

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, December 4, 2024 | 1–3:00 p.m.

Via Zoom

EVICC members

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs, EVICC Chair
- Commissioner David Rodrigues, Division of Standards
- Commissioner Staci Rubin, Department of Public Utilities
- Aurora Edington, Department of Energy Resources
- Sharon Weber, Department of Environmental Protection
- Chris Aiello, Department of Transportation
- Kat Eshel, Massachusetts Bay Transportation Authority
- Eric Bourassa, MAPC
- Senator Michael Barrett, Chairman of the Joint Committee on Telecommunications, Utilities and Energy
- State Representative Jeffrey Roy, Chair, Joint Committee on Telecommunications, Energy, and Utilities
- Andrea Bolduc, Office of State Representative Jeffrey Roy

Additional attendees and presenters

- Katie Gronendyke, Energy and Environmental Affairs
- Mark Scribner, Energy and Environmental Affairs
- Audrey Horst, Research Director, Office of State Senator Michael Barrett
- Scott Seigal, Department of Public Utilities
- Katie Weber, Department of Public Utilities
- Alazad Iqbal, Department of Public Utilities
- Vyshnavi Kosigi, Department of Energy Resources
- Zachary Jenkins, Department of Energy Resources
- Eric Friedman, Department of Energy Resources
- Rhys Webb, MassCEC
- Colette Lamontagne, National Grid
- John Weis, National Grid
- Pedro Jardim, National Grid
- Brian Wilkie, National Grid

All meeting attendees participated remotely.

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.

2) **Review of Meeting Goals and Agenda**

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

3) **Approval of Meeting Minutes**

Edington motioned to approve the minutes of the November 6, 2024 meeting and incorporate edits made by Audrey Horst, Weber seconded. The motion passed, with Rubin abstaining.

4) **Updates**

a) **EEA Overview of EV Provisions of 2024 Climate Bill (2024 Siting and Permitting Bill)**

Ryor gave a presentation on the provisions of the 2024 Climate Bill pertaining to EVICC's work, including provisions for a 10 year forecast of EV charging needs, identifying fast charging and fleet charging hubs on major corridors, utility-identified infrastructure upgrades needed for fast charging hubs, expanding EVICC membership to MassCEC and Department of Standards, medium- and heavy-duty vehicle assessments, assessing public and private EV charging initiatives, EVICC compliance with NEVI and highway signage requirements, and a variety of specific regulatory requirements to be established and vehicle provisions.

Rep. Roy thanked Ryor for his presentation on the bill and for everyone who helped get the bill passed.

b) **MassCEC EV Charging Program Update**

Rhys Webb, MassCEC, presented on four programs funded through EVICC. The Curbside Charging Solutions Program aims to increase access to EV charging for residents and renters without private parking in LIDAC communities. The Vehicles-for-Hire Charging Solutions program increases availability of DC fast charging for Transportation Network Companies (TNCs) and taxi companies. The Medium and Heavy Duty Mobile Charging Solutions program works towards MHD fleet charging through mobile charging. The Vehicle-to-Everything program increases supply of V2x technology, especially in LIDAC communities.

Rubin: First EVICC assessment identified top 10 municipalities where TNC drivers reside, which might be helpful data to have for the Vehicles-for-Hire program.

c) **National Electric Vehicle Infrastructure (NEVI) Program Update (Mass DOT)**

Chris Aiello, MassDOT, presented on the NEVI program. MassDOT is in the pre-development phase of the NEVI process and is taking a segment-based approach to identifying charging locations along alternative fuel corridors (AFCs). They are focusing on implementing a small number of projects that can be carried out efficiently, before rolling out competitive funding for additional sites. Progress along AFCs in Massachusetts was reviewed.

5) **Educational Presentations/Discussion**

a) **Anticipated Power Requirements for EV Charging - National Grid**

Colette Lamontagne, National Grid, presented on the anticipated effects EV charging would have on National Grid's infrastructure. They have been assessing where there will be on-route charging needs and depot charging needs for private fleets and setting up processes to proactively meet future charging power needs. Data collected from these efforts is helping inform future forecasting and other EV charging plans.

John Weis, National Grid, presented on National Grid's EV system level and theater level forecasting processes. National Grid forecasts the number of different EV sales anticipated, charging load profiles and overall load studies. More granular data for theater-level forecasting is collected from a variety of smaller, local sources. There is more abundant and detailed data on light-duty vehicles, allowing for more specific forecasting, and more limited data for MHD vehicles. The next set of forecasts will be released in December 2024.

Ryor: Section 103 of the Climate Bill relates to this work, and a couple sections of the approved EVICC workplan are also related, like MHD charging needs and grid impacts of EVs. Where can folks find the published updated forecasts in December?

