

DRAFT

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, June 10, 2026 | 1:00 p.m. – 3:00 p.m.

AC Hotel Worcester -125 Front St., Worcester, MA 01608

Virtual attendance was also available via [Zoom](#)

EVICC Members Present In-Person:

- Assistant Secretary for Decarbonization Melissa Mittelman, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson
- Commissioner Staci Rubin, Department of Public Utilities (DPU)
- Hank Webster, Department of Environmental Protection
- Rachel Ackerman, Massachusetts Clean Energy Center
- Nicole Lepre, Department of Energy Resources
- Chris Aiello, Department of Transportation (MassDOT)
- Katherine Eshel, Massachusetts Bay Transportation Authority
- Eric Bourassa, Metropolitan Area Planning Commission (MAPC)

EVICC Members Present Virtually:

- Timothy McAlister on behalf of Sen. Mark Barrett, Chairman of the Joint Committee on Telecommunications, Utilities, and Energy
- Undersecretary Patrick Field, Executive Office of Economic Development (EOED) - present for last half of the meeting
- Caleb Oakes (on behalf of Rep. Mark Cusack), Research Director for the Joint Committee on Telecommunications, Utilities and Energy

EVICC members absent:

- Commissioner David Rodrigues, Division of Standards
- Assistant Secretary Mark Fine, Operational Services Division

Additional attendees and presenters:

- Mark Scribner, EEA
- Katie Gronendyke, EEA
- Adele Andrews, EEA
- Gavin Tullis, EEA
- Yuna Choi, EEA
- Ryan Kingston, DCR
- Alison Felix, MAPC
- Gerhard Walker, Eversource
- Manuel Saadallah, National Grid
- Jacob Dusling, Unitil
- J Habib, Keegan Werlin
- Shira Horowitz, National Grid
- Aurora Edington, DOER
- Nicole Voudren, Better Together Brain Trust
- Ann Steedly, Planning Communities
- Kari Hewitt, Planning Communities

- Alyssa Randall, Planning Communities

Agenda and Minutes

1) Call to Order

Assistant Secretary Mittelman called the meeting to order at 1:05 pm and conducted a roll call of EVICC members. She welcomed attendees to her first meeting as EVICC chair and reviewed the meeting agenda.

2) Approval of Meeting Minutes

Commissioner Rubin moved to approve the April 1, 2026 meeting minutes with no edits or amendments, Ackerman seconded. All present members voted in favor with the exception of Rodrigues, Field, and Fine who were not present. The motion carried.

- Assistant Secretary for Decarbonization Melissa Mittelman, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson, approve
- Sen. Mark Barrett, Chairman of the Joint Committee on Telecommunications, Utilities, and Energy, approve
- Commissioner Staci Rubin, Department of Public Utilities (DPU), approve
- Commissioner David Rodrigues, Division of Standards, abstain, not present
- Undersecretary Patrick Field, Executive Office of Economic Development (EOED), abstain, not present
- Assistant Secretary Mark Fine, Operational Services Division, abstain, not present
- Hank Webster, Department of Environmental Protection, approve
- Rachel Ackerman, Massachusetts Clean Energy Center, approve
- Nicole Lepre, Department of Energy Resources, approve
- Chris Aiello, Department of Transportation (MassDOT), approve
- Katherine Eshel, Massachusetts Bay Transportation Authority, approve
- Eric Bourassa, Metropolitan Area Planning Commission (MAPC), approve
- Caleb Oakes (on behalf of Rep. Mark Cusack), Research Director for the Joint Committee on Telecommunications, Utilities and Energy, approve

3) Initial Public Comment

Michael Swain, Newton EV Task Force commented on the condition and availability of EV chargers at MBTA parking facilities. He noted that many chargers are inoperable and suggested MBTA parking lots represent a significant opportunity to expand charging access for residents without home charging.

Kat Eshel responded that the MBTA shares these concerns and highlighted a previously awarded federal Charging and Fueling Infrastructure (CFI) grant intended to support expanded charging deployment. She noted that the MBTA is pursuing repairs to existing chargers and exploring additional funding opportunities.

Craig Van Batenburg, ACDC Hybrid EV Training Resources described a diagnostic tool developed by his company that can quickly identify whether charging issues originate from the vehicle or charging equipment, helping to reduce confusion among EV owners and dealerships.

Bob Armstrong, Greenfield Climate Task Force emphasized the need to increase EV adoption through greater visibility of public charging infrastructure. He encouraged the Commonwealth to improve highway signage for charging stations similar to signage for gasoline stations.

Josh Eckert-Lee, City of Somerville requested an update on MassDOT's NEVI implementation efforts. Assistant Secretary Mittelman and Chris Aiello provided updates, noting that NEVI projects continue to advance and additional updates are expected later this summer.

Al Salas, ECO Auto emphasized the importance of public education and awareness regarding existing EV incentives, rebates, and charging programs. He suggested a statewide education and marketing campaign to increase awareness of available resources and reduce barriers to EV adoption.

