

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, April 2, 2025 | 1:00 – 3:20 p.m.

Via Zoom

EVICC Members Present:

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson
- Commissioner Staci Rubin, Department of Public Utilities
- Aurora Edington, Department of Energy Resources
- Chris Aiello, Department of Transportation
- Mark Fine, Executive Office of Administration and Finance
- Eric Bourassa, Metropolitan Area Planning Council
- Hank Webster, Department of Environmental Protection
- Senator Mike Barrett, Chairman of the Joint Committee on Telecommunications, Utilities and Energy
- Audrey Horst, Research Director, Office of State Senator Michael Barrett
- Andrea Bolduc, Research Analyst for the Joint Committee on Telecommunications, Utilities and Energy
- Kat Eshel, Massachusetts Bay Transportation Authority
- Rhys Webb, Massachusetts Clean Energy Center (MassCEC)¹

EVICC Members Absent:

- Commissioner David Rodrigues, Division of Standards
- Rachel Ackerman, Massachusetts Clean Energy Center

Additional attendees and presenters:

- Katie Gronendyke, EEA
- Mark Scribner, EEA
- Nicole Voudren, Better Together Brain Trust
- Ann Steedly, Planning Communities
- Elisa Guerrero, Planning Communities
- Devan DiLibero, MassCEC
- Yuna Choi, EEA
- Scott Seigal, Department of Public Utilities
- Alazad Iqbal, Department of Public Utilities
- Katie Weber, Department of Public Utilities
- Eric Friedman, Department of Energy Resources
- Vyshnavi Kosigi, Department of Energy Resources
- Elijah Sinclair, MassCEC
- Grecia White, MassCEC
- Sarah Shenstone-Harris, Synapse

All meeting attendees participated remotely.

¹ Acting a MassCEC's designee in place of Rachel Ackerman

Agenda and Minutes

1) Call to Order

Assistant Secretary Ryor called the meeting to order at 1:00pm and took roll call of EVICC Members present. All EVICC members attended the meeting virtually.

2) Approval of Meeting Minutes

Rubin motioned to approve the minutes, Webster seconded. All present members voted in favor. The motion passed.

3) Review of Meeting Goals and Agenda

Ryor presented the slide deck reviewing goals and agenda for the meeting.

4) Administrative Updates

a. New A&F EVICC Member

Mark Fine, the new council member from the Executive Office of Administration and Finance, introduced himself.

b. Reminder of public hearings and future meeting logistics

Ryor stated that two public hearings had been hosted so far, in New Bedford and Holyoke, and that future hearings would be held in Holyoke and Boston, both with hybrid attendance options.

c. Bylaws vote

Ryor shared that, based on feedback at the March meeting, the team added back in some specificity and other edits to the bylaws. There were no further comments from council members.

Webster motioned to adopt the revised bylaws, seconded by Rubin. All present members voted in favor, except for Fine who abstained. The motion passed.

d. Update on EJ Siting Guide

Ryor shared that the Office of Environmental Justice and Equity (OEJE) within EEA was continuing to make changes on the EJ siting guide, and the finalized version would be presented at a future EVICC meeting. Ryor asked that any additional comments on the draft be shared by 4/9 with EEA or OEJE staff.

5) Public Comment

Scott Rodman thanked EVICC and Senator Barrett for their work and advocated for more education for municipalities and dealerships around the costs associated with operating EV charging stations, especially demand charges for level 3 charging. He mentioned that many charging station operators, particularly in the Berkshires, are caught off guard by these kinds of charges.

Ryor mentioned the [EVICC Level 2 Charging Station Fees and Policies](#) guide, which provides fee guidance, and stated that EEA will also be developing a similar guide for Level 3 charging in the future.

6) Updates

a. MassDOT Update

Aiello presented updates on NEVI and MassDOT service plaza charging stations. For the NEVI program, one charging station is live, 21 are under site specific task orders and only one segment has no potential sites yet. NEVI sites, in addition to charging at the service plazas, create a comprehensive electric vehicle charging network along major transportation corridors in Massachusetts.

MassDOT is also in the bidding process for new service plaza operators, and is requiring EVSE upgrades to 120 volt capacity as part of the new leasing agreements. MassDOT also plans to explore some interim upgrades to the service plaza charging stations in 2025.

Senator Barrett asked how changes in federal funding would affect the service plaza updates and if they might cause delays. Aiello answered that the service plazas don't use federal funding, so they are unlikely to be affected.

Webster asked if MassDOT was considering widening stall sizes or other modifications to allow pulling through charging spots for MHD vehicles. Aiello said that they would work with the operators to decide on the best solution, and that in general the service plazas try to keep regular vehicles and larger trucks separate for safety reasons.

