

2026 ANNUAL MEETING

# ENVIRONMENTAL CONSULTATION

April 2, 2026



# AGENDA

## Environmental Consultation Overview

## TIP Project Screening & Selection

- Project #613097 - Spencer/East Brookfield, Intersection Improvements at Route 9 & Route 49
- Congestion Mitigation Air Quality (CMAQ) Program Overview

## UPWP Updates

- Culvert Assessment Program Updates
- Dams Inventory & Analysis

## Long Range Transportation Plan (LRTP)

- EV Charging Stations Dashboard - Version 2.1 & 2.2 Updates

## Guest Presentation

- Massachusetts EV Charging Programs & Initiatives 2026

# OVERVIEW

## Environmental Consultation Overview

- **Early Coordination**
  - Develop strategies to discuss environmental aspects of LRTP and TIP with stakeholders and public.
- **Environmental Resource Analysis**
  - Review environmental, cultural, and community resources and data.
  - Create candidate project locations and maps.
- **Mitigation**
  - Understand the affected environment and assess transportation impacts throughout project development.
  - Minimize the impacts from the project by limiting the degree and magnitude of the action and its implementation.
- **Consultation**
  - MPOs consult with regulatory agencies responsible for natural resources, environmental protection, and historical conservation concerning development of transportation plans.
  - Includes a discussion of potential mitigation activities.
- **Planning Integration**
  - Use feedback from consultation, LRTP, and TIP public outreach to select and program transportation projects, policies, or initiatives to minimize environmental impacts.



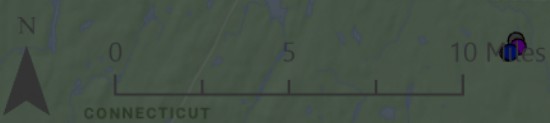
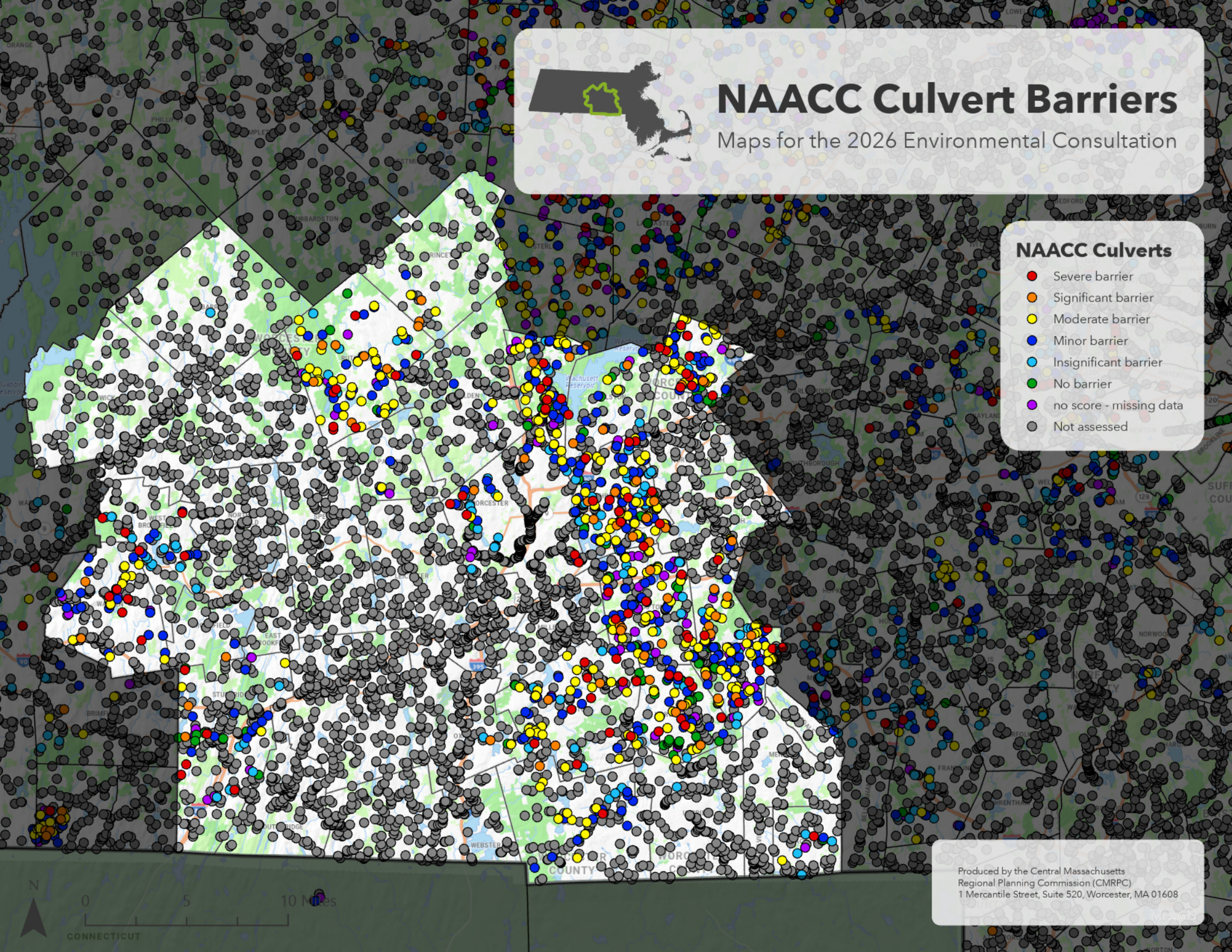


# NAACC Culvert Barriers

Maps for the 2026 Environmental Consultation

**NAACC Culverts**

- Severe barrier
- Significant barrier
- Moderate barrier
- Minor barrier
- Insignificant barrier
- No barrier
- no score - missing data
- Not assessed



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# FEMA Flood Zones

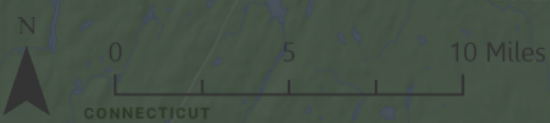
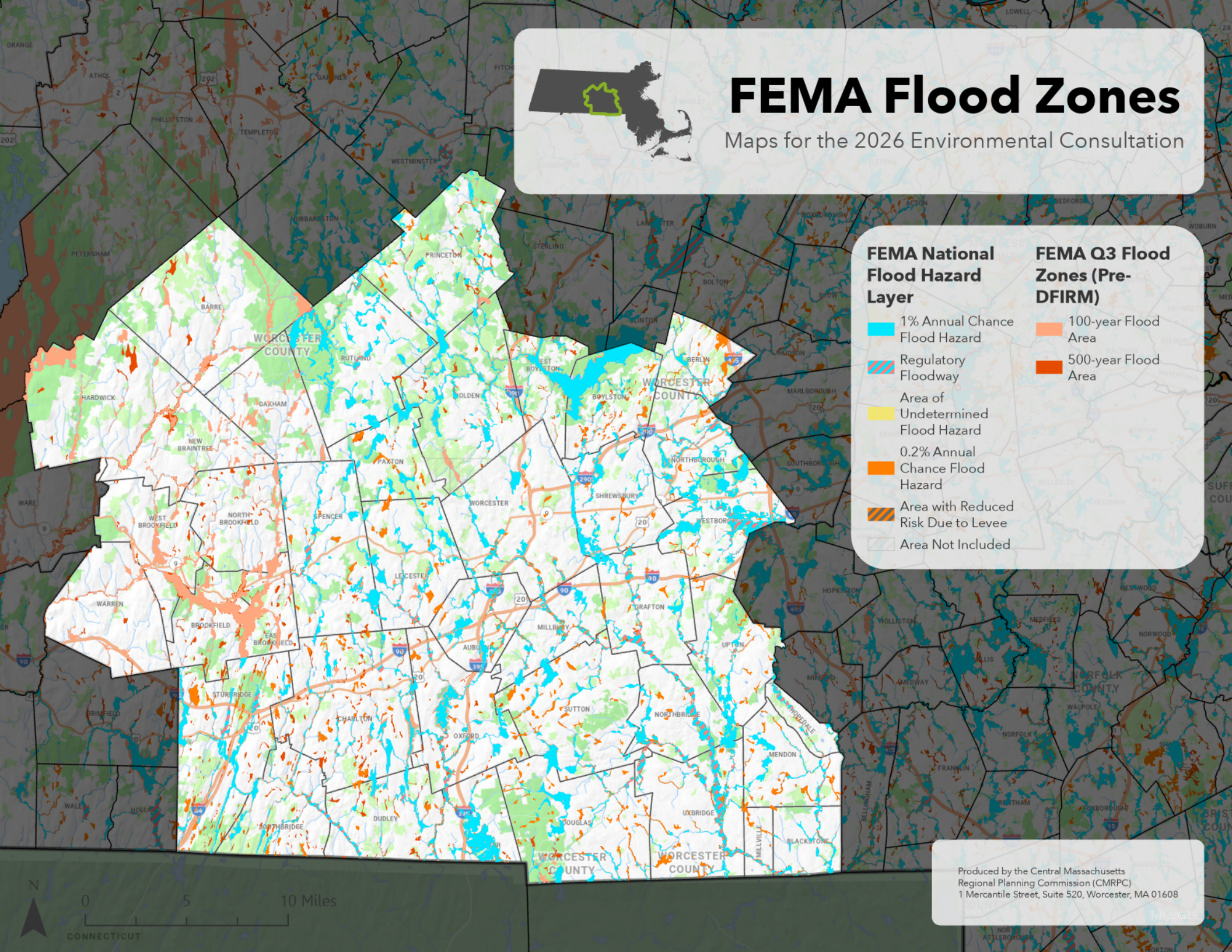
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- 0.2% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee
- Area Not Included

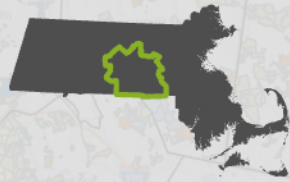
## FEMA Q3 Flood Zones (Pre-DFIRM)