4) Administrative Updates

a) Forthcoming EVICC Meeting Schedule - Melissa Mittelman, EEA

Assistant Secretary Mittelman announced that EVICC meetings will pause during the summer and resume in September. EEA is preparing to issue a RFP for consultant support for the Third EVICC Assessment. The intent is to have a consultant team in place and an initial work plan ready for discussion at the September meeting.

b) MassCEC Programmatic Updates - V2X, Clean Cities, Charging Hubs - Rachel Ackerman, MassCEC

Rachel Ackerman provided updates on several MassCEC initiatives:

- c) Vehicle-to-Everything (V2X) Program: Stakeholder workshops are underway to identify barriers and opportunities related to vehicle-to-grid and vehicle-to-home technologies. Public-facing guidebooks are expected to be released during the winter and spring.
- d) Ride Clean Mass Charging Hubs: Six charging hub locations have been announced to support Uber, Lyft, and taxi drivers. The sites will also be available to the public and are expected to begin opening this summer.
- e) Medium- and Heavy-Duty Charging Hubs and Secondary Corridor Charging Programs: A Notice of Intent has been released to gather stakeholder feedback regarding potential sites and program design. Feedback will be accepted through August 31.
- f) EV Resource Clearinghouse: MassCEC recently launched online resources tailored to residents, businesses, fleets, and dealerships, providing information on incentives, charging, and EV ownership.
- g) Clean Cities Transition: Massachusetts Clean Cities has transitioned from DOER to MassCEC. Services and resources will remain unchanged.

h) TNC Docket Update - Commissioner Rubin, DPU

Commissioner Rubin provided an update on DPU Docket 26-90, which proposes revisions to Transportation Network Company (TNC) regulations to support transportation electrification.

Proposals under consideration include:

- Requiring a percentage of TNC trips to be completed using EVs.
- Requiring TNC companies to submit plans to reduce barriers and costs for drivers transitioning to EVs.
- Requiring companies to submit biennial plans describing strategies to increase EV utilization.

Rubin encouraged stakeholders to participate in upcoming hearings, technical conferences, and the public comment process.

5) Presentations

a) DCR Public Access Charging EV Program - Ryan Kingston, DCR

Ryan Kingston of DCR presented an update on DCR's federally funded Charging and Fueling Infrastructure (CFI) Program.

Kingston explained that DCR evaluated approximately 680 parking lots using a scoring methodology that considered parking lot size, year-round accessibility, electrical infrastructure, cellular connectivity, and visitor amenities.

DCR identified 17 priority locations for Level 2 charging deployment, with 15 sites currently advancing through design. DCR plans to seek Phase 2 federal funding to support installation and will pursue construction through a statewide contract vehicle. DCR also intends to establish a per-kilowatt-hour charging fee through a future regulatory process.

b) Resource Guides - Right-to-Charge and EV Parking while Charging Enforcement - Alison Felix, MAPC

Alison Felix of MAPC provided an update on two guidance documents being developed through EVICC.

EV Parking Enforcement Guide

The guide will help municipalities and charging site hosts improve access to charging stations by addressing:

- Charger blocking by non-EVs

- Vehicles remaining parked after charging is complete
- Signage and enforcement strategies
- Pricing mechanisms to encourage turnover
- Municipal best practices from communities such as Lowell and Concord

Right-to-Charge Guide

The guide will raise awareness of Massachusetts' Right-to-Charge law and support residents seeking EV charging access in multi-unit housing. The guide will include:

- Overview of state and local right-to-charge policies
- Educational resources
- Step-by-step implementation guidance
- National best practices

Draft guides are expected to be reviewed by stakeholders in September, finalized in October, and published on the EVICC website in November.

c) Transportation Electrification Grid Plan (Section 103) Service Plaza Update - National Grid, Eversource, Unitil

Manuel Saadallah (National Grid), Gerhard Walker (Eversource), and Jake Dusling (Unitil) presented an update on electric distribution company planning efforts under Section 103 of the 2024 Climate Act.

The utilities reviewed:

- Section 103 requirements and planning process
- Utility forecasting methodologies used to evaluate EV charging demand
- Integration of EVICC charging forecasts into utility planning processes
- Analysis of anticipated charging loads at MBTA facilities and MassDOT service plazas
- Existing and planned infrastructure investments needed to support future charging demand

The utilities explained that EV adoption forecasts are already incorporated into annual planning processes and that Section 103 introduces an additional framework for evaluating future charging infrastructure needs, including large charging hub and service plaza loads.

Presenters discussed the distinction between traditional customer-driven infrastructure investments and the proactive investments contemplated under Section 103. They noted that utilities typically build infrastructure in response to customer requests and approved projects, while Section 103 requires consideration of future charging demand that may not yet be associated with specific customer projects.

Following the presentation, EVICC members engaged in a discussion regarding utility planning assumptions, future infrastructure needs, and opportunities to improve the Section 103 process.

