**Massachusetts Electric Vehicle Infrastructure Coordinating Council**

Wednesday, January 8, 2025 | 1–3:00 p.m.
Via Zoom

EVICC members

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

Additional attendees and presenters

- Vyshnavi Kosigi, Department of Energy Resources
- Katie Gronendyke, Executive Office of Energy and Environmental Affairs
- Mark Scribner, Executive Office of Energy and Environmental Affairs
- Ezekiel Wheeler, Intelligent Labor & Moving
- Jennifer Kritzler, CALSTART
- Justin Eichenberger, ICF
- David Kirkey, ICF
- Devan DiLibero, Massachusetts Clean Energy Center
- Rachel Ackerman, Director, Massachusetts Clean Energy Center
- Nicole Vourden, Better Together Brain Trust
- Kari Hewitt, Planning Communities
- Elisa Guerrero, Planning Communities

*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**

Meeting minutes from the 1/8/25 and 12/4/24 meetings will be brought to the next meeting in February, for review and approval.

4) **Updates**
   a) Electric Vehicle (EV) Charging Station Owner-Operator Resource: Public Level 2 EV Charging Station Fees and Policies Guide

Mark Scribner, EEA, presented the slide deck on the resource guide being developed. Josh Ryor explained that Council members would be asked for comments on the resource guide in the next week or so and it would hopefully be adopted at February's public meeting. The resource guide is not intended to be prescriptive or restrictive, and an additional guide for consumers and EV drivers in the future.

Bourassa: Lots of municipalities will find this useful and it would be helpful to add in pricing guidance and background information, to see the data sources that informed the 30-40 cent range pricing/fees. Are charging companies and other stakeholders providing input on the document?

Ryor: The Technical Committee includes OEMs who have been engaged directly in developing this guide.

Eshel: This is a useful starting point and it would be helpful to include sample calculations for pricing in the guidance. The document should include more of a discussion about what "publicly accessible" charging means and how other parking fees interact with charging costs. Who should feedback be sent to?

Ryor: Feedback can be emailed to Josh Ryor, Mark Scribner, and Katie Gronendyke. The guidance document could be updated annually. It aims to be a high level guidance document.

Scribner: The guide can be followed up with supplemental recommendations, worksheets, or guides for specific scenarios.

   b) EEA Overview of Utility Midpoint Modification Filings for EV Programs

Ryor explained that the presentation today would not discuss the substance of each filing, instead only noting the topics included in each filings and information on where the public can find the filings online with DPU.

Vyshnavi Kosigi, DOER, presented the D.P.U dockets 24-195, 24-196, & 25-197, which include proposals for midpoint modifications to EV charging programs for Eversource, National Grid, and Unitil that were originally approved in 2022. The three companies had released annual reports and last month filed their midpoint modification proposed changes. Links to all the filings, as well as information on how to attend and get involved in proceedings covering each filing were shared.

   c) MassCEC Mobile Charging Program

Devin DiLibero, MassCEC, presented on MassCEC's mobile charging program, headed by consultant CALSTART, that aims to accelerate fleet electrification through mobile charging

technology in low-income/disadvantaged communities (LIDAC). The program is funded through ARPA, hence the tight timeline. The program is focused on mobile charging technology for users with more grid constraints, like fleet owners who don't own their own buildings, to provide more flexible options.

5) **Educational Presentations/Discussion: Medium-and Heavy-Duty Electrification and Charging Infrastructure**

a) ICF Utility Fleet Advisory Programs

Justin Eichenberger, presented slides on ICF's Fleet Advisory Program, which aims to engage local governments with fleet transitions by helping them overcome barriers to EV fleet deployment. The program has helped over 100 participants across Massachusetts so far. Participants receive a customized report on transitioning their fleet, vehicle recommendations and ongoing technical assistance for pursuing funding.

David Kirkey explained that the barriers program participants face vary, but often center around the upfront costs of EV infrastructure and vehicles, organizational growing pains associated with introducing a new technology, and concerns like charging times, maintenance costs, and range anxiety, among others. To overcome these barriers, the program helps participants leverage financial support, educate staff on EV charging and maintenance, and procuring EVs for targeted uses, etc.

b) CALSTART MassFleet Advisor

Jennifer Kritzler, CALSTART, presented on the MassFleet Advisor Program, which provides free technical assistance for private and non-profit owners who are electrifying their fleets and may not qualify for programs targeted for local government. Participants receive personalized electrification plans/guidance, and 34 of the current 64 participants have had their reports delivered. The program focuses on setting realistic electrification goals, since not all participants have the capacity to fully electrify, charge a fully electric fleet, or enough funding to finance a full electric transition.

c) Case study: Medium Duty Commercial Fleet Use

Ezekiel Wheeler, from Intelligent Labor & Moving, presented on his company's experience electrifying parts of their fleet. Their electrification journey has included purchasing two EV trucks since 2020, switching to all electric forklifts, purchasing an EV staff car and installing rooftop solar power, which helps offset charging costs. He did not have technical assistance when deciding which EV trucks to purchase, which would have been helpful given all the technical information there is to parse through. The EVs are primarily charged on level 2 chargers at their warehouse and have only had to be charged at public chargers a few times. The public chargers worked fine in two cases, but on a longer interstate trip they ran into various issues with chargers being incompatible with the truck, low charging output, and parking configurations that didn't accommodate a larger truck.

