

DRAFT

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, March 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
- Helena Fruscio Altman, Executive Office of Economic Development (EOED)
- Commissioner Staci Rubin, Department of Public Utilities (DPU)
- Nicole Lepre, Department of Energy Resources
- Hank Webster, Department of Environmental Protection
- Sharon Webber, Department of Environmental Protection
- Katherine Eshel, Massachusetts Bay Transportation Authority (left at 2:01pm)
- Rachel Ackerman, Massachusetts Clean Energy Center
- Audrey Horst, Legislative Director (participating on behalf of Senator Barrett)
- Helena Altman, Assistant Secretary for Program and Performance Management
- Assistant Secretary Mark Fine, Operational Services Division, Executive Office for Administration and Finance (ANF) (left at 2:12 pm)
- Eric Bourassa, Metropolitan Area Planning Commission (MAPC) (left at 2:45 pm)
- Chris Aiello, Department of Transportation (MassDOT)
- Caleb Oakes, Research Director (on behalf of Representative Cusack)

EVICC members absent:

- Andrea Bolduc, Research Analyst, Joint Committee on Telecommunications, Utilities and Energy
- Commissioner David Rodrigues, Division of Standards

Additional attendees and presenters:

- Mark Scribner, EEA
- Adele Andrews, EEA
- Megan Dixon, EEA
- Vyshnavi Kosigi, DOER
- Zach Higgins, DOER
- Christopher Coy, National Grid
- Kevin Boughan, Eversource
- Al Azad Iqbal, DPU
- Katie Weber, DPU
- Scott Seigal, DPU
- Nicole Voudren, Better Together Brain Trust
- Anna Guggenheim, Planning Communities
- Matthew Fountain, Planning Communities
- Ann Steedly, 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. Assistant Secretary Ryor shared the planned agenda for the meeting.

2) Approval of Meeting Minutes

Commissioner Rubin moved to approve the February meeting minutes with no edits or amendments, Eshel seconded. All present members voted in favor with the exception of Aiello, Oakes, and Horst who abstained due to absence during the prior meeting. The motion carried.

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson, approve
- Helena Fruscio Altman, Executive Office of Economic Development (EOED), approve
- Commissioner Staci Rubin, Department of Public Utilities (DPU), approve
- Nicole Lepre, Department of Energy Resources, approve
- Hank Webster, Department of Environmental Protection, approve
- Sharon Webber, Department of Environmental Protection, approve
- Katherine Eshel, Massachusetts Bay Transportation Authority, approve
- Rachel Ackerman, Massachusetts Clean Energy Center, approve
- Audrey Horst, Legislative Director (participating on behalf of Senator Barrett), abstain
- Helena Altsman, Assistant Secretary for Program and Performance Management, approve
- Assistant Secretary Mark Fine, Operational Services Division, Executive Office for Administration and Finance (ANF), approve
- Eric Bourassa, Metropolitan Area Planning Commission (MAPC), approve
- Chris Aiello, Department of Transportation (MassDOT), abstain
- Caleb Oakes, Research Director (on behalf of Representative Cusack), abstain

3) Administrative Updates

Assistant Secretary Ryor shared plans for the Massachusetts EV Symposium and In-Person EVICC meeting, which will be held on June 10th. He encouraged participants to save the date, as a registration link will be available next month. The Symposium will be held in the morning of June 10, 2026, with the in-person EVICC meeting in the afternoon. The event is free but registration is required.

Scribner provided an overview of the symposium, including the currently planned panels on the charging infrastructure build out and fleet charging in the state with guest panelists. Additionally, existing resources, programs and incentives for EV charging in the state will be possible discussion topics during the symposium. The EVICC meeting in the afternoon will be from 1-3pm. This EVICC meeting on June 10th will replace the originally scheduled June 3rd EVICC meeting, the calendar hold will be adjusted accordingly.

Assistant Secretary Ryor shared a second administrative update, noting that the Eversource managed charging program approved by DPU in October 2025 has been stood up, and began being available to residential customers on March 2. Ryor expressed gratitude for DPU's work and congratulated Eversource for offering the managed charging service for residential customers. After the public comment section, the utility presentation may include a brief update about the managed charging.

4) Public Comment

Assistant Secretary Ryor opened the floor for public comments.

Jane Winn from the Berkshires asked if EV charging will be available at the Symposium. Scribner replied that there are multiple charging stations in the underground garage where the Symposium will be held.