- 100-year Flood Area
- 500-year Flood Area



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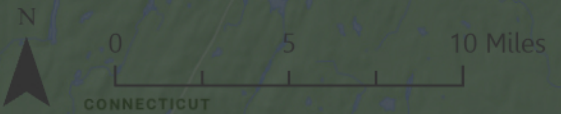
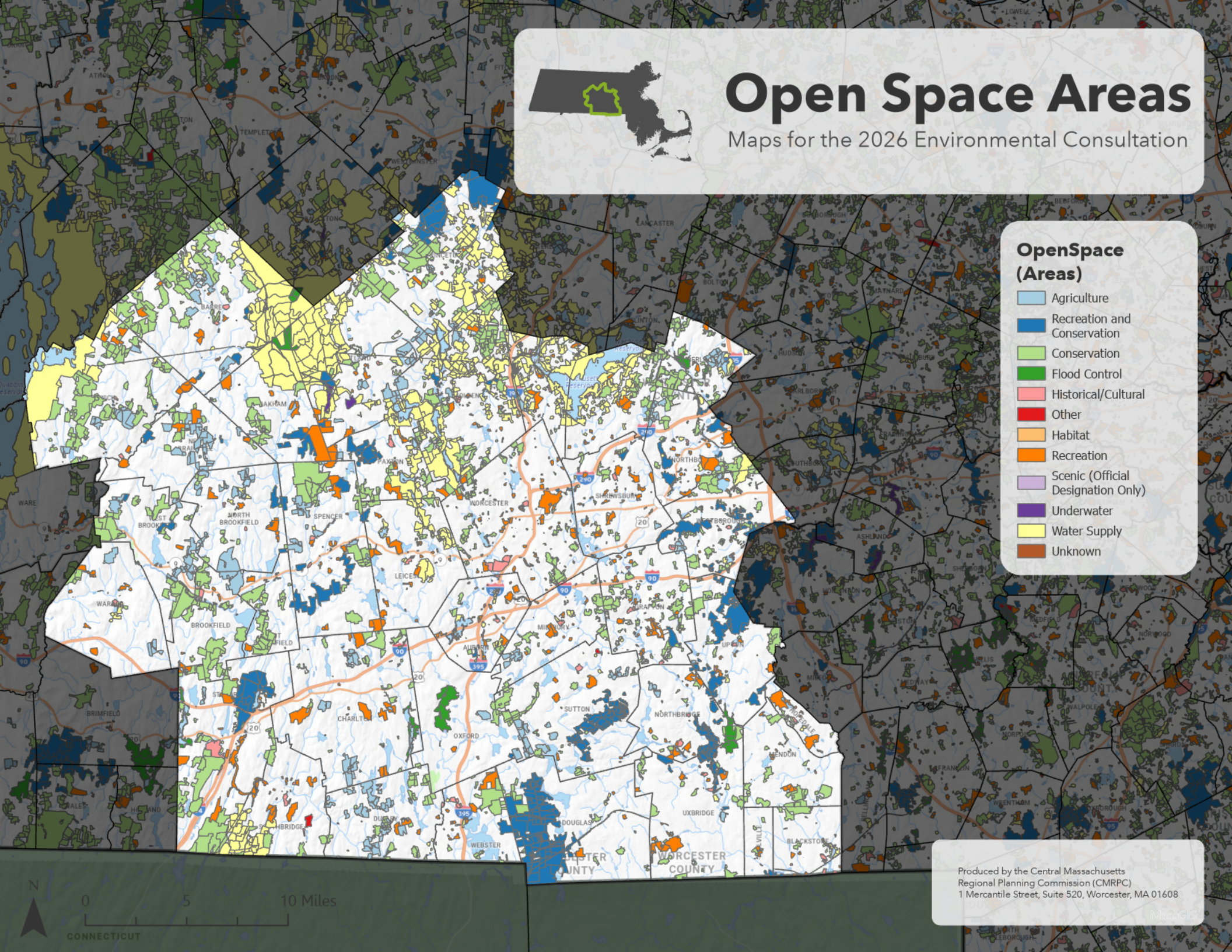


# Open Space Areas

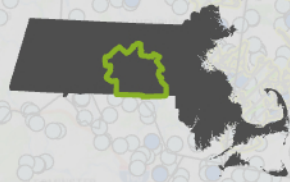
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## OpenSpace (Areas)

- Agriculture
- Recreation and Conservation
- Conservation
- Flood Control
- Historical/Cultural
- Other
- Habitat
- Recreation
- Scenic (Official Designation Only)
- Underwater
- Water Supply
- Unknown




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
# NHESP Wildlife

Maps for the 2026 Environmental Consultation

## NHESP Estimated Habitats of Rare Wildlife

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## NHESP Priority Habitats of Rare Wildlife

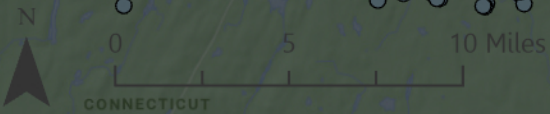
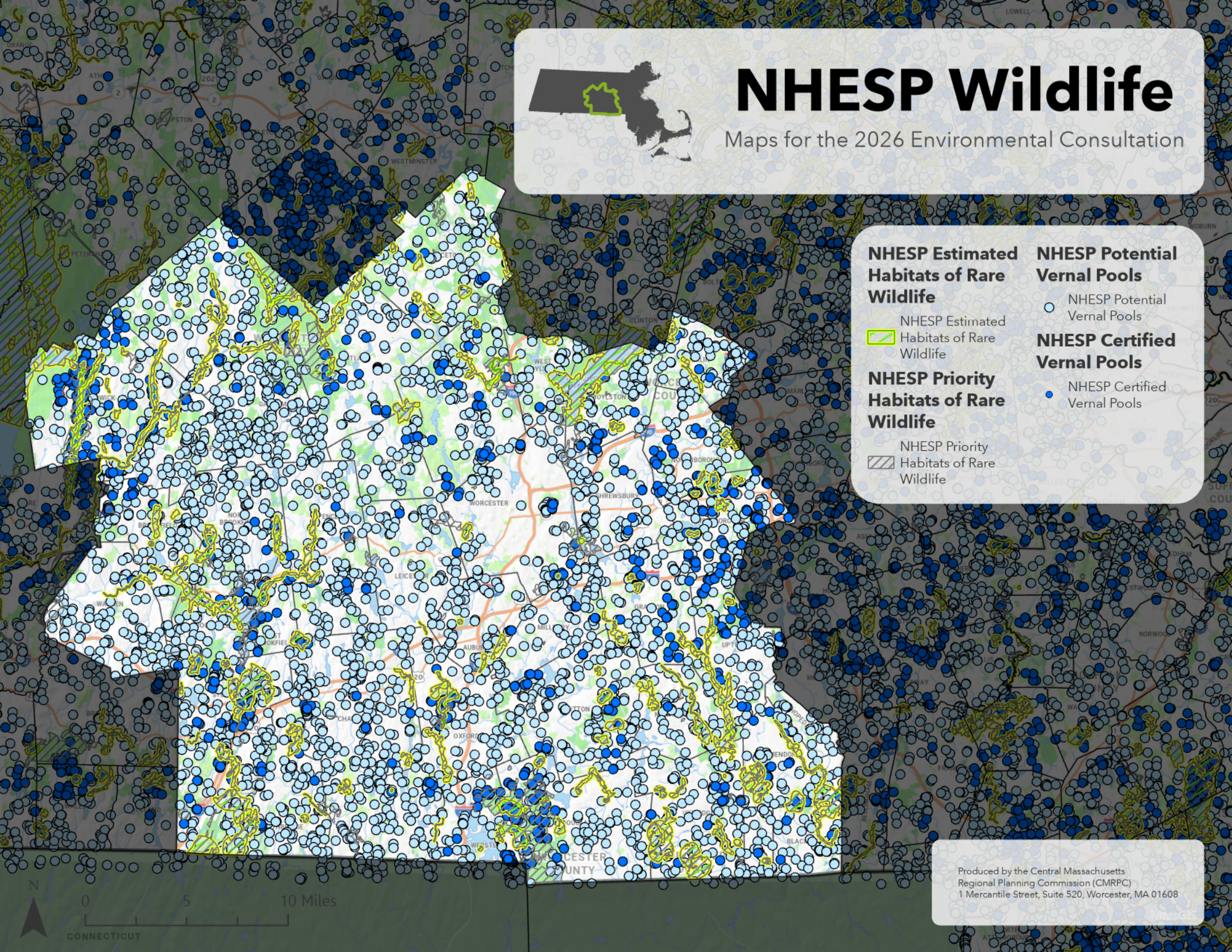
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## NHESP Potential Vernal Pools

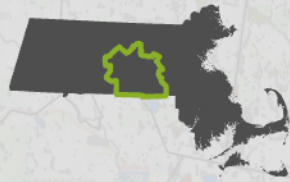
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## NHESP Certified Vernal Pools

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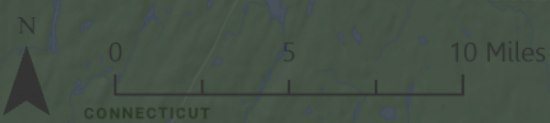
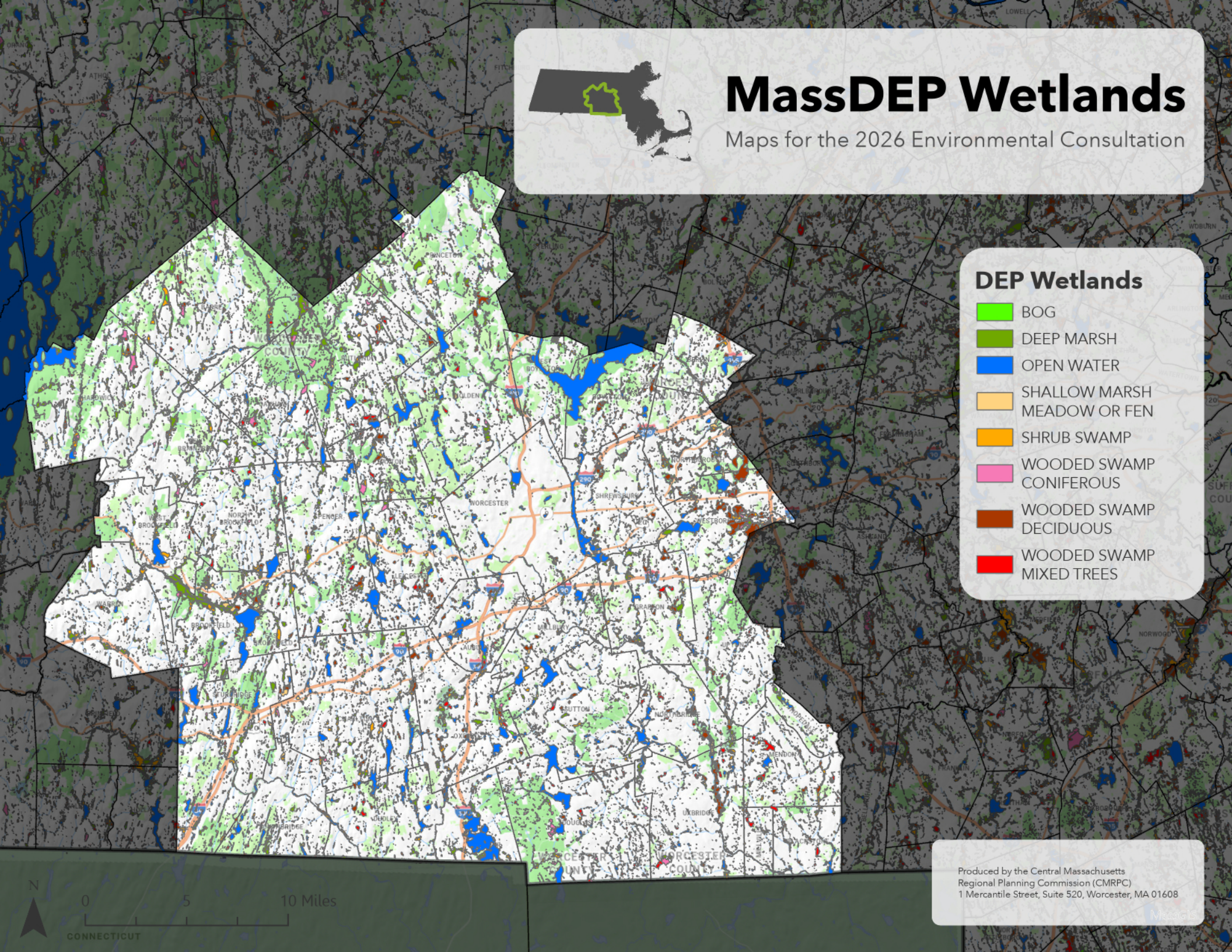


