

MILFORD
DAILY NEWS

ENVIRONMENT

Massachusetts drivers concerned about EV charging. Will federal program deliver?

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Even as Massachusetts drivers transition to electric vehicles, many remain concerned about long-distance travel, citing a lack of convenient charging options and the length of time it takes to recharge during road trips.

These worries are prompting questions about whether the state's investment in the federal [National Electric Vehicle Infrastructure Formula Program](#) will address these challenges and encourage broader adoption of EVs.

According to [the U.S. Department of Energy](#), Massachusetts has 73,800 registered EVs, accounting for just 1.3% of all vehicles in the state. Hybrid vehicle registrations, which combine electric motors and gasoline engines, surged by 26% in 2024 to nearly 224,000.

'More expensive to buy': [Are electric cars the answer to high gas prices? Inventory is a challenge](#)

Despite this growth, the state faces significant challenges in meeting its ambitious climate goals, which call for 200,000 fully electric vehicles on the road next year and 900,000 by 2030.

MassDOT official says more charging stations are planned

Currently, Massachusetts has 3,317 EV charging stations and 8,176 charging ports, according to the [Alternative Fuels Data Center](#).

“NEVI aims to reduce range anxiety and support the adoption of electric vehicles by providing funding to states to build EV charging infrastructure,” said Daniel Fielding, a spokesperson for the [Massachusetts Department of Transportation](#).

As part of a broader effort to increase EV adoption, NEVI funds will initially target construction of charging stations every 50 miles along designated alternative fuel corridors, which include major highways like the Mass Pike, Interstate 95 — the busiest highway in the state — and Interstate 495, which serves Worcester, Essex and Middlesex counties.

These stations will be required to charge at least four vehicles simultaneously and include direct current fast chargers, capable of recharging an EV battery to 80% in 20 minutes to an hour.

Drivers voice concern about limited range, time to charge

Some EV owners remain skeptical about the current infrastructure.

“The farthest I’ve gone for work is Vermont, and I had to stop twice to charge on the way there,” said JC Dasilva, a Milford resident who drives an electric vehicle. “I don’t really like the 200-mile max range. I think every car should have at least 400 miles. I don’t like the idea of stopping for an hour to charge.”

Another Milford resident, Maurice Bryan, who commutes to Braintree, agreed.

Back and running: [EV chargers will return to Mass Pike after months with no juice](#)

“The lack of nearby charging stations and having to know exactly where they are makes it hard,” he said. “The time it takes to charge is also an issue. If you live in the city, it’s easier because chargers are more common, but for those of us living farther from work, it’s time-consuming.”

For some EV owners, home chargers are a solution, allowing them to recharge vehicles overnight. However, installation fees for home chargers represent an additional expense, making EV ownership less accessible to some consumers.

Many consumers who are hesitant to switch to EVs also point to limited charging availability, short driving ranges and the higher upfront costs of electric vehicles.