Steve Letendre, Chairman of VGIC mentioned an appreciation from VGIC for the opportunity to present to the group at the prior month's meeting. He also noted that VGIC is working with MasssCEC on a pilot program, and a vehicle-to-everything (V2X) pilot program, which will be produced by the end of the current calendar year. They welcome feedback and comments as they go through the process.

Assistant Secretary Ryor noted appreciation for the Vehicle-Grid Integration Council (VGIC) presentation the prior month, and shared that vehicle-to-grid (V2G) and V2X will be future meeting topics for the group. Ryor also noted the possibility of having a dialogue about the guidebook during a future EVICC meeting, either while it's under development or when development is completed.

Scott Rodman (Massachusetts Resident) shared an experience with the V2X program, noting challenges that for many who were selected for participation have had to drop out due to rules that do not allow net metering for resources other than solar PV. Rodman recommended that DPU requirements from 2017 will need to be reviewed and clarified as greater transparency on the issue would be helpful.

Rodman also noted demand charge issues where some municipalities have installed EV chargers which are on the wrong rate plans, and the municipalities do not understand the implications of their Level 3 chargers. Rodman suggested improved education for grant recipients as they are moving forward with charger installation to avoid budget surprises.

Assistant Secretary Ryor appreciated Rodman's comments and noted that a resource on demand charging is planned to be developed within the next two years. Regarding the first point Rodman made, Ryor noted that the concern has been raised before, as well as other concerns related to the project, and these challenges are being reviewed.

Ackerman appreciated Rodman's comment, as well as Letendre's comment, including the guidebook. Ackerman noted that within the state agencies, receiving public feedback on barriers identified as part of the program is a goal of the program. The program is an initial pilot intended to identify and address issues to simplify future scale-up. Ackerman mentioned the concern raised by Rodman is not the only challenge that has surfaced during this pilot phase, and they

are working to address the barriers that are being flagged by the public. They are very optimistic about building and sustaining momentum in the V2G space.

Commissioner Rubin noted appreciation for Rodman's remarks in this meeting, as well as at the public hearing at DPU a few weeks prior. Rubin noted that DPU very much appreciates the feedback, is taking the comments very seriously, and they will follow up.

5) Presentations

Assistant Secretary Ryor shared that there would be two main topics for discussion. The first topic is led by the investor-owned electric distribution companies (EDCs) National Grid and Eversource to share the proposals they submitted to DPU for the 2027-2030 period. The second presentation will provide an overview of resources that EVICC as a council is planning to develop before the next EVICC assessment, and the group will be asked to share any information and resources that should be incorporated into the design.

a) Overview of Proposed EDC EV Programs 2027-2030 from Eversource and National Grid

As he handed the floor to Chris Coy, Product Manager, from National Grid and Kevin Boughan, Manager of EV Strategy and Policy, from Eversource, Assistant Secretary Ryor reminded the group that the presentations do not reflect endorsement by EVICC of any viewpoints, and that since the recent filing of these future programs is still under review, the scope of questions will be limited to the details included in the proposals filed.

Chris Coy began by expressing appreciation for the opportunity to come present to the group, noting that he would be sharing the basics of what was proposed in the most recent EV public utilities program, and asking for questions to be raised when the presentation wraps up. Kevin Boughan was also introduced and will share information during the second half of the presentation.

Coy explained that these filings are for the next phase, as current programs for National Grid and Eversource end at the end of 2026, and the proposed programs will cover a 4-year term from 2027-2030. (Unitil's program runs through 2027 so they are expected to file this year for future plans). All proposals to DPU are subject to the full adjudication process, so proposals are subject to change.

Coy noted that Phase 1 of the National Grid and Eversource programs were the first of their kind, providing commercial charging and making them ready to help customer-owned projects. The current set of programs which covered the period from January 2023 through the end of 2026 reflected a significant expansion of scope, larger budget and funding, with each utility having about \$200M over the 4 year term. This expanded the program from commercial charging to include residential charging and fleet as well as advisory services. The managed charging program is launched now for both Eversource and National Grid.

Coy shared that the proposal submitted to DPU extended and refined the next phase of programs over the next four years, and reflected a slightly smaller budget with approximately a 6% reduction for National Grid, and 12% for Eversource. Noted that Unitil is engaged in planning conversations as well, but they have another year of programs, and are planning to file at the end of this calendar year for their next set of programs.

Coy noted that the current proposal is largely a continuation of the current programs, though some changes are proposed around types of charging supported through the programs and how National Grid will review applications.