# MassDEP Wetlands

Maps for the 2026 Environmental Consultation

## DEP Wetlands

-  BOG
-  DEEP MARSH
-  OPEN WATER
-  SHALLOW MARSH  
MEADOW OR FEN
-  SHRUB SWAMP
-  WOODED SWAMP  
CONIFEROUS
-  WOODED SWAMP  
DECIDUOUS
-  WOODED SWAMP  
MIXED TREES



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# MAPIT TOOL

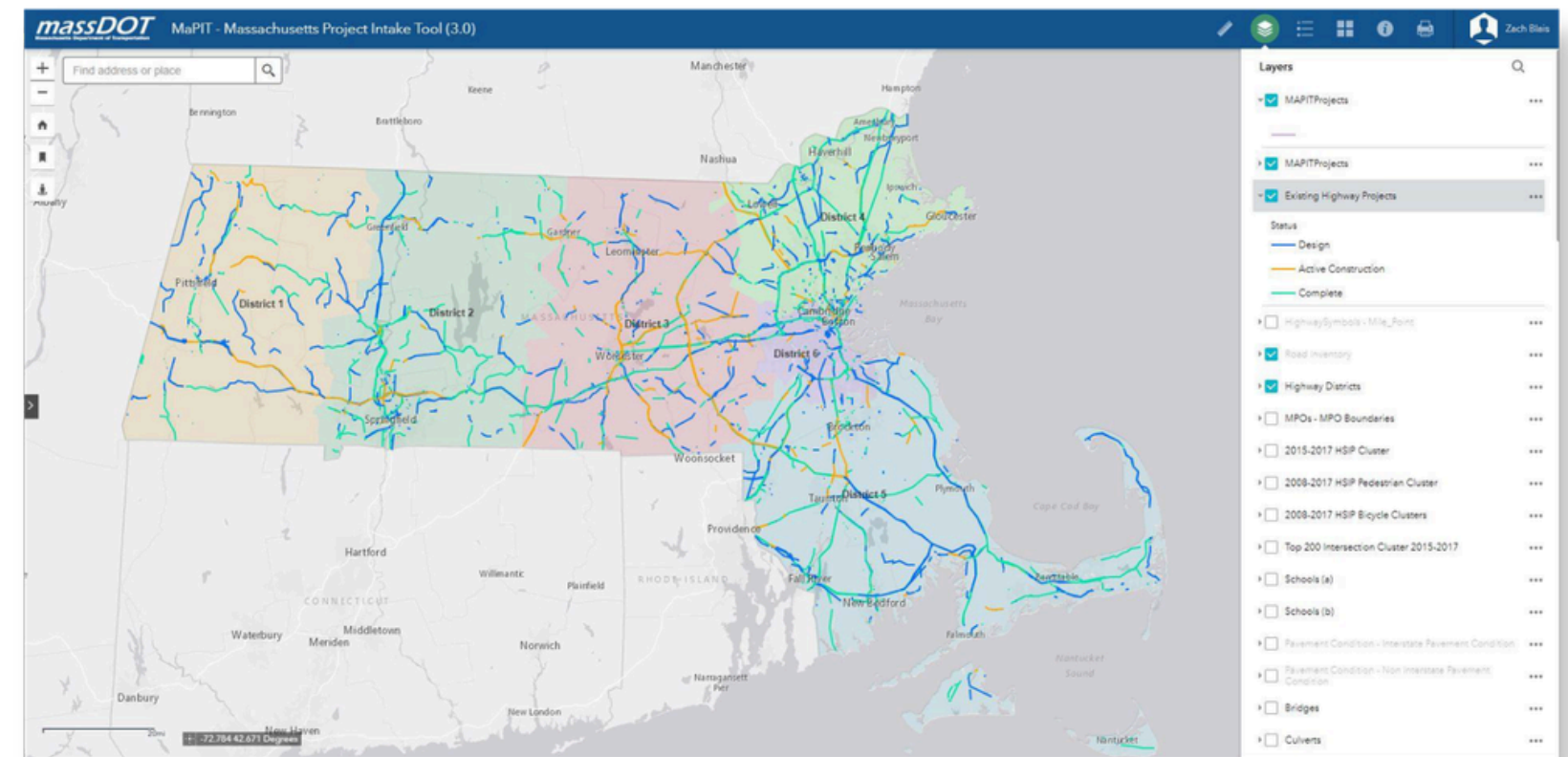
## Massachusetts Project Intake Tool (MaPIT)

MassDOT initiates new project proponents through a 3-step process using the online [MaPIT tool](#):

1. **Project Need** - project proponent identifies the needs of the project
2. **Project Initiation** - project proponent works with MassDOT to define scope, costs, timeline, impacts, and responsibilities
3. **Project Review Committee** - MassDOT submits projects to the Project Review Committee for approval

A GeoDOT account is required to use MaPIT and initiate new project proponents.

[Request a GeoDOT Account](#)

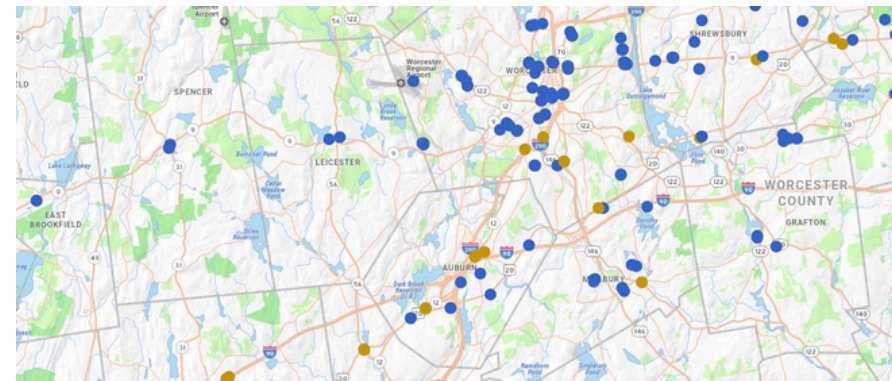


# PROJECT SCREENING



## LRTP

A 25-year regional vision integrating all transportation modes adhering to and supporting federal, state, and regional legislation and performance management goals.



## PROJECT SCREENING

Performance-based planning assessment of candidate projects (i.e. Environmental Consultation GIS analysis).

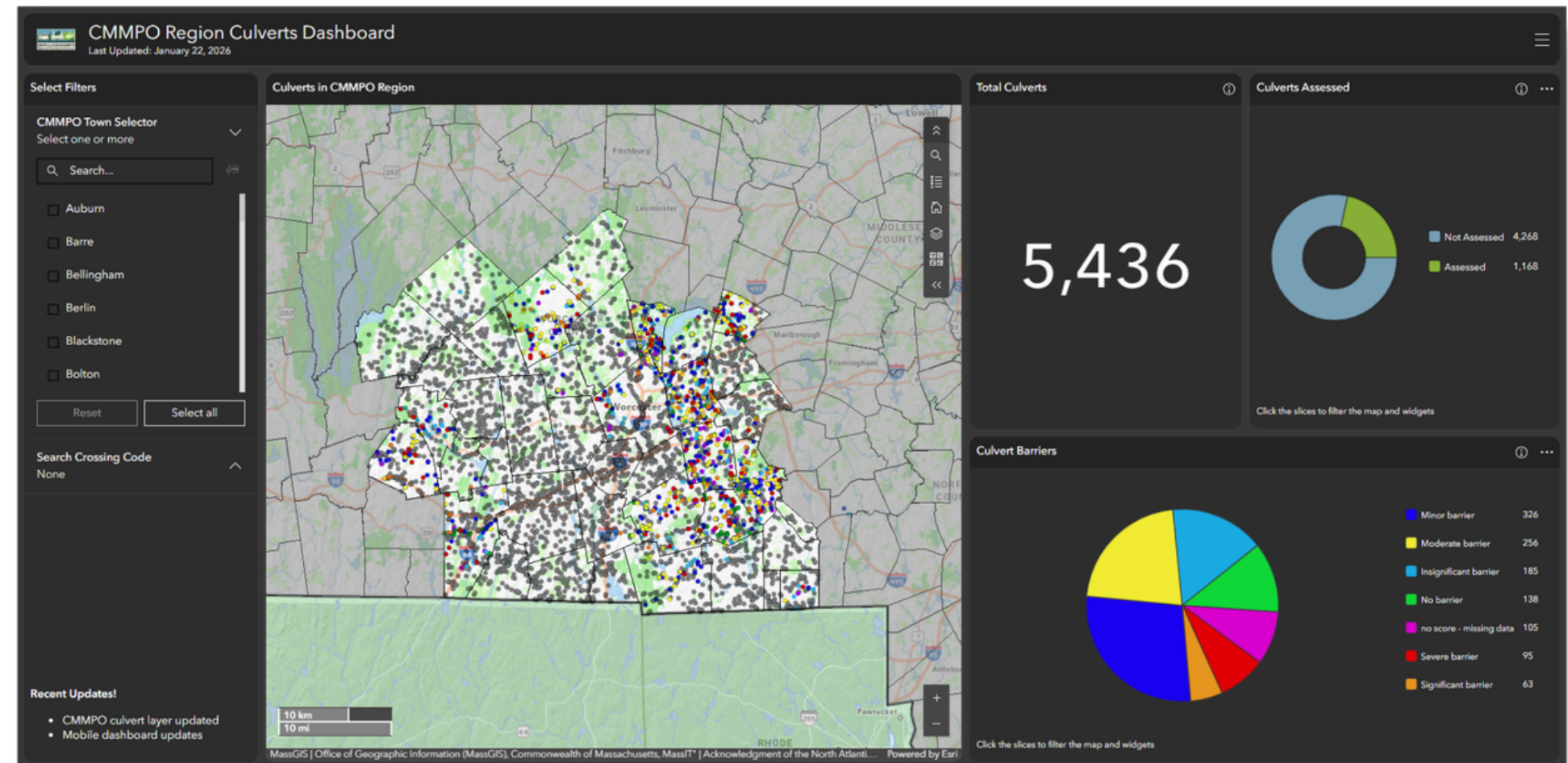


## TIP

CMMPO Advisory Committee and other committees consider proposed TIP highway/transit project listings and make recommendations to the CMMPO.

