

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, November 5, 2025 | 1:00 – 3:00 p.m.

Via Zoom

EVICC Members Present (All Members Participated Virtually):

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson
- Nicole Lepre, Department of Energy Resources
- Hank Webster, Department of Environmental Protection
- Senator Michael Barrett, Massachusetts State Senate and Audrey Horst, Research Director, Office of State Senator Michael Barrett (participating on behalf of Senator Barrett)
- Kat Eshel, Massachusetts Bay Transportation Authority
- Chris Aiello, Department of Transportation
- Eric Bourassa, Metropolitan Area Planning Council
- Helena Fruscio-Altmas, Executive Office of Economic Development
- Rachel Ackerman, Massachusetts Clean Energy Center
- Staci Rubin, Department of Public Utilities and Scott Seigal, Department of Public Utilities (Designee for Staci Rubin)
- Andrea Bolduc, Research Analyst, Joint Committee on Telecommunications, Utilities and Energy

EVICC members absent:

- Executive Office of Administration and Finance (seat currently vacant)
- Commissioner David Rodrigues, Division of Standards

Additional attendees and presenters:

- Katie Gronendyke, EEA
- Mark Scribner, EEA
- Adele Andrews, EEA
- Yuna Choi, EEA
- Alyssa Randall, Planning Communities
- Anna Guggenheim, Planning Communities
- Nicole Voudren, Better Together Brain Trust
- Scott Seigal, DPU
- Charlie Creagh, Cambridge
- Jess Senger, Plug in America

Agenda and Minutes

1) Call to Order

Assistant Secretary Ryor called the meeting to order at 1:02pm and took roll call of EVICC members present.

2) Approval of Meeting Minutes

Webster moved to approve the October meeting minutes, Rubin seconded. All present members voted in favor with the exception of Aiello who abstained. The motion was carried.

3) Administrative Updates

a. December EVICC Meeting

Ryor shared information about plans for the December EVICC meeting, which will be held in person at 100 Cambridge Street, with a hybrid option available for remote participation. Members are asked to hold December 3rd on their calendars, with the morning of December 11th reserved as a backup date. Members of the public will also be encouraged to join. Ryor noted the goal of holding hybrid meetings twice per year, as the July EVICC meeting was highly productive and benefited from participants being together in person. This approach aims to institutionalize that format and continue fostering collaboration through in-person engagement.

b. Medium- and Heavy-Duty Mobile Solutions Webinar

Ryor shared a reminder about the upcoming MassCEC Medium and Heavy-Duty Mobile Solutions webinar, scheduled for Thursday, November 6 at 1:00 PM. The webinar will provide updates and insights on current initiatives supporting medium- and heavy-duty vehicle electrification. Ackerman noted that additional materials and resources related to the webinar are available on the MassCEC website.

c. Department of Public Utilities Update on Orders (D.P.U. 23-84/D.P.U 23-85 and D.P.U. 24-195 through D.P.U. 24-197)

Seigel presented an overview of the Electric Distribution Companies' Electric Vehicle Programs and Time-of-Use (TOU) Rates, outlining recent Department of Public Utilities (DPU) actions to expand EV infrastructure while maintaining affordability. The presentation summarized mid-term modifications to Eversource, National Grid, and Unitil programs, including updates to incentive structures, managed charging pilots, and fleet electrification initiatives. Seigel also reviewed the development of EV TOU rate proposals required under the 2022 Clean Energy Act, noting DPU's preference for whole-home TOU rates paired with managed charging over standalone EV rates. The discussion concluded with a look ahead to future rate design initiatives aimed at improving affordability, supporting clean energy goals, and optimizing grid use.

Ryor expressed appreciation for the collaboration across agencies and partners and asked whether there were also updates on chargers in the public right-of-way. Attorney Seigel shared that there are three related DPU dockets (25-180, 25-181, and 25-182) with October 21 filing guidance for companies, including instructions on how to be added to the distribution list for the proceedings. Ryor noted he will send links to the memorandums and docket information to the listserv.

Seigel noted that Eversource and National Grid plan to file their next-phase EV program proposals in December 2025, with Unitil expected to file in early 2026. The discussion also covered DPU's preference for managed charging and whole-home TOU rates under the 2022 Clean Energy Act to reduce grid stress and promote affordability.

In response to Ryor's question about implementation timelines, Seigel noted Eversource's managed charging program is expected to roll out within about four months of approval, with Unitil following a similar timeframe as it seeks a vendor to administer its program.