Edington asked if the service plaza operators would apply for any state EV funding. Aiello wasn't sure but said MassDOT could discuss funding options with whichever operator they ended up choosing.

Ryor mentioned that the 2024 Climate Bill requires identifying potential charging hubs after submission of the Second Assessment to the General Court on August 11, 2025, and that upgrades to service plazas will need to be accounted for in that process. Ryor also reiterated that MassDOT still has access to federal NEVI funds.

Senator Barrett asked if MassDOT expected to receive many bids for the service plazas and if the service plazas were reliant on federal funding. Aiello said that they expect to receive several qualified bids and that service plazas are not tied to federal funding.

b. MassCEC Vehicle-to-Everything (V2X) and Ride Clean Mass Charging Hubs Updates

Elijah Sinclair, from MassCEC, shared an update about the V2X program, which has open applications and will run through 2026. The program will focus on vehicle to grid and vehicle to building connections and will support residential, commercial and school district demonstrations.

Grecia White, from MassCEC, shared an update on the Ride Clean Mass Charging Hubs program, which is working to install charging hubs in locations convenient for rideshare drivers. Program

applications are open.

Ryor asked, for the V2X program, how the program compensation interacted with other funding from other programs. Sinclair responded that they expect applicants to be taking advantage of other funding sources, in addition to the program's funding, and are coordinating with utility partners on that front.

Webster asked, for the Ride Clean Mass program, if charging hubs would also open for the public, and if so, whether there would be a queuing system for rideshare drivers. White responded that they are working on a way to verify rideshare drivers. Rideshare companies have helped distribute a survey to crowdsource location ideas from rideshare drivers.

7) Guided Discussion on Second Assessment Outline

Ryor gave an overview of the second assessment outline and timeline.

Consumer Charging Experience Section

Ryor reviewed a more in-depth outline of the Consumer Charging Experiences section and posed several discussion questions.

EVICC members mentioned several additional or expanded consumer experience considerations, like including closed captioning on chargers for accessibility, how uptime and the amount of power delivered by the charger is affected by the number of vehicles charging, and wayfinding (both signage and in-app features) for charging locations and the availability of chargers at a location. Suggested recommendations included incorporating data from the Federal Alternative Fuels Data Center, and specifying what factors are considered part of "operational standards", especially if uptime is considered part of those standards.

Ryor mentioned that similar comments were heard at the public hearings, and discussed how these factors could be incorporated into the Second Assessment and future EVICC resource guides. He also mentioned that the future MassCEC comprehensive education pages would help disseminate information on these topics.

Technology and Business Model Innovation

Ryor reviewed a more in-depth outline of the Consumer Charging Experiences section and posed several discussion questions.

EVICC members suggested additional innovative models like V2X, car-sharing options (especially in EJ communities), off-grid solutions (which MAPC may be piloting later in 2025), and curbside charging reservation systems be added to the section. A suggestion was made to think about incorporating suggestions for interconnections with micro-transit options like e-bikes.

Ryor asked council members to submit any additional comments over email.

8) Presentation of Initial Analysis of Managed Charging Potential

Sarah Shenstone-Harris from Synapse Energy Economics presented preliminary findings on the potential for managed EV charging in Massachusetts. Using data from the First Assessment and modeling various scenarios, the analysis identified opportunities to reduce peak loads through

both passive and active management strategies. Three scenarios were presented with various levels of managed charging adoption to understand how different extents of managed charging would affect grid capacity.

Edington asked several questions about what assumptions informed the scenarios, like time of use rates, insights from Eversource's long-term demand assessment, and summer versus winter peak demands. She also mentioned that DOER's managed load study was relevant to the conversation and that both groups should coordinate on their methodologies.

Webster mentioned that it was important to have the idea of moving the peak demand incorporated in this conversation and to think about incentivizing people to charge off-peak.

Ryor said that updated slides would be circulated to the council and emphasized that this analysis was just a draft, not final, and that it was about the potential, not feasibility, of the different scenarios.

9) Public Comment

Bob Armstrong asked about the location of the April 3 public hearing and raised concerns regarding utility substation capacity and potential incentives for upgrades. Ryor confirmed that the hearing would be held at Holyoke Community College the following day and noted that Section 103 processes are actively identifying necessary grid improvements.

Maggie Plomin from Global Partners inquired about the Ride Clean Mass Charging Hubs program and whether information about targeted sites would be released before the application deadline. Grecia White responded that the program was considering municipalities such as Chelsea, Everett, Salem, and Revere, based on rideshare activity patterns, but that specific site information was not currently scheduled for public release.

10) Meeting Adjournment

Rubin moved to adjourn the meeting, Edington seconded. All present members voted in favor. Motion passed and the meeting adjourned at 3:17pm.

Documents and Exhibits Presented at the Meeting

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