# CMRPC RESOURCES

- Technical grant writing support
- ArcGIS Online Tools
- NAACC Culvert Assessments
- Other data collection services (traffic counts)

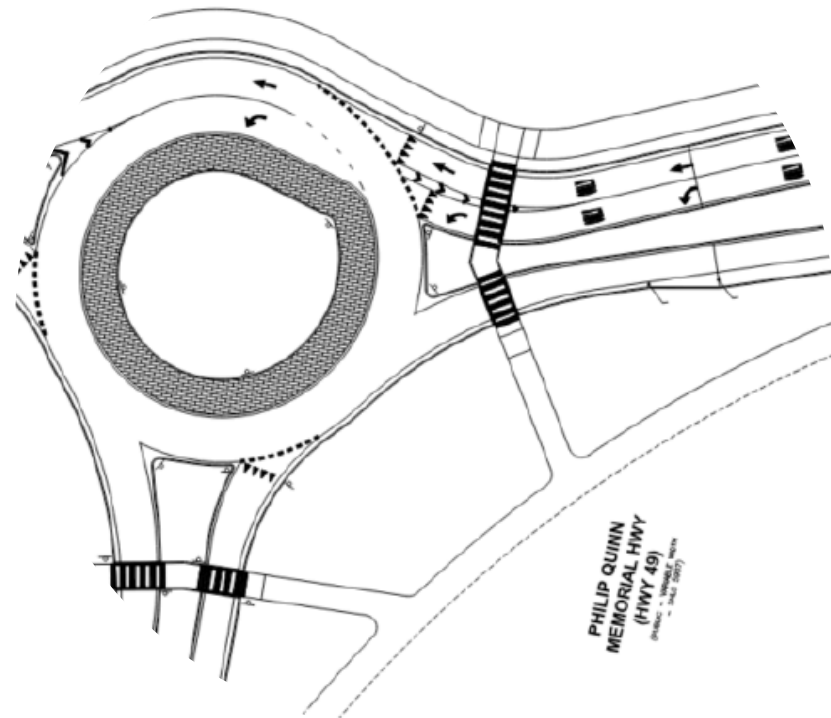


# TIP PROJECT SCREENING & SELECTION

## Project #613097 - Spencer/East Brookfield, Intersection Improvements at Route 9 and Route 49

### Existing Conditions

- Lack of pedestrian facilities
- Lack of bicycle accommodations
- Poor drainage
- High vehicle speeds/large intersection
- Route 49 - poor level of service (LOS)/long delays



### Proposed Improvements

- Construction of a roundabout
- Improved bike and pedestrian accommodations
  - 5' wide sidewalks along Route 9 and a shared-use path at the roundabout
  - 5' buffered bicycle lanes along Route 9 and a shared-use path at the roundabout
- Lighting improvements
- Upgrades to pavement, drainage, pavement markings, and signage

### Current Cost of Project

\$13,227,859



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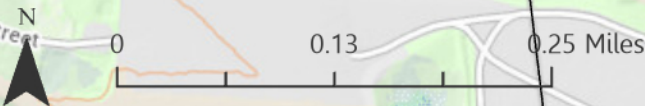
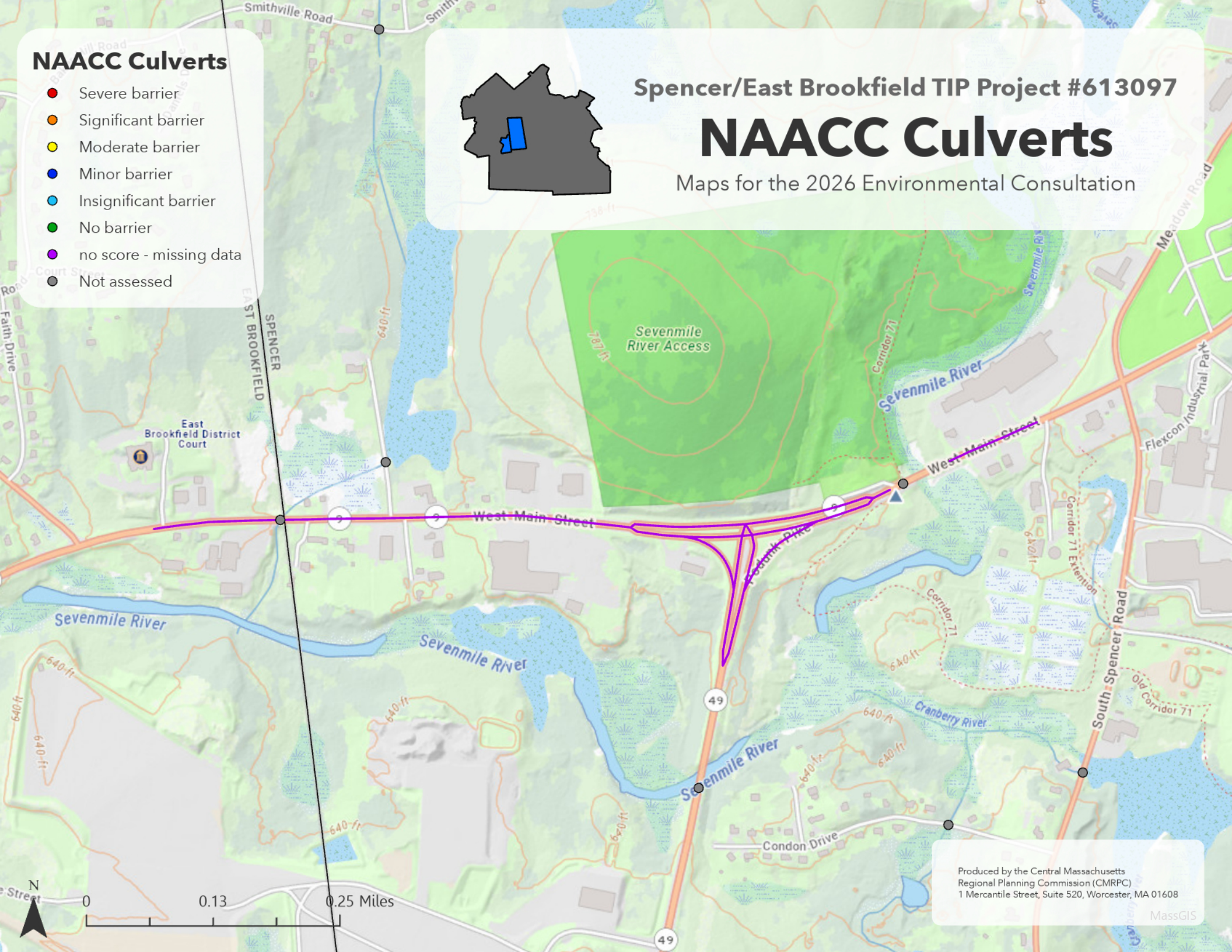
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Spencer/East Brookfield TIP Project #613097

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MassGIS

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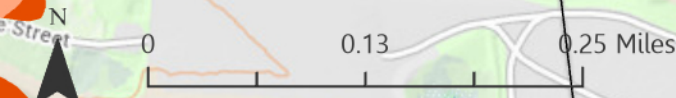
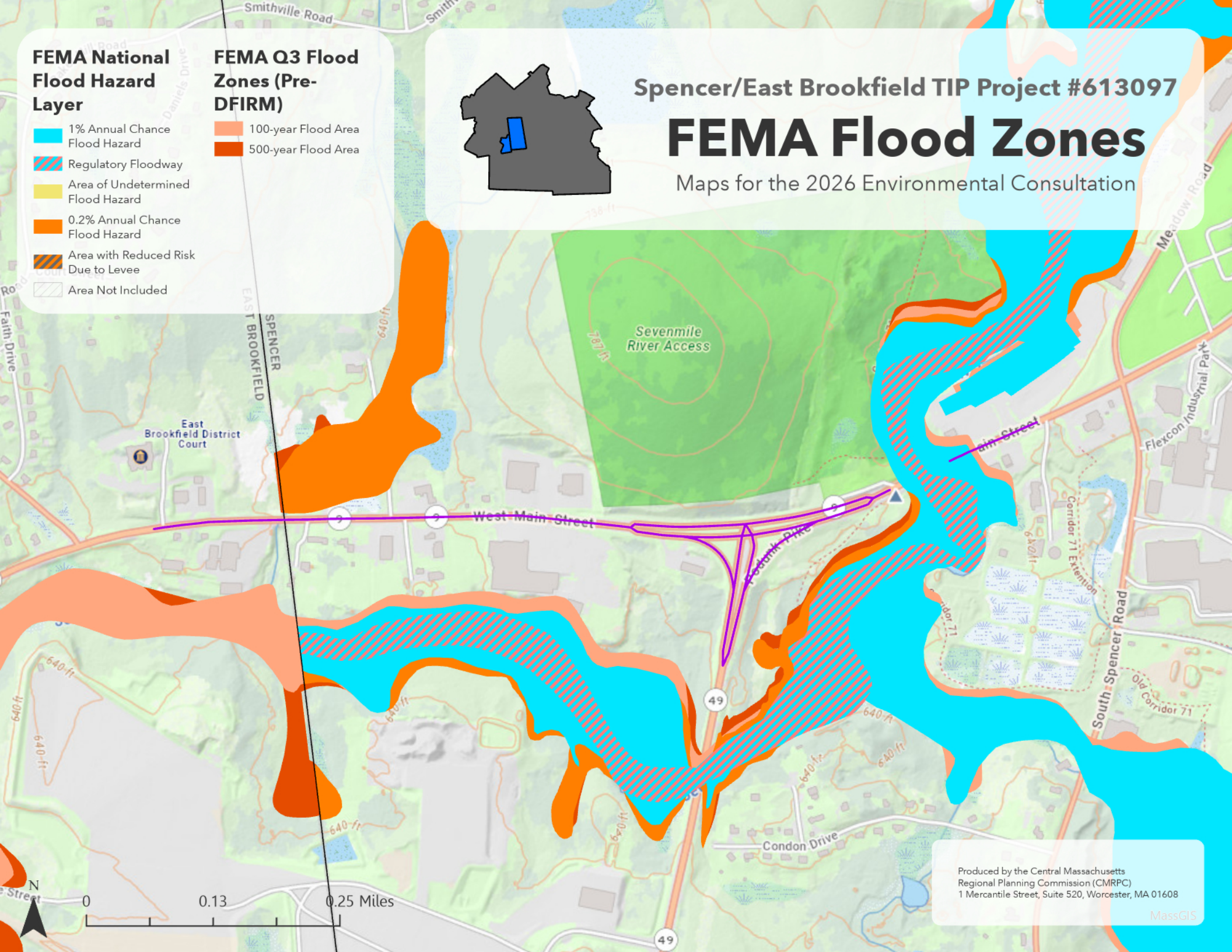
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# FEMA Flood Zones