4) Public Comment

Matt Coarr, a member of the public and EV driver with no company affiliation, shared his enthusiasm for the managed charging programs, emphasizing their importance for the future of electric vehicles.

Ryor noted that as EVICC receives updates on the rollout of these programs, information will be shared through the EVICC mailing list to ensure the public and interested stakeholders are aware of new opportunities for participation.

5) Presentations

a. Right to Charge for EVs in Massachusetts: Current Legal and Policy Overview

Mark Scribner from EEA presented on Right to Charge for EVs in Massachusetts: Current Legal and Policy Overview, outlining the provisions of the 2024 Right-to-Charge law and its role in supporting statewide EV adoption and climate goals. He explained that the policy prevents unreasonable restrictions on EV charger installation in condominiums, neighborhood, and historic districts, helping ensure more residents can charge at home and advancing equitable access to EV infrastructure. The presentation highlighted local implementation examples in Boston, Cambridge, and Acton, demonstrating municipal leadership and readiness, and emphasized opportunities to expand right-to-charge protections to renters to further align with the Commonwealth's broader electrification and emissions reduction objectives.

b. City of Cambridge EV Charging Presentation

Charlie Creagh presented on Cambridge's Right-to-Charge experience, focusing on how the city is expanding EV charging access for residents without off-street parking. He explained that while Cambridge receives requests for assistance with charger installation, the city cannot enforce the Right-to-Charge law on private property, where challenges such as limited building electrical capacity, underground deeded parking, and insurer or HOA reluctance often arise. To address these barriers, Cambridge is prioritizing the expansion of curbside and municipal lot charging options, with 22 municipal lot charging ports currently available (some accessible during off-hours) and 26 curbside public L2 chargers, with an additional 12 in development. Creagh also emphasized the need to incentivize private companies to install L3 fast chargers, given the high costs of public installations, and shared that Cambridge plans to develop a more comprehensive FAQ to assist condo owners and renters with technical and legal questions.

Ryor noted that Cambridge's local Right-to-Charge ordinance, championed by Marjorie Decker and Steven Owens, specifically prevents HOA boards from denying charger installations and differs slightly from the statewide 2024 Climate Act by focusing on private property ownership. He also asked how municipal building chargers are advertised for public use, and Creagh explained that chargers are available during off-hours through ChargePoint and listed on the city's website. Both agreed that expanding public charging access and improving education around the Right-to-Charge law will be essential as demand for fast charging grows.

c. Plug in America Right-to-Charge Laws - Massachusetts and Beyond

Jess Senger, with Plug In America, presented on Right-to-Charge Laws – Massachusetts and Beyond. She shared findings from Plug In America's 2025 Annual EV Driver Survey, noting that 94% of EV drivers have access to home charging, most at Level 2, and that access to affordable home charging is the most important economic factor influencing EV ownership.

Senger discussed how right-to-charge policies can help renters and condominium owners overcome barriers to installing home chargers, but that many renters still face challenges due to landlord restrictions, limited insurance coverage, and building constraints. She highlighted examples from other states, such as California, Illinois, and Oregon, that provide renter protections, require charging readiness in new residential developments, or include civil penalties for noncompliance. Senger concluded that Massachusetts' 2024 Right-to-Charge law incorporates three of Plug In America's eight recommended policy elements and presents an opportunity to build on its foundation by expanding renter protections, strengthening enforcement, and promoting greater public awareness of available grant programs.

Ryor asked how states are enforcing civil penalties and whether they specify which agencies are responsible. Senger explained that most policies do not explicitly define an enforcement body, instead including general penalty language and fee coverage for prevailing parties.

Ryor asked how Colorado highlights its grant programs within its policy framework, and Senger noted that Colorado's approach simply includes clear references and links to funding programs, helping associations and landlords identify resources to offset installation costs.

Audrey Horst raised a question about understanding what belongs in statute versus regulation when developing or updating right-to-charge policies, and Senger agreed that this distinction is an important consideration for states refining their frameworks.

Webster asked about how much of EV drivers' charging needs are met through home access, and Senger explained that while most survey respondents, largely homeowners, reported charging primarily at home, fewer drivers rely on public L2 chargers or neighborhood charging.

d. 2027 EVICC Technical Analysis

Ryor presented on the upcoming 2027 EVICC Technical Analysis, which will guide the development of the third EV Infrastructure Coordinating Council assessment due to the Legislature in August 2027. The timeline includes sharing a draft scope of work in early 2026, retaining a technical consultant in the first quarter of 2026, releasing early analysis later that year, and presenting initial recommendations in early 2027. The assessment will serve as a roadmap for how Massachusetts can continue expanding EV charging infrastructure in support of transportation electrification and the state's climate goals. It will also identify lead agencies for implementation, align with the 2035 Clean Energy and Climate Plan, and incorporate lessons from prior EVICC assessments.