Weis: It will be posted publicly and included with the Annual Reliability Report (ARR) filed with DPU, and a link can be shared to committee members.

Ryor: Lots of this work is bottom up analysis, but how are ACC II and ACT regulations incorporated into the forecast?

Weis: Forecasting includes system level modeling that incorporates stock flow modeling taking ACC II and ACT regulations to forecast EV adoption. There is also the second phase of forecasting that combines the system level view with higher-resolution information from granular load studies.

Ryor: Has any of the work you described incorporate future regulations that might come out of documents like the state's clean energy plan (state CEP roadmaps for 2025, 2030, and 2050)?

Weis: Forecasts are compliant with state policy goals around EV adoption assumptions and benchmarking to CEPC assumptions. Generally they are closely aligned.

Edinton: First, is there a single figure or number that National Grid uses related to EV forecasts and infrastructure? Something that provides more of a snapshot of all the work going on? That would help compare and coordinate progress across companies like National Grid and Eversource. Second, there are multiple mechanisms for approval of EV investments now, including the ARR, so what are the different types of investments and funding being pursued? Third, cost effectiveness and efficiency are important, how are those factors being incorporated into analysis?

Lamontagne: The first two slides in the deck hopefully summarize the overall process and forecasting inputs, but they can work on a better synthesis. In terms of working with Eversource, they are also involved in the Northeast Freight Corridors Charging Plan, and forecasting is done in partnership with Eversource. In terms of funding, they do take ESMP into account, although its not necessarily the largest share, and Section 103 is also considered. All of the proactive planning efforts try to think about fleet charging in the larger picture, not on a spot by spot basis. The proactive planning process for highway charging stops has cost efficiency at its core, to plan everything out now even if it's not going to be built right away.

Ryor: It will be important to take all this existing work into account in the second assessment.

Weber: For modeling assumptions, each state adopts ACC II and ACT regulations starting in different years, do the forecasts take those different start years across states into account?

Weis: Yes, they take into account different start dates and trajectories based on the state's goals and regulations.

Eshel: Appreciate that transit buses are included in projections, what considerations would they recommend for bus electrification plans and future facilities planning and forecasting future demand? What's the best way to keep up to date on their recommendations?

Weis: Electric Load Forecasts are updated annually and conversations could be started in early 2025 to discuss trends they've seen to date and what assumptions to include in forecasts.

b) Northeast Freight Corridors Charging Plan - National Grid

Pedro Jardim, National Grid, presented on the Northeast Freight Corridors Charging Plan. The Plan is a 2-year study to forecast on-route charging capacity required as freight truck fleets electrify through 2050. The study covers 120+ sites across the north east, narrows down to 40 priority sites, and identifies what the minimum infrastructure network needed would be at those priority sites. The plan includes input from institutional, non-profit, and commercial stakeholders. Priority sites were chosen based on load criteria, investment costs, proximity to fleets and parking availability, and equity criteria. There are also considerations for port electrification in New York and New Jersey.

Ryor: When will the report be published? Were Mass Pike and I-95 the corridors considered for Massachusetts?

Jardim: In September 2025. Yes, those two corridors and the I-91 corridor. Those are not the only important corridors, but they did have to cap the list somewhere.

Weber: In terms of next steps, how do we move from this plan to getting charging stations funded and installed and make sure that there is enough load supplied to each site?

Jardim: Report authors have been thinking about how to frame implementation so that it stays relevant regardless of changing administrations, which has included guidance on how to write for federal grants and funding opportunities.

Aiello: MassDOT had given initial feedback that some of the corridors in the study didn't line up with how trucks actually travel through the state, and suggested including 195 or 495. Was that suggestion adopted?

Jardim: That suggestion was discussed, but ultimately there wasn't enough bandwidth to include those additional corridors.

Aiello: Lots of freight traffic from New York to New Hampshire and Canada tend to avoid going through Boston and take alternate routes from the ones in this study. The routes included in the study also see lots of freight traffic, but those alternate routes outside of Boston also need consideration. For the sites selected, will there be data about the number and types of chargers at each site? DOT needs to know what kind of space/real estate considerations there are for each site.

Jardim: Maybe the final report can include a list of alternate sites that are also important but weren't included in the final priority sites. Yes, chargers modeled for sites included 350 kilowatt (kW) and one megawatt (MW), with numbers of chargers for each of those scenarios.

c) Proactive Planning for Upgraded Electric Grid Infrastructure in New York - National Grid

Brian Wilkie, National Grid, presented slides on NY's proactive planning for expected EV loads, with the understanding that EV transitions were going to create a more rapid pace of change in

load demand for the future. Proactive planning involves forecasting spot charging needs along corridors and looking at a 10-15 mile radius around those spots to plan for other needs in the area at the same time. First, the Urgent Upgrade Projects proposal was submitted to NYSERDA in November 2024 that proactively identified priority projects like highway fast charging points, granular fleet charging studies, and customer requests like school bus fleet electrification.