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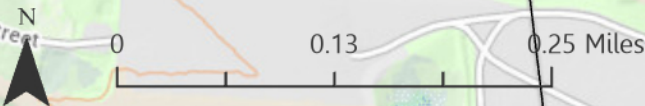
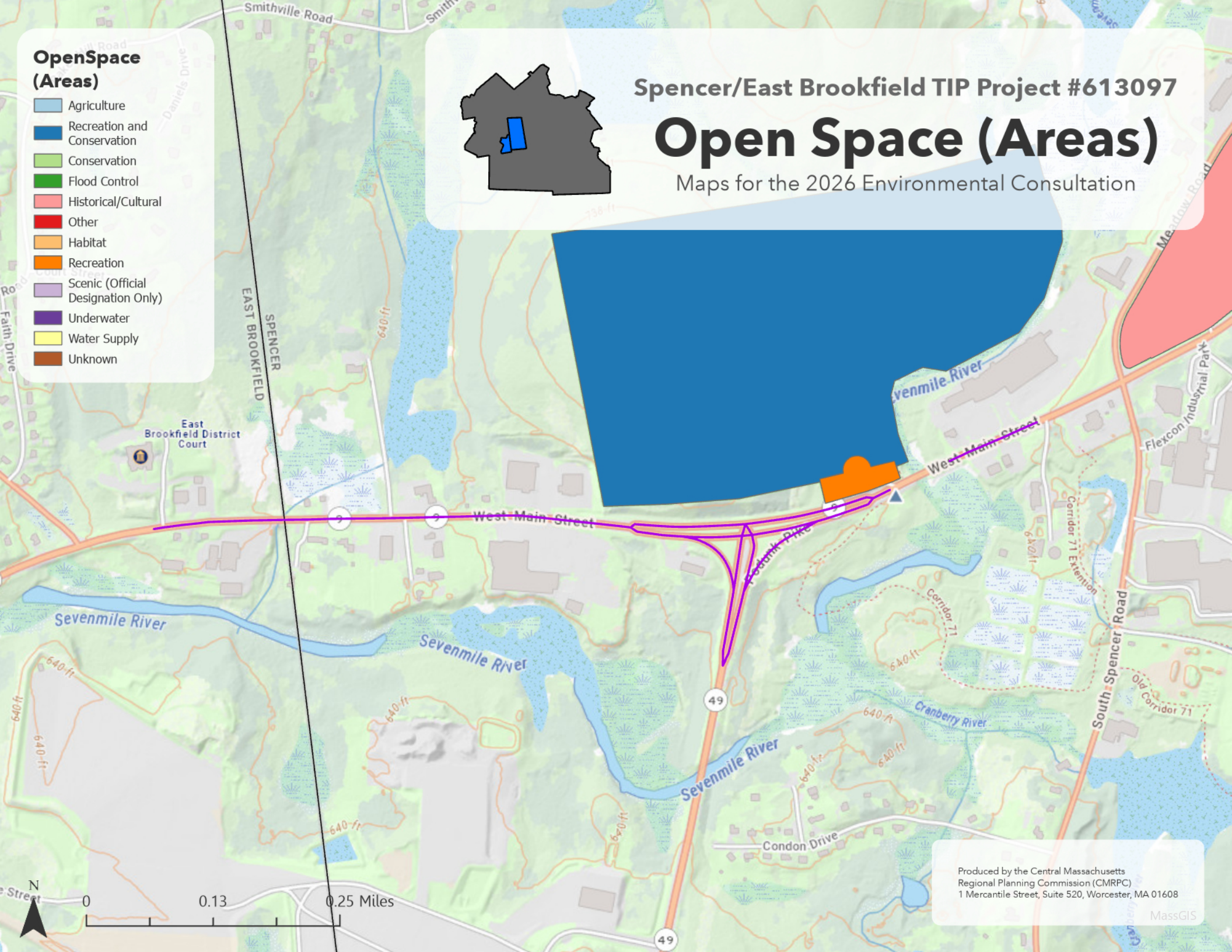
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Spencer/East Brookfield TIP Project #613097

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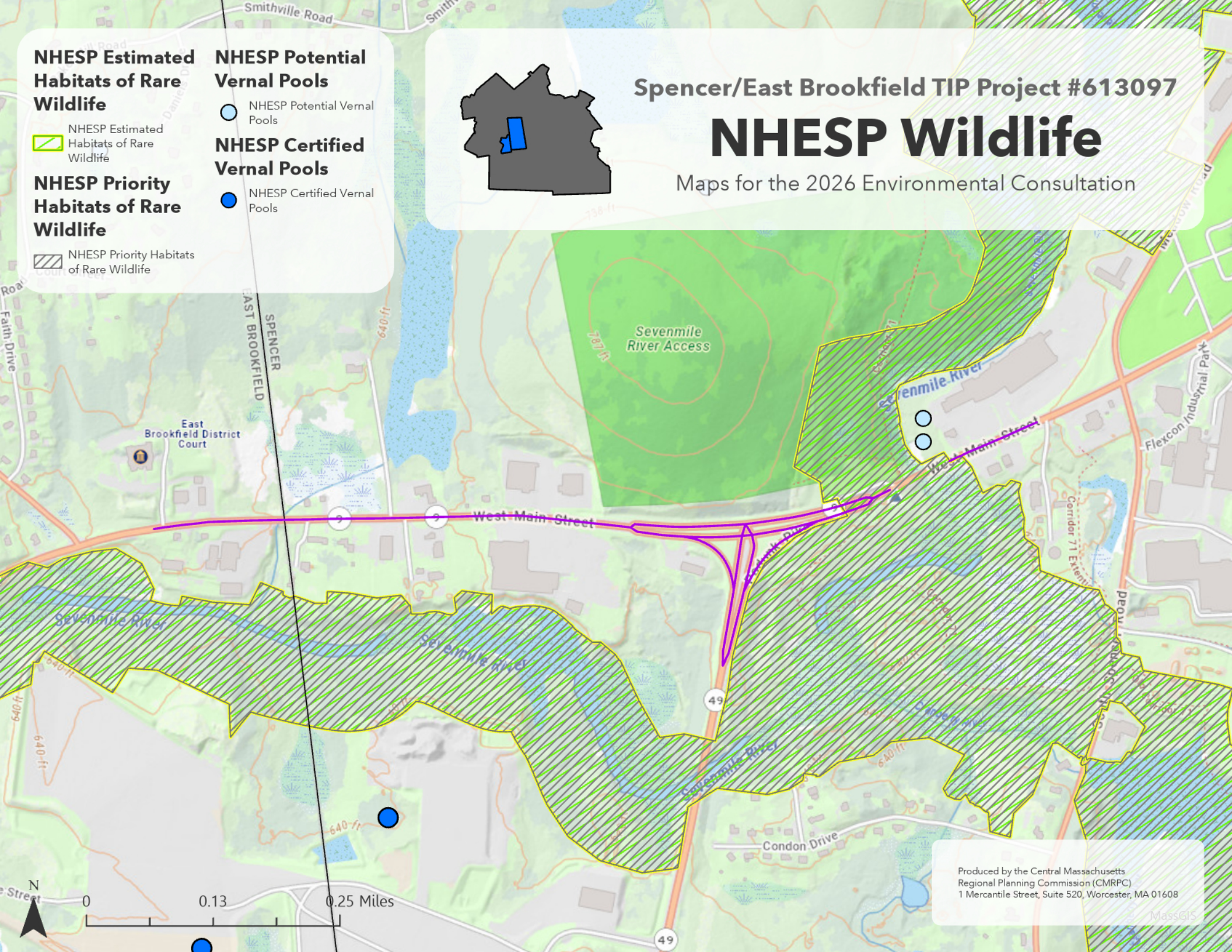
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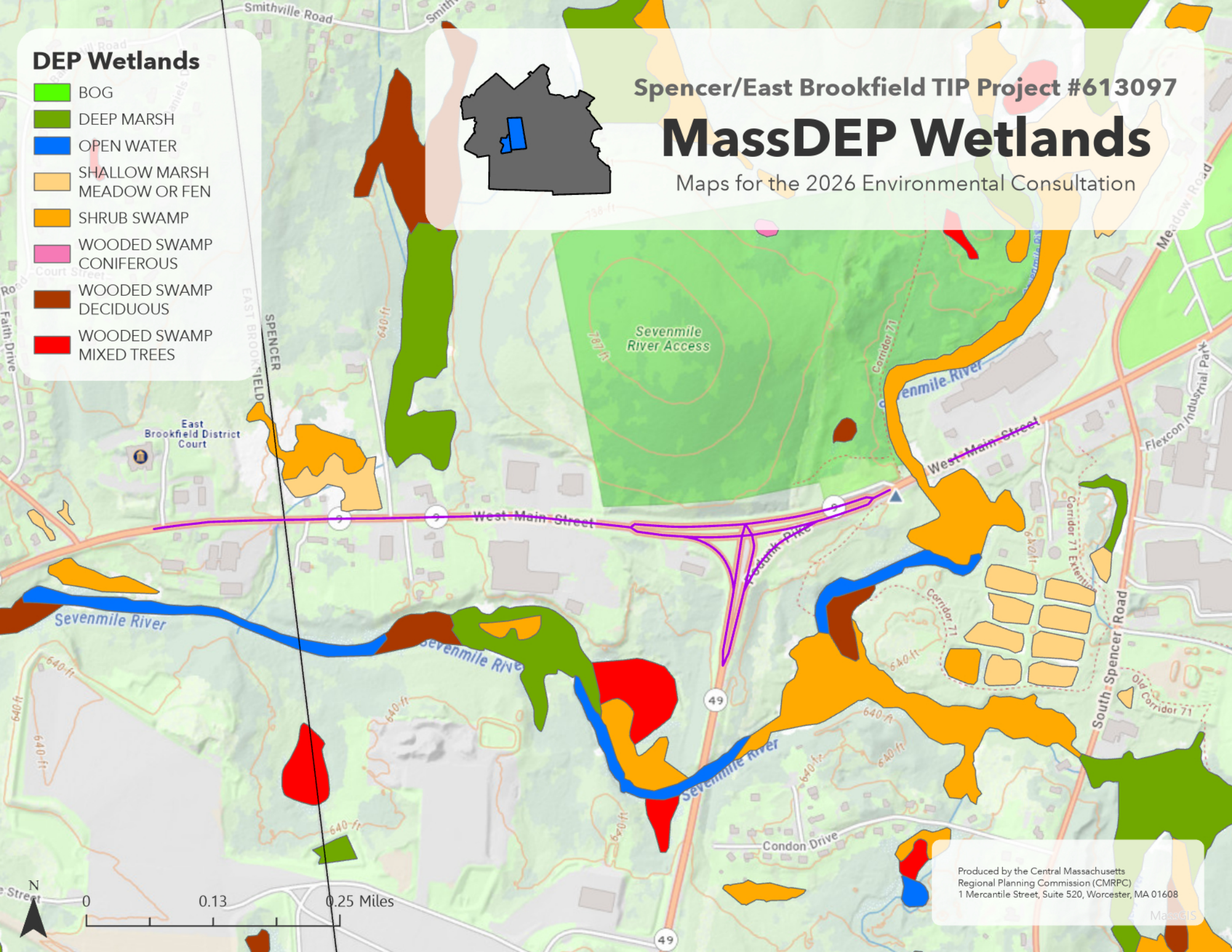
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MassGIS