Assistant Secretary Ryor clarified that the fleet assessment services relates to a specific technical service that National Grid provides currently, though will not be continuing under the proposed plan, what was reflected in the slides does not suggest that support for infrastructure incentives for fleets will cease to be offered. Coy clarified that fleet projects will be eligible for infrastructure incentives to enable charging projects. Both Eversource and National Grid are working to support the residential segment more particularly with incentives for groups that need additional support or may be low-income.

Coy noted that the advisory service of EV ready site plans is proposed to be discontinued, but they would continue to provide other installation support. Additionally, Coy noted the managed charging provision, with incentives to support charging behavior that lowers stress on the electric grid. Coy noted that demand charge alternative was not included in the next phase, but that work will continue through 2033, to provide relief on demand rates. Coy concluded his presentation from National Grid and handed off to Kevin from Eversource

Kevin Boughan from Eversource presented the plan that Eversource submitted to DPU at the end of 2025. The plan made adjustments which reflected lessons learned from the current phase. Boughan noted a revised make ready infrastructure support approach which is based on a simpler approach which provides more flexibility to customers with a single dollar per kWh for the entire customer project costs. The make ready and EVSC incentive would be the lesser of the \$1 per kWh cap, or a percentage of eligible project costs. Tiers are also being simplified, and the multiple categories with varying incentive levels are being replaced by two tiers: a standard tier of up to 50% or an enhanced tier (for EJ communities, curbside and pole mounting charging, and public fleet projects), covering up to 75% of costs.

Boughan shared that additionally, the DC fast charging support plan has been adjusted. The prior approach had yielded more applications than could be supported and the first-come, first-served approach was not meeting community needs. Eversource proposed changing to an application window and scoring process reflecting the highest impact of proposed sites (e.g., site location, grid capacity, site amenities). A similar process is currently used in Connecticut.

Boughan mentioned a separate proposed adjustment around incentives that define program milestones to allow more flexibility. The proposed adjustment would allow incentives to be adjusted if a program is rapidly depleting its budget, to help ensure the budget can last through the term and remains aligned to program goals. Additionally, Boughan noted the Eversource proposal reflected a clear delineation between the utility programs and the MassEVIP program, creating a cleaner customer experience, and reducing administrative burden. Mass EVICP will cover L2 projects with 4 or fewer ports, and the utility will cover programs with 5 or more ports. The goal is to avoid overlap

Boughan noted that the adjustments proposed align with the EVICC process and recommendations outlined in the Second EVICC Assessment report. Boughan and Coy shared their contact information and invited questions from the group.

Assistant Secretary Ryor invited clarifying questions on the presentation. He noted that they are following the DPU procedures to ensure all involved with the DPU process can weigh in on the merits of the proposal.

Richard Asirifi from Commonwealth Engineering noted that when thinking about middle class businesses, stacking incentives can be very helpful and there are some groups who want to leverage both EVIP and utility incentives.

Assistant Secretary Ryor noted that the way the proposal has been filed, there is no overlap in eligibility, and offered to connect separately about the policy objective. Boughan confirmed the approach in the proposal.

Robert O’Koniewski from Massachusetts State Automobile Dealers Association asked about the approval process, including the timeframe of when the proposals would get through the DPU process. Boughan mentioned that they are currently discussing the procedural schedule which has yet to be finalized. Assistant Secretary Ryor noted that when the schedule is finalized, it will be shared with the full EVICC mailing list. The utilities have requested an order to be issued by the end of the calendar year. DPU does not share specific order dates, but will share procedural steps. Commissioner Rubin added that a public hearing has been conducted, and DPU is currently in discovery, getting information from companies, and that there will be evidentiary hearings and a briefing phase, then DPU will issue the order. O’Koniewski appreciated the response and moving the public comment period earlier in the meeting.

Ilan Gehertz with New Wave Energy mentioned a question on any proposed overall caps on projects, including a dollar cap or kWh cap. Additionally Gehertz inquired about any provisions in the proposal to encourage coalition of energy storage with EV charging. Boughan mentioned that, subject to confirmation, there’s no cap unless the project is so large it impacts the entity cap, as the goal is to support equitable distribution among rate payer funding. Coy noted a similar approach for National Grid, as they want to balance fully utilizing incentive programs, while also supporting groups of different sizes. Coy also noted that National Grid has not proposed additional incentives for colocated energy storage in the next phase, though Eversource did propose an adder vehicle to grid for projects that might support more than the 50% to 75% incentive tier.