In terms of cost, the number of years to breakeven vary based on calculations, anywhere from 5-12 years. Because of their rooftop solar, he expects that they will break even in about 8 years, because of the controlled energy costs. Fluctuations in energy prices can greatly influence breakeven points.

Recommendations for other fleet owners included: focus on switching trucks that drive under 100 miles per day and can be charged overnight at a depot/terminal with a level 2 charger, consider factors like safety, reliability and durability, and make the most of incentive and technical assistance programs available.

Recommendations for policymakers included: providing incentives by battery capacity instead of by vehicle weight class or by truck sizes that are the most popular, incentivising pairing on-site renewable energy and EV purchases, considering how public charging sites can better serve trucks, building charging sites closer to key grid infrastructure points, consider how to set up charging sites to complement long-distance trucking required downtime and breaks. He mentioned that if assistance programs like MassFleet Advisor had been available when he was purchasing his EVs, they would have been extremely helpful and he could have saved close to $18,000 through incentive programs.

d) Q&A for Presenters

Ryor: (for Wheeler) In terms of breakeven progress, are you trending towards the 5 year payback period?

Wheeler: In general, cost calculations have been accurate and they are on track for recouping costs in 8 years. Gas prices haven't risen as much as expected, which affects return on investment times.

Eshel: Congratulates Ezekiel on all the work that they have put into this fleet electrification process.

Ryor: (for ICF and CALSTART): What are the key differences between the two programs?

Eichenberger: ICF works specifically with National Grid and Eversource territory customers, while CLASTART covers MLP territories.

Kritzler: Both programs provide similar products, but ICF works more often with local government and CALSTART works more with private and non-profit customers.

Ryor: Are there differences in the services provided?

Kritzler: Reports are all confidential, so it can be hard to compare, but they have analogous components and share a common goal of getting EVs on the road and charging infrastructure installed.

Ryor: It would be good to include some illustrative reports in the Second Assessment.

e) Guided Discussion

*Accommodating unique medium- and heavy-duty vehicle charging infrastructure needs*

Eshel: Considering the new climate bill's provisions around energy storage, the interplay between charging stations, solar power and energy storage need to be considered. There is a challenge at the local level around batteries at buildings being at maximum loads. The climate bill sets some kind of threshold related to on-site energy storage.

Ryor: Flagged the existence of novel service providers, which pair things like distributed energy resources with electric vehicle chargers. Noted that an event to help match municipalities and fleet owners with solution providers might be helpful.

*Critical information or data to collect on MHD fleet electrification*

Rodrigues: Mentioned that there is already existing data about transmission of electricity as a commodity and that he can follow up with more specific points at the next meeting.

Ryor: Are there data points that should be collected to inform the Second Assessment?

Ferrarese: More information on what fleet support is available to fleet operators and owners who have reached electric supply capacity and those who haven't.

Edington: There might be a role for EVICC to create a list of significant MHD fleets across the state and conduct outreach to them on behalf of the state.

Ryor: National Grid has done something similar for their territory, which could be a model. The Advanced Energy group has formed two working groups that cover topics like identifying additional resources for fleets and outreach to fleets that are good candidates for electrification that haven't used the MassFleet Advisor program yet. Both those groups might have useful data.

Eshel: It will be important to include MassDOT's rail and transit services electrification and expand the assessment to take into account fleets that might not do roadway charging.

Edington: What is the scope of the Second Assessment and how will it relate to other electrification efforts like ESMPs and long-term system planning processes? How are those efforts inclusive or not of the EVICC charging needs assessment? It would be helpful to have clarity on where they overlap. In the Second Assessment, it will be helpful to call out the timeline for each of the investments needed. They will not all have to happen at the same time.

6) **Public Comment**

James McGrath: He had a comment, but his audio wasn't working.

Stan Kugell: At gas pumps, people are used to seeing seals that show that the pumps meet certain standards and have been inspected. Since EVs read out data about the kWhs they receive, it might make sense to have a complaint based system for reporting charging stations that aren't performing at the capacity they should, rather than an inspection model.

7) **Meeting Adjournment**

Eshel moved and Edington seconded a motion to adjourn. The motion carried unanimously. The meeting adjourned at 2:49pm.

**Documents and Exhibits Presented at the Meeting**

- Meeting Slide Deck
- Electric Vehicle (EV) Charging Station Owner-Operator Resource: Public Level 2 EV Charging Station Fees and Policies Guide