# CMAQ Congestion Mitigation Air Quality

## Examples of CMAQ Eligible Projects & Programs

- Alternative fuels & vehicles
- Bicycle & pedestrian facilities/programs
- Diesel engine replacement or retrofit
- Electric vehicles & charging
- Idle reduction
- Intermodal freight facilities & port improvements
- Improvements to locks & dams & marine highways
- Operating assistance
- Transit improvements
- Transportation control measures
- Transportation Management Associations (TMA)
- Travel Demand Management
- Shared Micromobility

## Recently Approved CMAQ Projects & Savings

PROJECT ID#	Project	Location	Approval Date	TIP Year	CMAQ Approved Funds	Total Funds	Type	VOC Savings (kg/per year)	NOx Savings (kg/per year)	CO Savings (kg/per year)
605740	Winthrop/Providence/Vernon/Granite St Improvements	Worcester	3/29/16	2017	\$1,305,638	\$3,853,939	Traffic Flow	20.6	54.8	242.7
603251	Holden St/Drummond Ave/Shore Dr Intersection Improvements	Worcester	3/29/16	2017	\$2,705,655	\$2,705,655	Traffic Flow	135.2	360.2	1596.5
602740	Main St Resurfacing	Shrewsbury	11/10/16	2017	\$2,000,000	\$6,278,484	Traffic Flow	158.3	158.9	1963.5
606206	Charlton St Reconstruction	Oxford	11/10/16	2017	\$1,000,000	\$5,722,150	Traffic Flow	0.1	0.4	5.7
606125	High St/Hopkinton Rd Reconstruction	Upton	4/4/18	2019	\$3,411,395	\$6,386,655	Traffic Flow	23.4	22.6	331.5
	WRTA Demand Resonse Rideshare Service Pilot	Westborough	3/4/20	2021	\$632,032	\$632,032	New Service	3.3	6.1	107.7
608778	Route 20 Reconstruction	Charlton/Oxford	1/22/21	2022	\$3,586,719	\$74,197,812	Traffic Flow	13.6	32.3	643.3
602659	Downtown Improvements	Southbridge	4/26/21	2024	\$2,000,000	\$4,418,779	Bike & Ped	0.4	1.1	27.5
608873	Meadow Road Rehabilitation	Spencer	4/26/21	2023	\$2,500,000	\$9,164,351	Bike & Ped	0.2	0.6	15.5
609219	Shrewsbury St & Doyle Rd Pavement Rehabilitation	Holden	4/27/22	2023	\$4,000,000	\$10,542,121	Bike/Ped & Traffic Flow	53.77	127.3	2534.9
608433	I-395 & Route 16 Intersection Improvements	Webster	3/13/23	2024	\$2,000,000	\$14,995,008	Traffic Flow	42.59	24.83	385.91
	MicroProject: Quaboag Connector New Hybrid Van	Ware	3/13/23	2024	\$75,000	\$75,000	New Bus	9.79	71.52	376.95
	MicroProject: Transit Media & Communications Campaign	Southbridge	3/13/23	2024	\$20,000	\$20,000	Education	-	-	-
608961	Intersection Improvements on Chandler St & May St	Worcester	9/13/23	2025	\$2,000,000	\$6,240,547	Traffic Flow	5.38	5.26	39.5
	MicroProject: Purchase of New Bike Racks	Worcester	2/20/24	2025	\$35,000	\$35,000	Bike & Ped	5.84	8.4	167.17
S13282	MicroProject: Transit Access Enhancements at Main & Elm	Millbury	3/27/25	2026	\$4,920	\$6,150	Transit Enhancements	-	-	-
S13283	MicroProject: Purchase of New Bike Racks	Westborough	3/27/25	2026	\$6,565	\$8,207	Bike & Ped	-	-	-
610931	Rehabilitation of Route 16	Uxbridge	1/7/26	2027	\$1,400,000	\$15,357,807	Bike & Ped	7.94	9.22	479.82
	MicroProject: Bicycle Education & Outreach	Grafton	3/19/26	2027	\$7,162	\$7,162	Education	-	-	-

<b>Total Funds</b>	\$28,690,086	\$160,646,859	<b>Total Savings</b>	480.41	883.5	8918.15
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# UPWP Unified Planning Work Program



## Culvert Assessment Program Updates

- Assessed culverts along federal-aid culverts in Blackstone
- Continued making updates to the CMMPO Culvert Assessment Program Hub
- CMMPO Culvert Assessment Program Dashboard
  - Significant updates - mobile friendly!
  - Presented as MassDOT GIS Day
- Will finish Blackstone assessments and begin assessing culverts in Oakham and New Braintree this spring

## Regional Data Collection Updates

- Rutland completed culvert assessments throughout town
- 394 culverts assessed since last year's Environmental Consultation
  - Grafton, Upton, Warren, Rutland, Berlin

**There are currently about 1,168 culverts assessed in the region.**

Barrier	2025	2024	2023	2022	2021	2020	2019
Severe	35	12	21	7	15	5	0
Significant	25	9	13	7	4	2	3
Moderate	121	25	60	17	14	12	6
Minor	130	29	77	28	35	13	11
Insignificant	53	15	55	16	27	11	8
No Barrier	47	9	74	5	2	1	0
No Score - Missing Data	66	4	23	7	3	0	1
<b>Totals</b>	<b>477</b>	<b>103</b>	<b>323</b>	<b>87</b>	<b>100</b>	<b>44</b>	<b>29</b>

# UPWP Unified Planning Work Program

## Culvert Grant Opportunities

### MassDOT Community Culvert Grant

- **Leicester** - Marshall Street Culvert Design
- **Warren** - New Reed Street Culvert Replacement
- **West Brookfield** - Route 9 Phase 3 Rehabilitation & Culvert Replacement

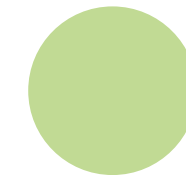
### FY27 DER Culvert Grant

- **Rutland** - Pommogussett Road Culvert Replacement
- **Leicester** - Clark Street (provided assistance)
- **Grafton (Merriam Road @ Flagg Brook) & Douglas (Webster & Wallis Street)** - Provided Letters of Support for their grant applications

## Other Grant Opportunities - Dams Inventory & Analysis

### CMRPC US EDA Grant Application - **PENDING**

- Existing Conditions Report - initial inventory of dams
- Final Project Report - will include:
  - Update of the existing condition report inventory
  - Results of the analysis of overlaying economic assets with inundation zones
  - A mitigation, response, and recovery strategies matrix
  - 3 Action Plans
  - A methodology, developed by the Blackstone Watershed Collaborative, for collecting field data on the dams
- The applications budget is estimated at \$200,000
  - \$160,000 - Federal grant funding
  - \$40,000 - Match funding



# L RTP Long Range Transportation Plan

## EV Charging Stations Dashboard - 2.1 & 2.2 Updates

### Version 2.1 Updates

- New homepage, redesigned logo, modernized design
- Functionality enhancements - improved pop-ups, widget filtering by map extent, and layout adjustments for accessibility
- Additional datasets
  - CMRPC traffic volumes (filtering options available)
  - MassDOT NEVI Plan Corridors
- New surveys for feedback and requests (suggest new content, report errors or bugs)

### Version 2.2 Updates **(Coming Soon!)**

- Ability to use on both medium and small screen devices
- Improved design, focused on user experience (UX) performance
- Add Data Widget included on all dashboards

### Future Updates

- Improve medium and small screen device user experience (UX) performance
- Identify new datasets and resources to include
- Identify new widgets to include

[Explore Dashboard](#)



# GUEST PRESENTATION

## Massachusetts EV Charging Programs & Initiatives 2026

Mark R. Scribner  
Policy Advisor for Transportation Decarbonization  
Massachusetts Executive Office of Energy & Environmental Affairs (EEA)





**Commonwealth of Massachusetts**  
**Executive Office of**  
**Energy and Environmental Affairs**

# Massachusetts EV Charging Programs & Initiatives 2026

Mark Scribner, Policy Advisor for  
Transportation Decarbonization, MA EEA





# Where We Are – and About EVICC

- **The Electric Vehicle Infrastructure Coordinating Council (EVICC)**, established in 2022, serves to recommend strategies that enable an equitable, interconnected, accessible, and reliable electric vehicle (EV) charging network in Massachusetts. [The Second Assessment](#) was filed on **August 11, 2025**
- **Massachusetts has made considerable progress since the Initial EVICC Assessment (August 11, 2023)**
  - 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 1<sup>st</sup>)
- **Massachusetts is well situated compared with its peers**
  - Massachusetts ranks 4<sup>th</sup> in EV chargers per capita amongst all states, including ACC II and ZEV MOU states
  - Massachusetts ranks [1<sup>st</sup> 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



# Where We Are

## 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	Test and Scale Novel Models, including:	Customer Support to Address Barriers	Optimize Electric Grid Infrastructure Use
<ul style="list-style-type: none"><li>• <a href="#">Massachusetts Electric Vehicle Incentive Program (MassEVIP)</a></li><li>• Investor-owned utility incentive programs<ul style="list-style-type: none"><li>• <a href="#">Eversource</a></li><li>• <a href="#">National Grid</a></li><li>• <a href="#">Unitil</a></li></ul></li></ul>	<ul style="list-style-type: none"><li>• MassCEC’s innovative programs include:<ul style="list-style-type: none"><li>• <a href="#">On-Street Charging Solutions</a></li><li>• <a href="#">Ride Clean Mass Charging Hubs</a></li><li>• <a href="#">ACT4All</a></li></ul></li></ul>	<ul style="list-style-type: none"><li>• MassCEC <a href="#">Mass Fleet Advisor</a></li><li>• Investor-owned utility fleet advisory services<ul style="list-style-type: none"><li>• <a href="#">Eversource</a></li><li>• <a href="#">National Grid</a></li></ul></li></ul>	<ul style="list-style-type: none"><li>• Managed charging programs</li><li>• Transportation electrification plan development process per Section 103 of the <a href="#">2024 Climate Act</a> (See <a href="#">summary presentation</a>)</li></ul>

- 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.
- Given existing headwinds and the need to increase deployment, the second EVICC assessment identified the need for Massachusetts to:



**Be more strategic** in employing public funding, leveraging private funding, and utilizing the grid, including:

- **Minimizing eligibility overlap**
- **Improving customer communications**
- **Targeting high-value DCFC opportunities**
- **Ensuring funds are utilized on intended use cases**



**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.**



# State EV Charging Priorities

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- 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).