Assistant Secretary Ryor appreciated answers from Coy and Boughan, as well as their time and presentations during the meeting. Ryor noted that when available, EVICC will share out dates for the DPU dockets when the utility proposals will be reviewed.

b) Final List of EVICC Sponsored Resources, 2026-2027

Assistant Secretary Ryor invited Mark Scribner (Policy Advisor, EEA) to present the final proposed EV charging resources which will be developed by EVICC in the coming year and a half before the next assessment.

Scribner’s presentation highlighted the four planned resource categories, summarized their value and the stakeholder feedback collected through the process, as well as the prioritization of resource development and next steps. Topic areas for the resources include planning, policy and legal (2 resources which will reduce risk and improve local decision making for municipalities), permitting, siting, and infrastructure (1 resource which will speed deployment

and improve reliability), and costs, rates and utilities (1 resource around demand charge alternatives). While there is not a planned resource specifically for public use signage, process and best practices will be reflected in two of the planned resources.

Scribner noted that internal and external stakeholders were engaged in the prioritization process, which included soliciting feedback from internal state agency staff, the EV leadership team, attendees of the EVICC public meeting in January, and municipal EV leaders. Descriptions of the planned resources were then shared, with illustrative proposed titles. Scribner mentioned that target completion dates, titles, and details may change as the development process gets underway.

The first proposed resource is a Massachusetts Right to Charge Guide which, under the Massachusetts General Laws Chapter 183A Section 10A, relates to the law that has passed that is giving property owners the right to install EV charging in condo communities and historic districts. The expectation is that the planned resource will include information about rights and responsibilities for potential station developers, station owners and the property owners. It's going to clarify what type of review and approval process is defined under the law. The plan is for the resource to also define cost, liability and insurance responsibilities, as well as outline reasonable restrictions, standards for design, and include a practical FAQ for those stakeholders.

Scribner noted that the second proposed resource is anticipated to focus on EV charging only enforcement to prevent parking in EV charging spots by an anti-internal combustion engine (ICE) vehicle or an EV not actively charging. The purpose and scope of this resource is expected to focus on municipal authority, key ordinances to adopt, and refining EV charging only requirements and signage, all to promote statewide enforcement.

The third resource described by Scribner is an EV demand charging guide overview, which will explain demand charge structures and the impact on EV charging sites, as well as provide information about Massachusetts-specific rates, with a comparison of rate design and costs, and an outline of eligibility and enrollment considerations, with a FAQ.

The fourth resource described by Scribner is a municipal EV charging permitting process guide, which will be a more comprehensive resource directory for municipalities and installer, including best practices and reflecting state legislation, to serve as a resource directory for EV charging zoning and permitting, inclusive of a FAQ.

Scribner noted that the broader next steps for the resource development is for the EVICC team to coordinate with lead agencies to facilitate support and monitor progress.

Scribner and Assistant Secretary Ryor then led the group through discussion questions to solicit key considerations for inclusion in each resource, existing resources to consider, and the best form for each resource to take. The conversation was open to EVICC members and members of the public.

For the right to charge resource, Leslie Zebrowitz from the Newton EV Task Force noted that those who had a legal right to charge have reported hurdles with exercising their right and have often had to engage legal counsel which can be costly or unaffordable for many, so the proposed guide should offer approaches if condo boards decline the right to charge. Assistant

Secretary Ryor noted that this issue has come up frequently, and the plan is to provide clear steps that can be undertaken in the face of barriers. Scribner also noted potentially including information around automatic approvals of applications after a certain period of time. Bourassa (MAPC) mentioned that Alison Felix would weigh in as well, but they have been working with Watertown to understand perspectives from condo associations and larger apartment buildings of exclusively renters. An issue that has been raised is around who is responsible for what cost. Bourassa suggested an offline focus group discussion. Felix agreed that there is a gap in legislation to support right to charge for renters, which is recommended to be addressed in the Second EVICC Assessment. Assistant Secretary Ryor appreciated the comments from MAPC, and noted Scribner would reach out to ensure the resource is applicable across the Commonwealth. Coy (National Grid) noted that even for residents who intend to fully cover the cost of the charger, costs associated with insurance requirements can hamper efforts to move forward with charger installation, so the guide under development should reference real insurance requirements.

Scribner asked about other resources to review when creating the right to charge resource. Paxton, MA has created a FAQ, and Audrey Horst noted that the City of Cambridge has enacted a statute, so may be able to provide an example guide.

