



**Non-Binding Notice of Intent to Issue
Funding Opportunity Announcement: Medium and Heavy-Duty Vehicle Charging Hubs Program**

May 2026

The Massachusetts Clean Energy Technology Center (“[MassCEC](#)”) intends to issue a Funding Opportunity Announcement (“[FOA](#)”) for a Medium- and Heavy-Duty Vehicle Charging Hubs Program (“[MHDV Hubs Program](#),” or the “[Program](#)”). The goal of the Program is to demonstrate successful and replicable electric vehicle charging hub business models through strategic partnerships and siting along key corridors and high-traffic areas. The Program will remove barriers to MHDV fleet electrification by addressing two key challenges – total cost of charging hub ownership and operations and lack of guaranteed MHDV charging availability.

The MHDV Hubs Program builds on the recommendations and findings of the [strategic plan](#) issued by the [Massachusetts Electric Vehicle Infrastructure Coordinating Council \(“EVICC”\)](#) in August 2025 (“[Second EVICC Assessment](#)”), and subsequent analysis identifying ideal locations for MHDV charging hubs.

Purpose

The purpose of this Non-Binding Notice of Intent is to notify consultants, MHDV fleet owners and operators, EVSE manufacturers and providers, utilities, and other relevant stakeholders of MassCEC’s objective to deploy the MHDV Hubs Program and to provide preliminary eligibility, award, and timeline information.

This is solely a Non-Binding Notice of Intent and not a Request for Proposals (“RFP”). MassCEC is not accepting applications at this time. Please submit all questions to CleanTransportation@masscec.com.

Background

MHDVs make up 3% of Massachusetts vehicles yet produce 20% of on-road vehicle emissions¹. To address these emissions, the Clean Energy and Climate Plan for 2025 and 2030 (“[CECP](#)”) set a goal of 27,000 electric MHDVs on the road by 2030². Common barriers to meeting fleet electrification goals, identified through MassCEC’s [Mass Fleet Advisor Program](#), include high upfront costs of vehicles and infrastructure, lack of available electrical capacity at depots to support charging infrastructure, vehicle

¹ <https://www.mass.gov/news/healey-driscoll-administration-announces-50-million-investment-in-electric-vehicle-charging-infrastructure>

² <https://www.mass.gov/doc/clean-energy-and-climate-plan-for-2025-and-2030/download>

range limitations, and lack of accessible on-route fast charging. By providing access to charging for MHDV fleets, the Commonwealth can ensure that fleets interested in electrification are not deterred by range anxiety or lack of charging infrastructure, while also proving out the business model and use case for charging site hosts.

The Program is aligned with the Second EVICC Assessment recommendation to “[d]evelop additional initiatives to support MHD EV charging, including exploring deploying charging hubs near fleet depots and industrial zones and piloting MHD charger sharing reservations paired with other solutions to reduce common fleet charging barriers.” The Program will also build on work recently completed under EVICC pursuant to Section 103 of the [2024 Climate Act](#) (“Section 103”), which identified strategic locations for the installation of charging hubs at sites to support MHDV charging based on MHDV domicile locations and MHDV traffic patterns. The Commonwealth is also exploring funding the deployment of charging hubs along secondary corridors (“Secondary Charging Corridors”). The priority census tracts identified through the Section 103 process can be found [here](#) for Secondary Charging Corridors, and [here](#) for MHDV charging hubs.

Using the Section 103 MHDV analysis, MassCEC will match potential fleets and site hosts, analyze viable business models, and deploy charging hubs to support MHDV at about four (4) to six (6) sites throughout the Commonwealth.³ This Program will thus demonstrate the need for shared depot and mid-route charging access for MHDV fleets and provide clear financial and business models that can be replicated and scaled across the Commonwealth.

Eligibility and Prioritization Criteria

Eligible applicants for the MHDV Hubs Program include sole proprietors, professional consultants, nonprofits, institutions, or companies with multiple employees. MassCEC strongly encourages future applicants to form a team with sub-vendors to provide all the requisite experience required by the final MHDV Hubs RFP.

Through the Program, MassCEC intends to solicit a Technical Consultant to:

- Engage sector parties including potential electric vehicle service equipment (“[EVSE](#)”) corridor or depot site hosts, Medium and Heavy-Duty Vehicle (“[MHDV](#)”) fleet owners and operators, EVSE hardware and software providers, etc.;
- Identify and match preliminary site hosts with baseload fleets;
- Conduct financial analyses to identify recommended business models and ownership structures for level 2 and Direct Current Fast Charging (“[DCFC](#)”) depots;
- Perform on-site assessments and manage facility upgrades;
- Facilitate EVSE permitting and procurement;
- Commission and install level 2 and DCFC hubs;
- Deliver a maintenance and operations plan to assist each site host with ongoing maintenance and operations after the close of the program term; and
- Report on Program metrics and lessons learned.

³ <https://www.mass.gov/info-details/electric-vehicle-infrastructure-coordinating-council-evicc>

Eligibility criteria will be clarified and established upon the release of the MHDV Hubs Program RFP. In the interim, MassCEC welcomes stakeholder feedback on eligibility criteria for this Program at CleanTransportation@masscec.com.

Preliminary Timeline and Award Expectations

MassCEC has not yet finalized the timeline for the Program, with the issuance of a Request for Proposals for MHDV hubs anticipated in Fall 2026. MassCEC anticipates making one award to a consultant or consultant team under the Program RFP.

Feedback Opportunities

MassCEC is currently seeking feedback from fleets, charging providers, potential site hosts, and interested stakeholders on recommended fleet partners and ideal charging hub locations. **Please submit this survey ahead of the release of the RFP.**

Any additional stakeholder feedback will be accepted until the release of the RFP. However, MassCEC wishes to note that early feedback will likely be more effective in informing program design. Please email CleanTransportation@MassCEC.com with any questions or feedback.