

DRAFT

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, February 4, 2026 | 1:00 p.m. – 3:00 p.m.

EVICC Members Present:

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson
- Sarah Kalish participating on behalf of Deputy Undersecretary Helena Fruscio Altman, Executive Office of Economic Development (EOED)
- Commissioner David Rodrigues, Division of Standards
- Commissioner Staci Rubin, Department of Public Utilities (DPU)
- Nicole Lepre, Department of Energy Resources
- Hank Webster, Department of Environmental Protection
- Katherine Eshel, Massachusetts Bay Transportation Authority
- Eric Bourassa, Metropolitan Area Planning Commission (MAPC)
- Rachel Ackerman, Massachusetts Clean Energy Center - Elijah Sinclair participating for first half of meeting
- Tiffen McAlister, Counsel (participating on behalf of Senator Barrett)
- Andrea Bolduc, Research Analyst, Joint Committee on Telecommunications, Utilities and Energy

EVICC members absent:

- Assistant Secretary Mark Fine, Operational Services Division, Executive Office for Administration and Finance (ANF)
- Chris Aiello, Department of Transportation

Additional attendees and presenters:

- Mark Scribner, EEA
- Adele Andrews, EEA
- Chelsea Petrenko, E3
- Caitlin McMahon, E3
- Anna Clark, E3
- Vyshnavi Kosigi, DOER
- Charles Dawson, DOER
- Zach Woogen, VGIC
- Elijah Sinclair, MassCEC
- Nicole Voudren, Better Together Brain Trust
- Alyssa Randall, Planning Communities

Agenda and Minutes

1) Call to Order

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

2) Approval of Meeting Minutes

Webster moved to approve the January meeting minutes, Bourassa seconded. All present members voted in favor with the exception of Fine, Aiello, Eshel, and Ackerman who abstained. The motion was carried.

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs, approve
- Deputy Undersecretary Helena Fruscio Altman, Executive Office of Economic Development, approve
- Assistant Secretary Mark Fine, Operational Services Division, abstain
- Commissioner David Rodrigues, Division of Standards, approve
- Commissioner Staci Rubin, Department of Public Utilities, approve
- Nicole Lepre, Department of Energy Resources, approve
- Hank Webster, Department of Environmental Protection, approve
- Chris Aiello, Department of Transportation, abstain
- Katherine Eshel, Massachusetts Bay Transportation Authority, abstain
- Eric Bourassa, Metropolitan Area Planning Commission, approve
- Rachel Ackerman, Massachusetts Clean Energy Center, abstain
- Tiffen McAlister, Counsel (participating on behalf of Senator Barrett), approve
- Andrea Bolduc, Research Analyst for the Joint Committee on Telecommunications, Utilities and Energy, approve

3) Administrative Updates

Assistant Secretary Ryor reported that the Department of Public Utilities (DPU) recently issued a Notice in the pole-mounted and public right-of-way EV charging plan dockets (D.P.U. 25-180 through 25-182) and in the Eversource and National Grid 2027–2030 EV program dockets (D.P.U. 25-188 and 25-189).

Ryor summarized the key procedural next steps outlined in the Notice, including petitions to intervene due by February 9, a joint public hearing scheduled for February 11 at 2:00 p.m., and written comments due by February 18. Commissioner Rubin encouraged stakeholders to participate in the proceedings through written and oral comments.

4) Public Comment

No public comments were offered at this time.

5) Presentations

a. Section 103 Hub Secondary Corridor Charging Hub Framework

Chelsea Petrenko and the E3 team presented a refresher on the Section 103 project, previewed draft results, and reviewed how stakeholder feedback has been incorporated into the Secondary

Corridor Tool (SCT). The presentation reiterated that Section 103 requires EVICC to identify optimal census tracts for secondary corridor charging hubs and fleet charging hubs and to share these site lists with EDCs, MassDOT, and MBTA to inform utility distribution planning.

E3 reviewed two charging hub types: light-duty vehicle (LDV) secondary corridor hubs intended to fill fast-charging gaps along state-owned roads that are not alternative fuel corridors, and medium- and heavy-duty vehicle (MHDV) fleet hubs prioritized in areas with freight activity and fleet domiciles to support electrification by smaller fleets.

The team walked through the draft framework used in the LOCUS tool, including binary feasibility filters (e.g., within 0.5 miles of secondary corridors, minimum trips through a tract, minimum distance between selected tracts) and user-defined weightings across four categories: demand, infrastructure, access, and equity/environmental considerations. Optional toggles for rural-only analysis and feeder headroom screening were also discussed.

Ryor noted that, in coordination with E3 and Cambridge Systematics, staff have also discussed whether the tool could incorporate minimum spacing between charging hubs as an additional method for identifying census tracts that would fill remaining gaps in Central and Western Massachusetts.

Webster highlighted that the rural-focused results (shown on slide 17) surfaced additional sites that could minimize gaps and reduce the logistical burden of trip planning. He emphasized that even if some sites are initially underutilized, they are expected to become more heavily used over time and are important to ensure drivers, particularly those without home charging or needing higher power for long-distance travel, are not stranded between stations.

Anna Vanderspek (Green Energy Consumers Alliance) asked how the final list of prioritized census tracts would be used. Ryor explained that the high-level tract list represents the next step in a multi-stage process, which would involve identifying specific parcels within those tracts, assessing what infrastructure may already be in development, and informing future allocation of the approximately \$20 million earmarked for charging investments. Webster added that this could include evaluating existing sites such as truck stops, noting that private sector partnerships, such as charging installations at truck stops, are emerging. Ryor indicated that additional detail on next steps will be provided in future meetings.