Scribner asked for feedback about the EV charging demand resource. Boughan noted that there's a large educational gap between ultimate site hosts and developers, and Eversource has developed a rudimentary guide which is on their website and could be leveraged for this effort. Boughan is willing to support the development of this resource. Based on experience, Boughan mentioned Eversource is planning to incorporate into the application process an attestation that spoke to site host about bill impact, and they understand the impact of installing DCFC to avoid surprises. Assistant Secretary Ryor appreciated the comment and willingness to support, noting the planned EVICC resource should complement Eversource's work, as well as seeking support from National Grid. Scribner noted an interest in incorporating existing utility information into the guide based on a location.

Chris Aiello from Mass DOT mentioned that customers have difficulty determining the actual rate they will be charged, so there is need for a guide. Scott Rodman mentioned that the load factor can impact rates, and given the re-rating planned for June, it can be complicated to understand what rate implications will be, and what the correct rate should be. Assistant Secretary Ryor noted that the guide to be developed will aim to explain the correct rate that payers should be on, for public and commercial customers. Scott Rodman noted that this has been quite challenging to identify and get on the correct rate, with multiple people unable to provide the right support with the utilities, but once the right person was identified, things were corrected.

Elizabeth Turnbull from the Alliance for Transportation Electrification mentioned she appreciated the demand charge guide for customers, and noted that ATE has done several papers on EV rates, including one from a few years ago on demand chargers. These resources reviewed information from a utility and regulatory perspective, which may be useful as the resource is developed. She noted that sometimes the framing is incorrect for demand charging, and some

express concern that rates are arbitrarily defined by the utility. ATE's resources explain why these rates exist to the customer, as well as the role of charging management systems.

Anna Vanderspeck from the Green Energy Consumers Alliance noted that she agreed having a spreadsheet or tool to facilitate understanding of demand rate charging would be helpful, as there are too many variables to explain without a calculation tool. She mentioned exploring if demand charge alternative makes the case for colocating storage moot for DCFC, and if this should be reflected in an associated FAQ. Vanderspeck suggested that when a new DCFC is connected to the grid, that intervention point could be when the EDC indicates the demand charge alternative and correct rate. Assistant Secretary Ryor appreciated the point.

Alison Felix (MAPC) agreed with Vanderspeck's comment about the spreadsheet/tool, and suggested thinking holistically about an online calculator that could be expanded to include L2 charging and DCFC, as well as private companies looking to install EV chargers.

Scribner appreciated the feedback and comments.

Assistant Secretary Ryor asked if any attendees were aware of existing resources and ordinances, noting that there were two adopted to date which will be considered. Rachel Ackerman mentioned an on street charging program and that communities have been working through associated challenges, which she will bring back lessons learned to the group. The anticipated guide will share references of a range of approaches that can be undertaken by municipalities for different parking scenarios. Scribner highlighted the importance of appropriate signage, to empower local enforcement, as well as officer training on what active charging looks like.

Assistant Secretary Ryor noted for the final planned resource, the EV charging zoning and permitting guide, the goal is to provide the guidance on best paths forward and approaches that municipalities can take for permitting guidance. Nicole Lepre from DOER will be helping to lead this effort. Clarke Doody from the Cape Cod Commission noted that the Charging Smart Program under DOE has been reinstated, and they are working to create an efficient charging structure in municipalities. Doody mentioned that he could share materials from across the country seeking the same solution. Ryor appreciated the mention, as well as the work the Cape Cod Commission is undertaking. Ryor also noted that the guide plans to bring forward models that municipalities could directly implement.

Lepre noted the goal of the resources is also to highlight existing documents and resources that will support this work, but if any attendees are aware of resources, to please share them.

Assistant Secretary Ryor closed this presentation by appreciating the input and highlighting the anticipated timeline that the resources will be developed before the next EVICC assessment.

6) Public Comment

Assistant Secretary Ryor again opened the floor for public comment.

Anna Vanderspek (Green Energy Consumers Alliance) flagged a concern with the latest house version of the Energy Bill in section 159 which is inside of section 54. Specifically, Vanderpsek noted that in the language around vehicle to grid processes there seemed to be a typo or

technical mistake that would require V2G instances to go through a grid integration process even when things should be grid isolated, and wanted to confirm if this is something that EVICC could review and clarify, though most likely it seems to be a typo or accidental insertion of the word “not”.

Assistant Secretary Ryor noted that he was aware of the typo and an amendment to address it, but will look into whether the amendment was adopted when the House voted on 2/26. Ryor mentioned he would follow up and confirm with Vanderspek directly.

No other public comments were offered. Assistant Secretary Ryor noted appreciation for the comments, and thanked the meeting’s presenters.

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 2:57 pm.

Documents and Exhibits Presented at the Meeting

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