Ryor solicited input on what additional analysis should be considered.

Audrey Horst suggested including a self-assessment of existing legislation such as Right-to-Charge and Section 103 to evaluate progress and identify improvements.

Webster noted that it would be helpful to have data on access to home charging and what level of chargers are being used. This will improve understanding about the role home charging plays and can inform the importance of public charging. Information about which groups are applying for tax credits was also suggested, as well as data on the density of charging options around those who we know lack access to home charging.

Ryor asked Lepre about trends in charging capacity and which capacity level should be prioritized. Lepre noted that there is added value to higher capacity chargers, as well as value in adding more chargers. Lepre mentioned that a number of different charger levels are needed and encouraged the next assessment to include a metric for tracking the number of chargers per level.

Ryor noted that there is a clear directive in the EVICC Assessment to use EV charging needs, but there is not another place to cover other electrification needs, such as electrification of MBTA fleets that aren't necessarily electric. Ryor asked Eshel to consider ways the next EVICC Assessment can support MassDOT and MBTA and their electrification efforts.

Eshel explained that the MBTA has an electrification mandate in place and is looking into electrification of other modes including paratransit, as well as offroad transit such as passenger rail electrification and ferry. Eshel agreed it would be helpful to include these in the next assessment and would like bus electrification to continue to be included. MBTA noted concerns about utility costs for charging and general grid resilience. Eshel described efforts to identify prime locations for high-value EV charging infrastructure that could be eligible for upcoming federal grant opportunities that have not yet been obligated. There are roughly 250 potential chargers that could be installed across MBTA-owned properties, including subway lots and parking facilities. This initiative would complement the NEVI program and expand charging access in dense urban areas where stations are located.

Aiello from MassDOT shared that he will continue to think about opportunities for collaboration and coordination on this initiative.

Ryor added that Section 103 work could also encompass service plazas and fleet hubs. He explained that MassDOT is in the process of selecting a consultant for this work, which will also be integrated into the EVICC effort.

Ryor suggested that the group revisit the discussion questions at the beginning of next month's meeting. He encouraged EVICC members to continue thinking about the content and priorities for the next assessment, including areas which can be deprioritized, as well as areas where the analysis could be more impactful for stakeholders. He also noted that the group should consider the limited time and resource constraints to assemble the assessment.

6) Public Comment

Anna Vanderspek raised questions regarding the Right-to-Charge law, expressing confusion about the enforcement mechanism for the current statute. She asked about the realities of a renter's right to charge, noting that the current language seems more accessible to individuals with resources to engage legal support. Vanderspek emphasized the need to clarify who enforces the Right-to-Charge provisions before considering extending them to renters, as well as clarity around who has the final say about installing a charger between the renter and landlord. In closing, she reiterated her concern that, while the law is well-intentioned, it may primarily benefit those with the resources to pursue legal action.

Ryor responded that the clearest enforcement mechanism currently available is for individuals facing an unlawful barrier to seek legal counsel. He emphasized the importance of ensuring that the existing statute functions as intended and that all individuals affected by it are adequately protected.

Matt Coarr shared his experience as an EV driver and renter who does not have access to home charging. He explained that his building's electrical panel is already fully maxed out, leaving no available capacity to add EV charging. He emphasized that he is able to manage only because his workplace has been proactive in installing chargers, which he relies on regularly. Coarr also discussed the limitations of L2 chargers at shopping centers and similar locations where people typically stay for shorter periods of time. He noted that you are not able to get enough of a charge in a short period of time and suggests that they should be encouraged to add higher capacity/faster chargers. Coarr also suggested making requirements

for new businesses to have to include a certain number of L2 chargers at their facilities.

Ryor responded that building codes in Massachusetts currently require 20% of new parking spaces to be prewired for charging, acknowledging Coarr's point that the conversation should extend beyond prewiring requirements to ensuring that chargers are actually installed and accessible. Ryor agreed that workplace charging continues to play a particularly valuable role in supporting EV adoption.

7) Adjournment

Eshel moved to adjourn the meeting. Webster seconded. All members present voted in favor. The motion was carried unanimously.

The meeting adjourned at 3:01 pm.

Documents and Exhibits Presented at the Meeting

- [Meeting Slides](#)
- [October Meeting Minutes](#)