# Initial EVICC Assessment

- **Key takeaways from the Initial (2023) EVICC Assessment:**
  - Additional EV charging infrastructure is needed
  - 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 deployment
  - The State should better promote its EV charger incentive programs and awareness on the availability of EV charging





## Initial Assessment Recommendations and Work of Interest to Municipalities

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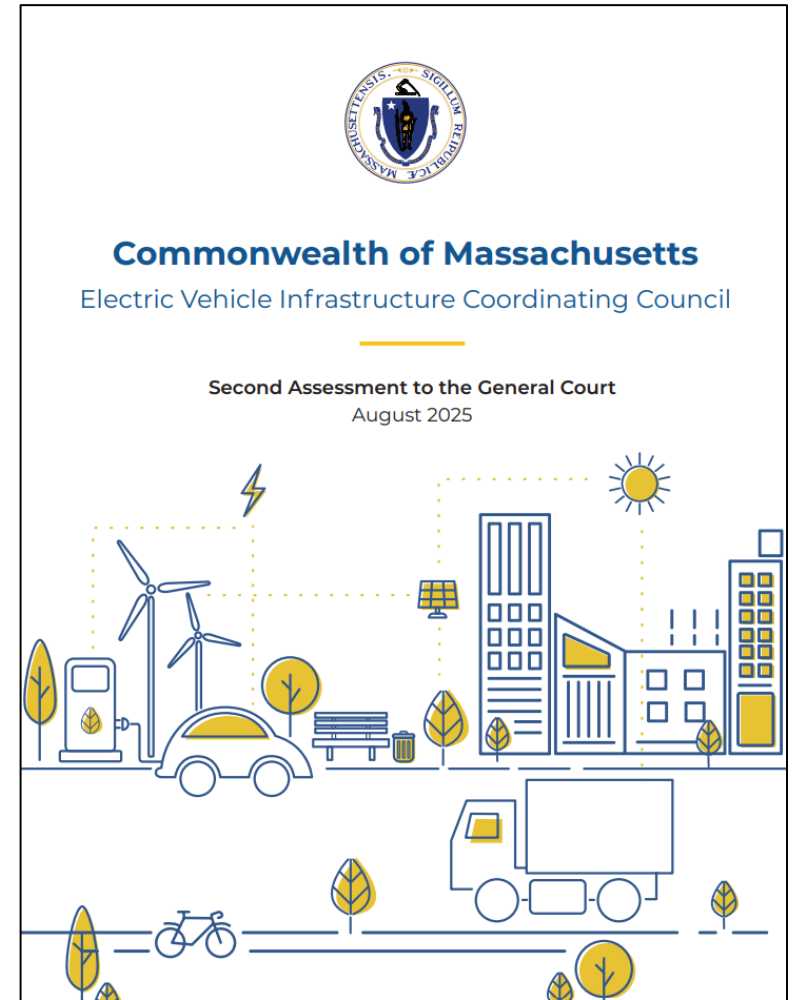
- **Recommendations from the Initial EVICC Assessment included:**
  - Enact “Right to Charge” legislation  
*Status: Initial legislation for condos passed; developing legislation to expand access.*
  - Expand curbside and overnight charging access  
*Status: \$11M+ allocated; programs launched targeting 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.**



# Second EVICC Assessment

- Following workplan release (Fall 2024), public listening session (Spring 2025), and a public draft release (June 2025), The final 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.





# 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



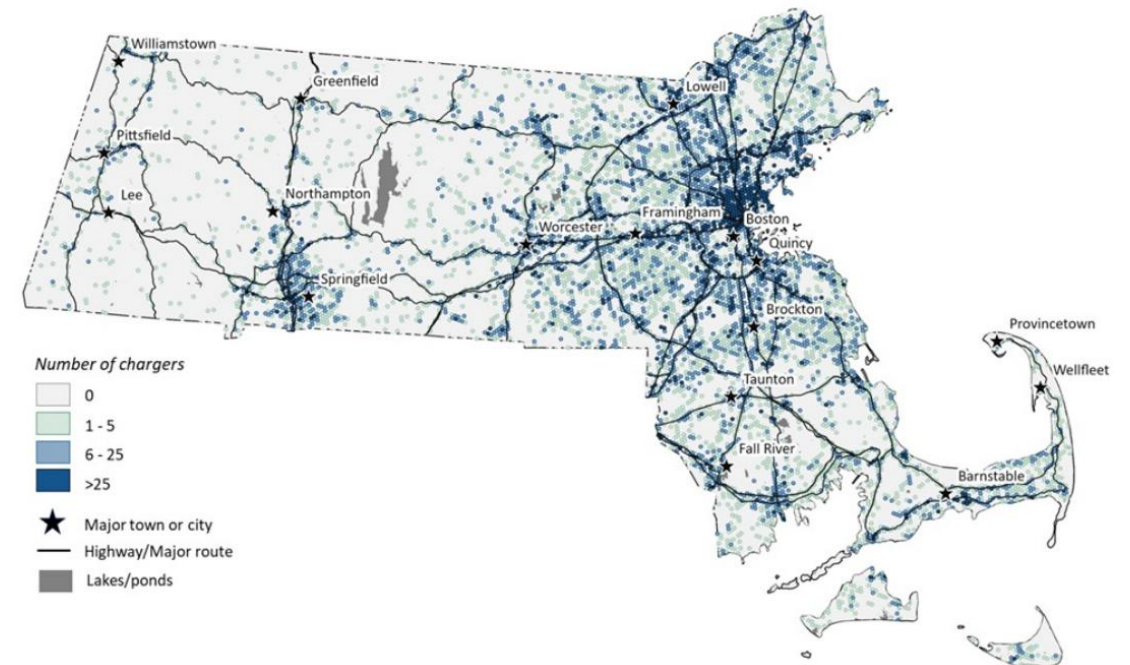
# Public Charging

- 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

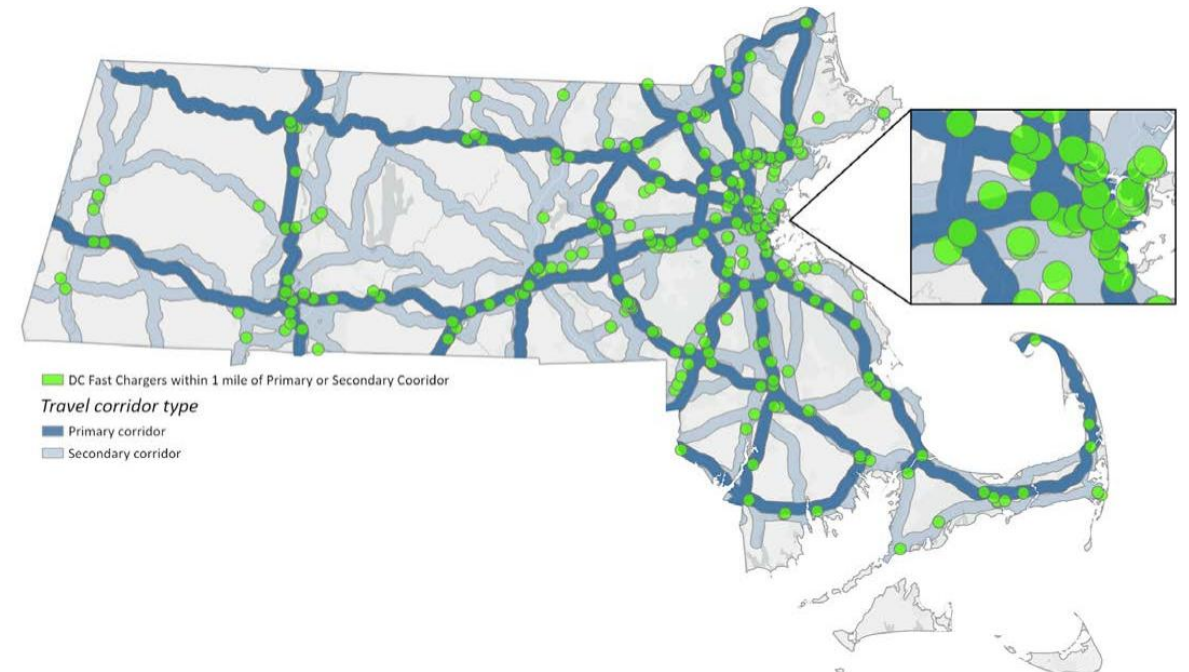
Public Level 2 chargers forecast to serve 2.4 million light-duty EVs by 2035



# 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





## Commonwealth of Massachusetts

Executive Office of  
Energy and Environmental Affairs

### **EVICC Final Proposed EV Charging Resources, 2026-2027** (announced at the March public EVICC Meeting)

1. Massachusetts Right to Charge Guide
2. EV Charging-Only Parking Enforcement Guide
3. EV Charging Demand Charge Guide
4. EV Charging Zoning & Permitting Guide



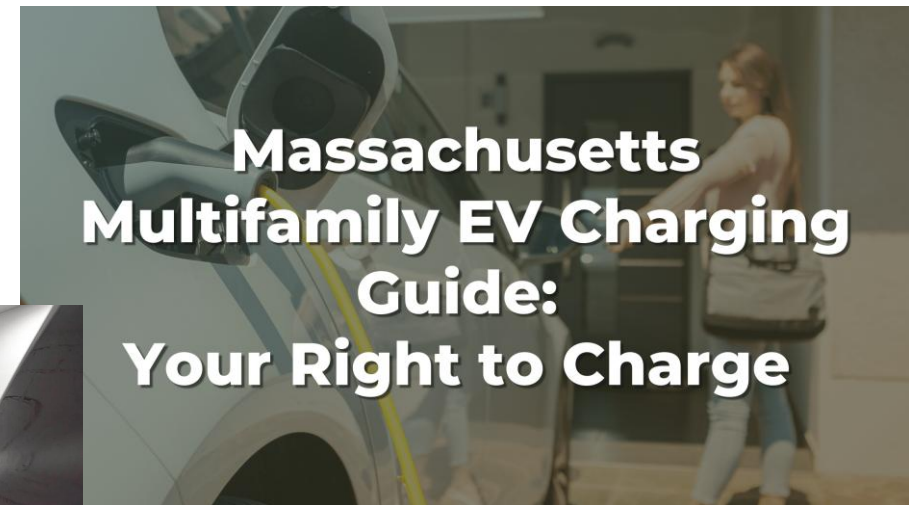


# Title: Right to Charge Guide

Subtitle: A guide to EV charging installation rights under Massachusetts General Laws Chapter 183A Section 1A

Purpose and Scope: Overview of Rights and Responsibilities

- Explains property owner right to install EV charging in condo communities and historic districts
- Clarifies association review and approval process
- Defines cost, liability, and insurance responsibilities
- Outlines reasonable restrictions and design standards
- Addresses role of municipalities and permits
- Includes a practical FAQs for stakeholders