Ryor: What types of projects did the pink dots on the map on slide 48 represent?

Wilkie: Blue dots represent major expandable greenfield substation projects and pink projects vary from connecting a commercial area to an existing distribution/transmission line to extending or running new feeder lines. There is no perfect way to forecast loads, each utility has a slightly different method.

6) **Public Comment**

Ilan Gutherz, New Leaf Energy: Many contractors who develop DC fast charging were recently informed by Eversource and National Grids that the budget for the Make Ready program has been exhausted. With NEVI funds decreasing and the change in administration, would this group be able to give an update on what utilities are thinking for providing additional funding to the Make Ready program? There is concern that a long-term funding gap would be a big setback for electrification progress.

Ryor: Had technical difficulties giving Julia Gold from National Grid ability to speak on the Zoom meeting, but recognized the importance of this question.

Ryor asked if EVICC members were able to extend the meeting time for 15 minutes to 3:15pm, to allow for additional public comments to be heard. A quorum of members were able to stay on, members Staci Rubin and Kat Eshel left the meeting.

James Penfold, ReVision Energy: Will the new Climate Bill or any other recent legislation be providing any new public access funds and where might those funds be directed? Can council members comment on the status of public access funds at Mass EVIP and if there will be funds available after the existing pipeline of applications is considered?

Julia Gold, National Grid: Clarified that, for National Grid, their EV programs have not run out of money entirely, but that for some customer segments, they have received as many applications as they can accept and do not have additional funding. The company's Midterm Modification Proposal that will be submitted to DPU will include proposals for how to manage their funding programs going forward.

Ryor: A subsequent EVICC meeting could provide an update on the Midterm Modification Proposals.

Webb: MassDEP does have funds for public level two chargers available through Mass EVIP. That program has always had sufficient funds to cover the applications they receive, so they don't typically announce the amount of funding remaining.

Anna Vanderspek, Green Energy Consumers Alliance: They and other consumer entities are concerned about announced delays in implementing heavy-duty omnibus standards and are wondering what role EVICC can play in responding to these concerns? Information from EVICC might help dispel some of the misinformation circulating on this topic. Additionally, can an overview of what the change in federal administration means for EVICC's work be provided? What we know and what may be coming?

Ryor: EVICC can certainly think about providing more information about the impacts of the administration change, since it's on so many people's minds. Part of the focus of the Second Assessment includes capturing MHD charging needs and will be included in the analysis there, can also consider how to educate people about that analysis and the assessment will include recommendations for how the Commonwealth can ensure MHD charging needs are being met.

David McMahon, Global Warming Solutions Act Advisory Committee member/Commonwealth Green Low-Income Housing Coalition: The Non-profit EV initiative in Worcester that builds a small network of about 30 level 2 chargers amongst nonprofits for public use and are looking to expand. Does this group have advice about how to better advertise this opportunity, to help them expand the network?

Ryor: Thanks for mentioning the initiative, EEA is happy to follow up with you to learn more about the initiative.

Zach Kahn, Tesla: As the group looks to deploy electric trucks, which Tesla is working on manufacturing, truck operators and owners are often thinking about weight requirements and how they interact with heavier electric trucks. Federal Highways and some state highways have implemented weight exemptions for EV trucks, and he suggested that Massachusetts consider similar exemptions. Also encouraged EVICC to consider clean fuel standards, which have been a strong driver of electrification and charging. Agreed with Anna's comments about not changing regulations.

Emily Kelly, ChargePoint: Appreciated the summary of the Climate Bill provisions. ChargePoint supports EVICC's work on standards for uptime and other measures that are critical and complex. It will be important for agencies and the private sector to stay in communication to make successful regulations.

James McGrath, East Coast Renewables: Could the information about which applications are still being accepted for make-ready funds?

Julia Gold: The website is the best place to go for the most up to date information. They are still accepting applications for all programs, although for some programs there may be a waitlist status now. National Grid wants to keep applications open to encourage anyone interested in charging infrastructure to reach out. The budget for the public and workplace segments are where applications are fully subscribed at the moment. There are still offerings for fleet and multi-unit dwellings.

7) **Meeting Adjournment**

Weber moved and Edington seconded a motion to adjourn. The motion carried unanimously. The meeting adjourned at 3:17pm.

Documents and Exhibits Presented at the Meeting

- [Meeting Slide Deck](#)
- [Meeting Minutes from November 6, 2024](#)