessons learned from these projects in the second half of 2026, which will include specific lessons learned and considerations for future programs related to environmental justice populations and equity.

Publicly Available Resources

More information related to EVICC and the above programs and initiatives can be found in the resources listed below.

EVICC

- EVICC website: <https://www.mass.gov/info-details/electric-vehicle-infrastructure-coordinating-council-evicc>
- First EVICC Assessment website: <https://www.mass.gov/info-details/electric-vehicle-infrastructure-coordinating-council-evicc#initial-assessment>
- Second EVICC Assessment website: <https://www.mass.gov/info-details/electric-vehicle-infrastructure-coordinating-council-evicc#second-assessment>

MassCEC EV charging programs

- EV charging programs landing page: <https://www.masscec.com/masscec-focus/clean-transportation/electric-vehicle-charging-infrastructure>
- ACT4All 2 website: <https://www.masscec.com/program/accelerating-clean-transportation-all-act4all-round-2>

¹³ See, First EVICC Assessment, pp.54-59, available at: <https://www.mass.gov/doc/evicc-final-assessment/download>.

¹⁴ See, Second EVICC Assessment, Appendix 6, available at: <https://www.mass.gov/doc/complete-second-assessment-of-the-electric-vehicle-infrastructure-coordinating-council/download>.