# Title: EV Charging-Only Parking Enforcement Guide

Subtitle: Municipal Authority and Implementation Under Massachusetts General Laws Chapter 90, Section 20A½

## Purpose and Scope:

- Explains municipal authority under state law
- Addresses local ordinance adoption requirements
- Defines EV charging-only parking requirements
- Outlines signage requirements/best practices and designation rules
- Clarifies enforcement standard for municipal police
- Promotes consistent statewide enforcement practices

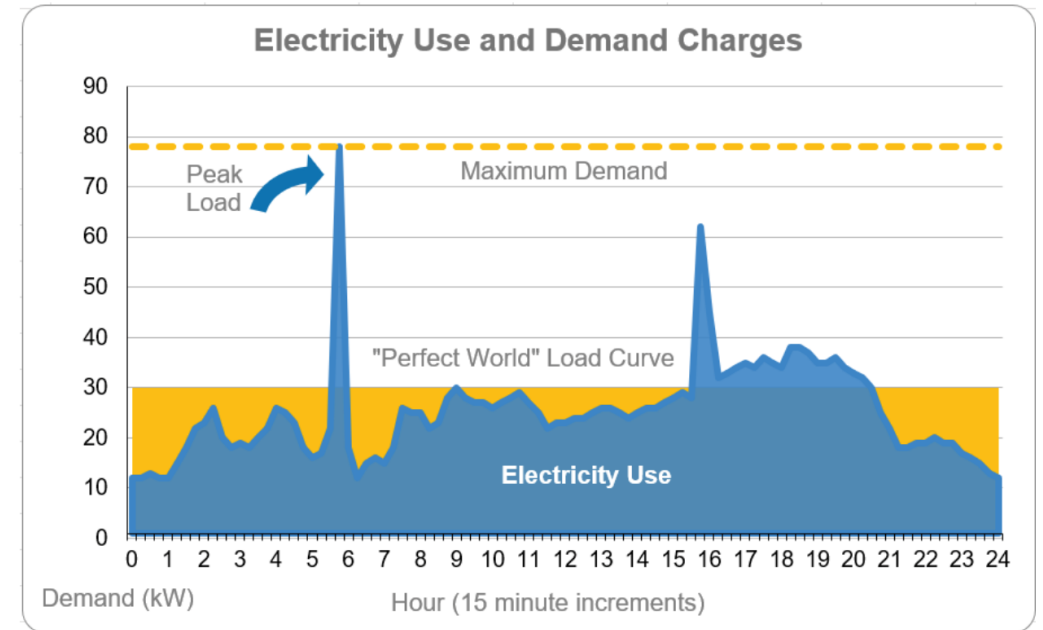


# Title: EV Charging Demand Charge Guide

Subtitle: Navigating Utility Demand Charges and Alternative EV Rates

Overview for Charging Station Owners:

- Explains electric utility demand charge structures
- Defines demand charge impact on EV sites
- Identifies Massachusetts EV-specific alternative rates
- Compares rate design and cost implications
- Outlines eligibility and enrollment considerations
- Includes FAQs and utility engagement guidance

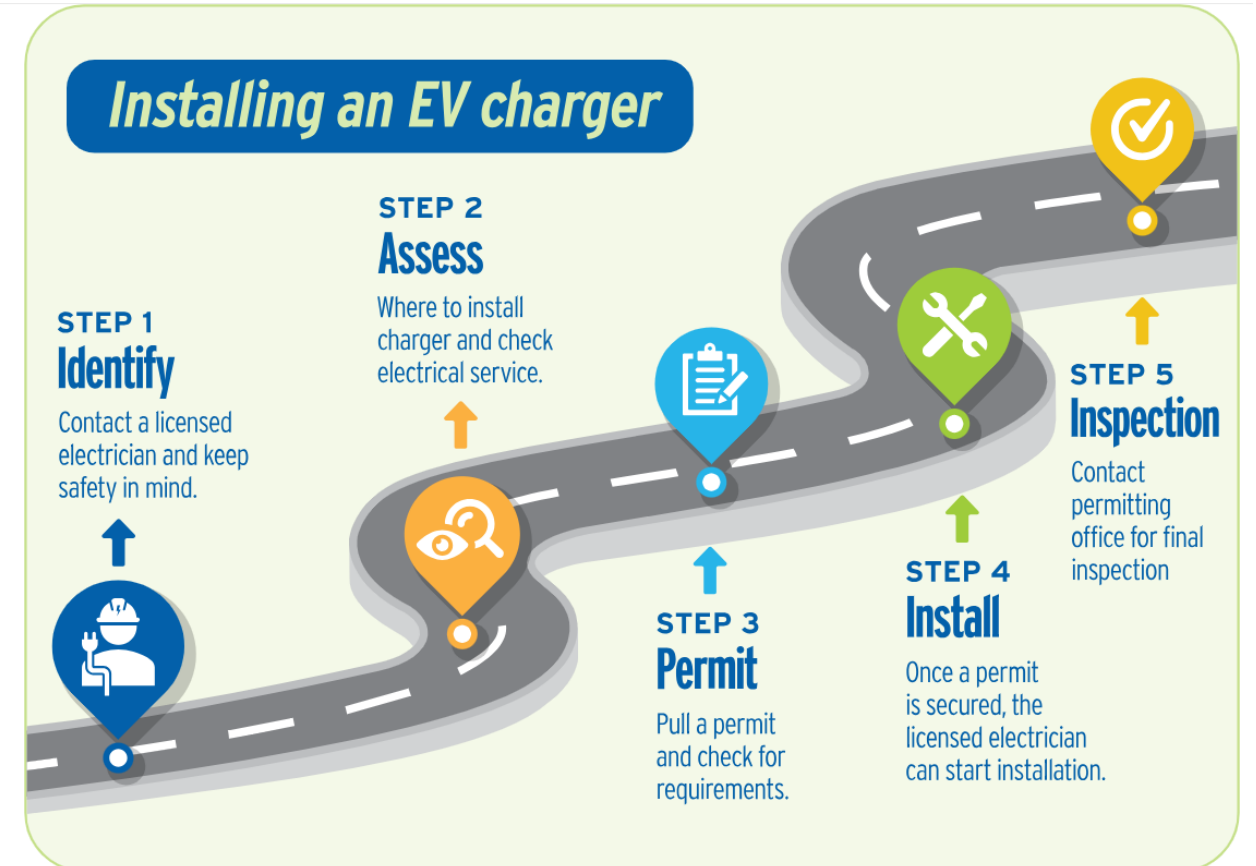




# Title: EV Charging Zoning & Permitting Guide

## Title: Municipal Processes and Installer Resources

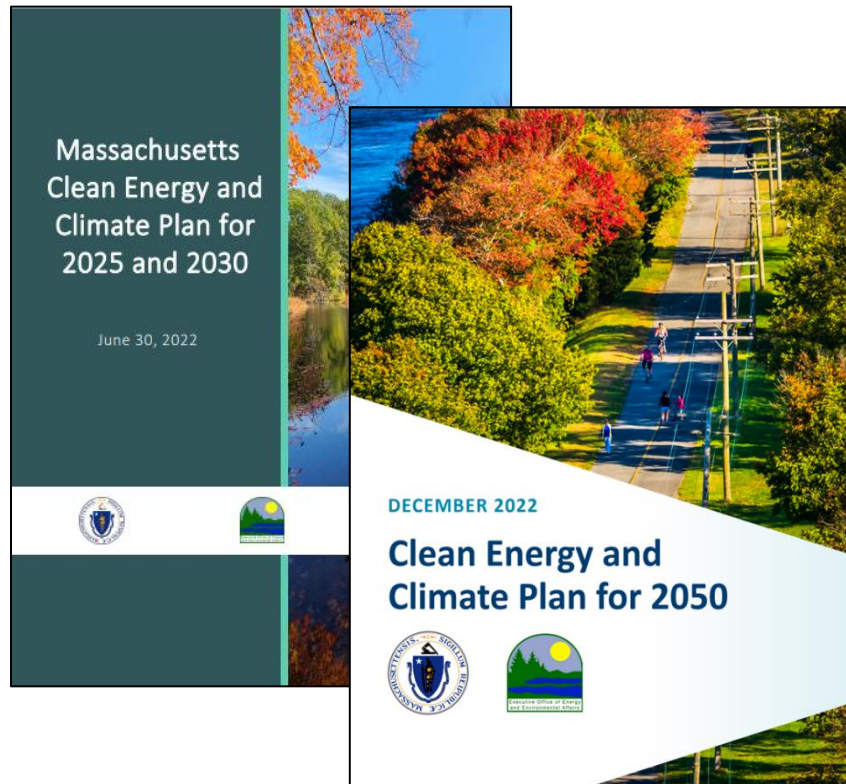
- Overview for Municipalities and Installers:
- Resource directory for EV charging zoning and permitting
- Directs municipalities to state- and third-party best practices reports
- Provides list of state legislation on this topic
- Provides overview/background on this topic and the challenges
- Resource directory for municipal FAQs and model bylaws





# The 2035 CECP

➤ *The CECP's purpose is to guide Massachusetts toward achieving its emissions-reduction targets while supporting a clean energy economy and improving public health.*



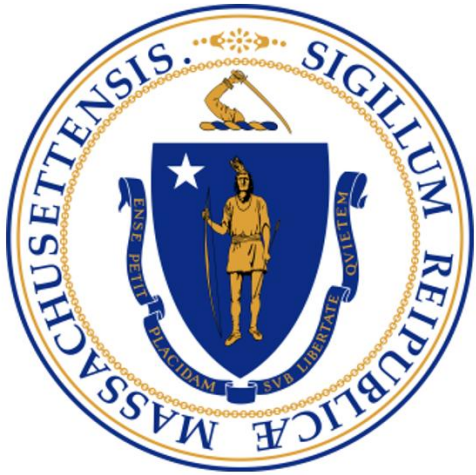
- The Massachusetts Clean Energy and Climate Plan (CECP) is the Commonwealth's comprehensive statewide roadmap outlining policies, strategies, and sector-specific actions required to meet legally mandated greenhouse-gas emissions limits under the Global Warming Solutions Act.
- The 2035 CECP: Due January 1, 2028
- Opportunity to revisit the suite of transportation decarbonization policies
- CECP process will be an opportunity to engage!
- We welcome public involvement to share thoughts on not only EVs and charging but also the transportation sector at large



# Stay Involved



- Attend the [Monthly EVICC Meetings](#) (virtual, except\*)
  - First Wednesday of every month; 1-3pm
  - \*SAVE THE DATE: **Wednesday June 10<sup>th</sup>** (second Wednesday instead of first)
    - In-person at AC Hotel Worcester
      - AM: [Drive Electric MA Symposium](#)
      - PM: [In-person EVICC meeting \(virtual option\)](#)
- [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**

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# THANK YOU

**Comments. Questions. Discussion.**