Assistant Secretary Mittelman asked a clarifying question regarding whether the utilities had identified any locations requiring incremental infrastructure investments as part of this filing. Utility representatives explained that the majority of identified sites currently have sufficient capacity or are already covered by existing planning efforts, including Electric Sector Modernization Plan (ESMP) investments. As a result, the companies do not anticipate requesting incremental Section 103 investments in this filing cycle.

Hank Webster commented on the value of strategically utilizing different types of charging infrastructure, including locations such as parks, tourism destinations, and other sites where vehicles remain parked for extended periods. He suggested that these types of locations could help support future charging demand while leveraging existing infrastructure. Utility representatives noted that charging patterns and vehicle dwell times are important considerations in their forecasting and planning models.

Aurora Edington asked whether the utilities compared EVICC's charging forecasts and identified charging locations against their existing planning processes and forecasts. Gerhard Walker explained that the utilities reviewed both the EVICC forecast and the identified MBTA and MassDOT charging locations. Utility forecasts already incorporate EV adoption assumptions, and the identified charging sites were compared against existing load-tracking and planning processes. Locations with active projects or work orders are already incorporated into utility planning efforts.

Edington further asked whether it was correct to conclude that no new utility investments were being driven by EVICC's Second Assessment findings and whether future EVICC assessments could potentially identify needs that would require proactive utility investments. Utility representatives responded that they do not currently anticipate requesting incremental investments under Section 103, but future assessments and future charging demand could result in additional planning needs that would require further discussion with the Department of Public Utilities regarding cost recovery and standards of review.

Edington also asked for clarification regarding terminology used in the presentation, including the distinction between projects that are listed in a utility capital plan, projects that are actively in planning, and projects identified as having capacity expansions already underway. Utility representatives explained that there was generally no substantive distinction in terms of planning status and that these projects were already being evaluated through existing utility planning processes.

Finally, Edington asked whether there were recommendations for improving future EVICC assessments. Utility representatives indicated that the most valuable information would be earlier identification of large individual charging loads, including fleet depots, commercial fleet electrification projects, MBTA facilities, and MassDOT service plazas. They noted that these large step-load projects have a greater impact on substation planning than incremental residential EV adoption forecasts and suggested that future assessments focus on identifying these major charging demands as early as possible.

Chris Aiello asked several questions regarding specific utility infrastructure projects and their implications for future charging capacity. He asked about the anticipated timing and capacity benefits associated with the Framingham transfer project. Utility representatives indicated that

the project could potentially be completed within approximately two years, depending on funding availability and project prioritization.

Aiello also requested additional information regarding the Ludlow substation project, including the project scope and anticipated timeline. Utility representatives explained that the project involves a substation upgrade that would increase available capacity and estimated that the project could take approximately four years to complete.

Aiello further asked whether there were service plaza locations where existing substations already had sufficient available capacity and whether utilities had evaluated the long-term needs at locations such as Bridgewater and Westborough. National Grid representatives explained that final infrastructure requirements depend on the specifics of future charging requests. While Bridgewater will ultimately require system upgrades to accommodate anticipated charging demand, the exact scope of work cannot be finalized until project details are known. Utility representatives noted that they do not currently identify any proactive incremental investments that could be advanced ahead of those future requests.

Commissioner Rubin thanked the utilities for their presentation and noted that additional opportunities for stakeholder engagement and public comment would occur when the utilities formally file their Section 103 plans with the Department of Public Utilities later this year.

6) Additional Public Comment

Assistant Secretary Mittelman reopened the floor for public comment.

Susan McPhee, Spark Energy Conservation emphasized the importance of improved charging station signage and public education. She also encouraged exploration of ownership and operational models that could reduce burdens on municipalities managing charging infrastructure.

Anna Vanderspek, Green Energy Consumers Alliance asked how the DPU intends to develop the standard of review for Section 103 utility investments.

Commissioner Rubin explained that the standard will be developed through the adjudicatory process and informed by stakeholder input.

Michael Swain, Newton EV Task Force, returned to the topic of charging infrastructure at MBTA facilities and asked about future charging availability at locations including Alewife and Riverside. He reiterated concerns regarding the condition of existing charging stations and the need to ensure that public chargers remain operational and accessible.

Kat Eshel responded that the MBTA recognizes the importance of maintaining reliable charging infrastructure and is actively working to repair existing charging equipment. She noted that the agency continues to evaluate opportunities to expand charging access at MBTA facilities, including through previously awarded federal funding and future infrastructure planning efforts.

Chris Aiello thanked Gerhard Walker and the utility teams for their work on the Section 103 process and ongoing collaboration to support transportation electrification planning in Massachusetts.

7) Adjournment

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

The meeting adjourned at 2:56 pm.

Documents and Exhibits Presented at the Meeting

- Meeting Slides (including all presentations mentioned above)
- April Meeting Minutes