

DRAFT

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Monday, January 12, 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
- Nicole Lepre, Department of Energy Resources
- Hank Webster, Department of Environmental Protection
- Chris Aiello, Department of Transportation
- Rachel Ackerman, Massachusetts Clean Energy Center
- Commissioner Staci Rubin, Department of Public Utilities (DPU) - Scott Seigal, Katie Weber
- Deputy Undersecretary Helena Fruscio Altman, Executive Office of Economic Development (EOED)
- Assistant Secretary Mark Fine, Operational Services Division, Executive Office for Administration and Finance (ANF)
- Robert Ross, Massachusetts Bay Transportation Authority (MBTA) (participating on behalf of Katherine Eshel)
- Eric Bourassa, Metropolitan Area Planning Commission (MAPC)
- Audrey Horst, Counsel (participating on behalf of Senator Barrett) - Senator Barrett present
- Andrea Bolduc, Research Analyst, Joint Committee on Telecommunications, Utilities and Energy

EVICC members absent:

- Commissioner David Rodrigues, Division of Standards

Additional attendees and presenters:

- Mark Scribner, EEA
- Adele Andrews, EEA
- Gavin Tullis, EEA
- Chelsea Petrenko, E3
- Caitlin McMahon, E3
- Zach Jenkins, Department of Energy Resources
- Nicole Voudren, Better Together Brain Trust
- Anna Clark, E3
- Alyssa Randall, Planning Communities

Agenda and Minutes

1) Call to Order

Assistant Secretary Ryor called the meeting to order at 1:04 pm and took roll call of EVICC members present.

2) Approval of Meeting Minutes

Rubin moved to approve the December meeting minutes, Bourassa seconded. All present members voted in favor with the exception of Rodrigues, Eshel, and Barrett who abstained. The motion was carried.

- Deputy Undersecretary Helena Fruscio Altman, Executive Office of Economic Development, approve
- Assistant Secretary Mark Fine, Operational Services Division, approve
- Commissioner David Rodrigues, Division of Standards, abstain
- 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, approve
- Katherine Eshel, Massachusetts Bay Transportation Authority, No voting member present, abstain
- Eric Bourassa, Metropolitan Area Planning Commission, approve
- Rachel Ackerman, Massachusetts Clean Energy Center, approve
- Audrey Horst, Counsel (participating on behalf of Senator Barrett), abstain
- Andrea Bolduc, Research Analyst for the Joint Committee on Telecommunications, Utilities and Energy, approve

3) Administrative Updates

- a. Ryor shared that Eversource and National Grid filed their 2027-2030 EV programs with the DPU for review and approval. DPU docketed these filings/proceedings as D.P.U. 25-188 and 25-189, respectively. The utilities will provide a summary presentation on their program filings at a future EVICC public meeting (likely in March or April).
- b. Ryor noted that Eversource, National Grid, and Unitil filed their right-of-way and pole-mounted EV supply equipment (EVSE) plan pursuant to Section 134 of Chapter 239 of the Acts of 2024 (“2024 Climate Act”) for DPU review and approval. DPU docketed these filings/proceedings as D.P.U. 25-180, 25-181, 25-182, respectively. EVICC will circulate docket links following the meeting.

4) Public Comment

Steven Tupper, Deputy Director at the Cape Cod Commission, thanked EVICC for previously developed resources, particularly EV pricing guidance, noting their usefulness for municipalities. He highlighted a continuing need for EV charging at hotels and overnight accommodations, especially among smaller, independently owned sites that face greater financial and logistical barriers. Ryor thanked Tupper for his comments and suggested having him join a future meeting to share barriers.

Jane Winn, Pittsfield, expressed concern about sufficient charging access for drivers traveling long distances to and from Boston, particularly along the Massachusetts Turnpike. She also

emphasized the importance of vehicle-to-grid (V2G) capabilities to support grid stability and reduce costs.

Ryor thanked Winn for her comments and perspective and agreed that it is important to have a robust network of chargers distributed across the Commonwealth, and charging along the Massachusetts Turnpike is vital. Ryor expressed that he could not agree more about owners V2G capabilities and mentioned that the Department of Energy Resources just issued a report on the peak production potential of different technologies and V2G was prominently discussed. A link to the report will be shared following the meeting.

Steve Letendre, Vehicle Grid Integration Council, offered VGIC as a resource to EVICC and highlighted growing availability of bidirectional charging technologies, particularly for medium- and heavy-duty vehicles.

Audrey Horst, Office of Senator Barrett, asked for updates on reliability regulations required under the 2024 Climate Act. Assistant Secretary Ryor responded that EEA is monitoring developments in other states, including California, and will bring proposed approaches to EVICC prior to public release.

Scott Rodman raised concerns regarding technical and rate-related barriers, including demand charges for DC fast charging and challenges with exporting energy to the grid under existing utility rules.

Ryor acknowledged the technical barriers raised, noting that MassCEC programs will produce guidance by the end of the year outlining lessons learned and areas needing improvement, including issues around how energy export to the grid is calculated and compensated. EVICC has already begun discussions with MassCEC on these barriers and looks forward to the forthcoming report to inform next steps. In response to concerns about demand charges, Ryor noted that an alternative demand charge structure has been approved by the DPU, but awareness of this option is limited and it is not widely available to municipal utilities. Developing guidance or FAQs on demand charges and their impact on EV charging economics is being considered as a potential EVICC resource.