Building on discussion questions posed by E3, Ryor asked whether the framework should place greater weight on infrastructure gap-filling, given the project's objective to close charging gaps along secondary corridors. He indicated this question would be taken back to the E3 team for further consideration.

Elijah Sinclair (MassCEC) asked whether demand metrics account for existing charging infrastructure. Nicole Lepre (DOER) further asked whether the definition of gaps reflects only the presence of chargers or also considers whether charging capacity is sufficient. Caitlin McMahon (E3) clarified that the current analysis uses charger location data but does not include utilization rates, which are not presently available; telemetry data is used to inform demand assumptions. Ryor noted that future access to utilization data may be possible, subject to statutory requirements, and that the DPU could be a potential source of aggregated data. Commissioner Rubin confirmed that available utilization data is aggregated.

Michael Swain (Newton EV Task Force) asked whether EVICC has a framework for evaluating the success of grant-funded charging projects, suggesting that establishing such metrics in advance could help clarify goals and improve outcomes. Ryor asked whether Swain was aware of comparable frameworks, and Swain responded that while he did not have a specific model in mind, such an approach could sharpen decision-making.

E3 noted that the draft site list will be finalized in February and that additional refinement will continue through subsequent EVICC meetings based on stakeholder feedback.

b. DOER Peak Potential Study

Vyshnavi Kosigi and Charles Dawson (DOER) presented findings from the draft Peak Potential Study, which evaluates the technical and feasible potential of load management strategies, including managed EV charging and vehicle-to-everything (V2X), to reduce system peak demand through 2050.

The team described the modeling approach, which assesses end-use load profiles under high- and low-electrification scenarios and dispatches flexible resources during resource adequacy hours. The study found that EV load management measures, particularly active managed charging and V2X, are among the most cost-effective options for peak demand reduction, delivering substantial net benefits across adoption scenarios.

DOER emphasized that benefits from EV load management are robust regardless of EV adoption pace and characterized these strategies as “no-regrets” measures. Preliminary policy recommendations include scaling active load management, expanding V2X capacity, aligning utility incentives with load flexibility, addressing interconnection and compensation barriers, and ensuring equitable access to program benefits.

The draft Peak Potential Study and associated technical appendices are currently open for public comment.

c. VGIC

Zach Woogen (Vehicle Grid Integration Council) provided a national overview of managed charging and bidirectional charging trends. He framed V2X as an untapped flexible grid resource and discussed four core market pillars: interconnection clarity, customer compensation, upfront cost support, and technical standards.

Webster asked whether Woogen had heard regarding whether use of bidirectional charging could impact vehicle warranties. Woogen clarified that the systems highlighted in the presentation are marketed by automakers as built-in vehicle features and therefore do not affect warranties. He noted that some manufacturers, such as Volvo, are beginning to introduce defined battery cycling budgets, which may shape how bidirectional charging is managed and communicated to customers in the future.

Woogen also highlighted increasing availability of bidirectional-capable vehicles across manufacturers and price points and reviewed emerging state approaches to compensation, including virtual power plant programs and performance-based incentives, underscoring the importance of clear, value-based frameworks to support scalable deployment.

d. MassCEC

Elijah Sinclair (MassCEC) presented an update on the Vehicle-to-Everything Demonstration Program, a \$6.3 million initiative funded through EVICC to deploy bidirectional charging systems statewide by the end of 2026. MassCEC announced the selection of 55 systems across residential, municipal, commercial, and school bus applications, with initial installations underway.

Sinclair described program objectives, including accelerating commercialization of V2X technologies, generating real-world operational data, and supporting participant enrollment in grid services programs such as ConnectedSolutions. Most systems are expected to participate in the 2026 summer demand response season.

Early lessons learned include strong participant interest, interoperability limitations between vehicles and chargers, challenges integrating V2X with solar and net metering, and the complexity of coordinating multiple software platforms. Sinclair reviewed available compensation mechanisms, including the Clean Peak Standard and ConnectedSolutions, and outlined plans to publish a comprehensive guidebook in late 2026 summarizing technical findings, market barriers, and policy recommendations.

6) Public Comment

Anna Vanderspek (Green Energy Consumers Alliance) asked for clarification regarding MassCEC's discussion of compensation under the Clean Peak Standard, specifically whether referenced values were annual. Sinclair clarified that Clean Peak compensation values are calculated on an annual basis. Vanderspek also asked DOER to comment on the relative benefits of passive versus active EV load management. Charles Dawson (DOER) noted that the Peak Potential Study modeled passive managed charging, but experience from other states indicates that active managed charging provides greater distribution-level benefits, and DOER supports leaning toward active approaches where feasible.

Michael Swain (Newton EV Task Force) asked whether expected compensation for school bus vehicle-to-everything participation would approach the maximum values shown, noting that availability may be higher in summer months when buses are not in regular service. Assistant Secretary Ryor responded that school bus participation aligns with seasonal demand response programs, particularly ConnectedSolutions, which operates during the summer period from June through September.

7) Adjournment

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

The meeting adjourned at 2:59 pm.

Documents and Exhibits Presented at the Meeting

- [Meeting Slides \(including all presentations mentioned above\)](#)
- [January Meeting Minutes](#)