5) Presentations

a. EVICC Proposed EV Charging Resources

Mark Scribner (EEA) presented an overview of potential EVICC-sponsored charging resources for development over the next 12–18 months. He reviewed the rationale for additional resources, citing growing EV adoption, increasing complexity for municipalities and site hosts, and uneven access to reliable guidance.

Ten proposed resources were grouped into four categories:

- Planning, Policy, and Legal Guidance (e.g., Right-to-Charge FAQ, model EV charging-only ordinance)
- Permitting, Siting, and Infrastructure Management (e.g., permitting guide, operations and maintenance FAQ)

- Costs, Rates, and Utility Issues (e.g., fast charger fee-setting guidance, utility demand charge guidance)
- Public Use, Education, and Signage (e.g., wayfinding and public charging user guides)

Two Mentimeter polls were conducted to gather feedback on priority resource areas and specific resources. Participants emphasized the importance of permitting guidance and utility demand charge information. EVICC will use this feedback to determine which resources to prioritize.

Ryor asked why utility demand charge guidance and an EV charging permitting guide received the strongest support in the resource prioritization poll. A few noted that high and unpredictable demand charges are driving operating costs at charging sites, and that even with utility engagement, it is difficult to determine which rate options are available or appropriate. Participants emphasized that a useful resource would not prescribe specific rates, but instead clearly explain available options and identify the appropriate utility contacts for guidance.

Several participants stressed the importance of clearly identifying who to contact within utilities for rate-related questions, as general customer service channels often lack the necessary expertise. Others highlighted the need for a permitting guide, citing inconsistent permitting processes across municipalities.

The group also discussed a potential operations and maintenance FAQ, clarifying that such a resource would be high-level and focused on helping prospective site hosts understand their responsibilities, service models, and maintenance options, rather than vendor-specific repair manuals. No additional resources outside the top-ranked items were strongly advocated during the discussion.

b. Section 103 - E3

Chelsea Petrenko, E3, and team provided an update on work supporting Section 103 of the 2024 Climate Act, which requires EVICC to identify priority charging hub locations for light-, medium-, and heavy-duty vehicles.

Presenters reviewed:

- Project objectives and accelerated timeline (site list due February 12, 2026)
- Two hub typologies: secondary corridor hubs and fleet (MHDV-focused) hubs
- Stakeholder feedback collected in December 2025
- A draft, data-driven site selection framework using census tract-level analysis

Discussion focused on balancing demand, equity, feasibility, and infrastructure considerations, as well as the importance of anchor tenants, rural coverage, and flexibility between depot and en-route charging uses. E3 will incorporate feedback and present a refined draft site list at the February EVICC meeting.

Anna Vanderspek from Green Energy Consumers Alliance asked for clarification regarding references to MassCEC funding and whether there was remaining funding from the previously allocated \$38 million. Ryor clarified that the \$38 million referenced was part of a larger \$50 million ARPA allocation already distributed across several EV charging programs and pilots, and did not represent unused funds. Ryor further explained that a recent announcement with

MassDEP outlined approximately \$46 million in EV charging investments over the next few years, including roughly \$10 million dedicated to a future MassCEC program focused on medium- and heavy-duty fleet electrification. Rachel Ackerman with MassCEC noted that they expect to begin outlining the program structure and issuing a notice of intent in spring 2026, with ongoing Section 103 work helping to inform program design.

E3 clarified how vehicle-type weighting and long-haul travel assumptions influenced draft site selection results, noting that higher-scoring sites tended to align with major interstate corridors, likely reflecting prioritization of heavy-duty and long-haul vehicle demand. E3 explained that additional sensitivity testing will be conducted to assess how adjusting weights, across vehicle classes and across demand, infrastructure, equity, and feasibility categories, would affect site outcomes. Members emphasized openness to refining these assumptions.

Council members broadly supported pursuing a mix of charging site types, including en-route, depot-based, and hybrid models, to maximize utilization and support business models that could rely less on public funding. Several members highlighted the value of anchor tenants, particularly fleet depots, while maintaining flexibility to serve multiple fleets and opportunistic charging needs.

Members agreed that current demand should remain the highest-weighted criterion in the near term, as demand certainty improves utilization and mitigates cost challenges such as demand charges. Others suggested exploring how shifting weights among other categories (e.g., equity or feasibility) might affect results.

Alison Felix, MAPC, recommended engaging early adopter fleet operators (e.g., Amazon, FedEx, Pepsi) to validate assumptions and provide operational insights. Katelyn Leahy Barb, Energy New England, provided a suggestion to include considering co-location with dealerships or maintenance facilities to support fleet electrification and vehicle sales. E3 noted that such factors may be better addressed during post-processing and are not currently included in the census-tract-level tool.

Jane Winn raised concerns about rural representation, particularly in Western Massachusetts. Ryor clarified that a complementary framework focused on secondary corridors and rural equity is under development to address these gaps.

E3 outlined next steps, including incorporating feedback, meeting with utilities and state agencies, refining the tool, and presenting a more detailed draft site list in early February. Ryor emphasized that the Section 103 process is iterative and will continue to evolve in future assessment cycles.

6) Public Comment

Anna Vanderspek, Green Energy Consumers Alliance, asked about plans to distribute the proposed EVICC resources beyond posting them on the website. Ryor responded that proactive, audience-specific outreach strategies will be needed to ensure the resources reach appropriate stakeholders, such as municipal leaders, and that distribution approaches may vary by resource. Ryor welcomed suggestions on effective outreach methods, and Vanderspek indicated willingness to assist with dissemination.

7) Adjournment

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

The meeting adjourned at 2:58 pm.

Documents and Exhibits Presented at the Meeting

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