

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, March 5, 2024 | 1:00 – 3:00 p.m.

Via Zoom

EVICC Members Present:

- 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
- Chris Aiello, Department of Transportation
- Kat Eshel, Massachusetts Bay Transportation Authority
- Eric Bourassa, Metropolitan Area Planning Council
- Hank Webster, Director of Climate Strategy, Department of Environmental Protection
- Senator Mike Barrett, Chairman of the Joint Committee on Telecommunications, Utilities and Energy
- Audrey Horst, Research Director, Office of State Senator Michael Barrett
- Andrea Bolduc, Research Analyst for the Joint Committee on Telecommunications, Utilities and Energy

EVICC Members Absent:

- None

Additional attendees and presenters:

- Katie Gronendyke, Executive Office of Energy and Environmental Affairs
- Mark Scribner, Executive Office of Energy and Environmental Affairs
- Nicole Voudren, Better Together Brain Trust
- Ann Steedly, Planning Communities
- Devan DiLibero, Massachusetts Clean Energy Center
- Yuna Choi, Executive Office of Energy and Environmental Affairs
- Scott Seigal, Department of Public Utilities
- Alazad Iqbal, Department of Public Utilities
- Katie Weber, Department of Public Utilities
- Eric Friedman, Department of Energy Resources
- Vyshnavi Kosigi, Department of Energy Resources
- Nahlia Yefet, MassCEC
- Crystal Johnson, EEA Office of Environmental Justice and Equity (OEJE)
- Krishana Abraham-Petrie, OEJE
- Betsy Isenstein, DCAMM

All meeting attendees participated remotely.

Agenda and Minutes

1) Call to Order

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

2) Approval of Meeting Minutes

Edington motioned to approve the minutes, Bourassa seconded. All present members voted in favor. The motion passed.

3) Review of Meeting Goals and Agenda

Ryor presented the slide deck reviewing goals and agenda for the meeting.

4) Administrative Updates

- a. Ackerman introduced herself as a MassCEC member.
- b. Ryor distributed the bylaws and noted that the edits were made to incorporate some new legislation and allow for future updates to be easier.

Senator Barrett raised several concerns about the specificity within the new bylaws. He suggested that non-government-funded EV charging locations should be included to understand gaps in coverage, particularly by the private sector. Under [Subsection 2, Article 3.1](#), he also expressed concern about the removal of references to private sector involvement, particularly regarding investor-owned utilities and companies involved in infrastructure. He was concerned that the removal could impact gap-filling efforts and private sector data collection. Finally, he expressed concern about [Subpart A, Article 3.1](#) and striking out statutory requirements for estimates related to private and public stations, including industrial and residential stations. He also shared concerns about missing private sector installations.

Ryor responded that the law still governs, and the striking of certain details from the bylaws doesn't impact the EVICC charter. The goal is to align with the latest legislative updates and allow for future changes. Emphasis on updating to accommodate recent legislative priorities, such as medium and heavy-duty vehicles. Ryor suggested revisiting the bylaws at the next public meeting.

Senator Barrett emphasized the need to require data sharing from private sector companies to standardize charging-related information available to the public and to support a unified app for the consumer charging experience.

- c. Ryor provided an update on the [Right-to-Charge](#) Implementation under the [2024 Climate Act](#), which is now law. EVICC members and attendees were encouraged to continue sharing this information with their networks.
- d. Ryor reviewed upcoming public hearing dates: March 27, 2025 in New Bedford and March 31, 2025 in Worcester. Dates and times for the Boston and Western Massachusetts meetings would be shared over email.

- e. Ryor announced that future EVICC meetings will be held in person starting with the April 2, 2025 meeting at EEA/DOER's offices.
- f. Ryor provided a summary of themes from recent public comments and reiterated that Massachusetts remains committed to a connected and reliable EV charging network. 200 new charging stations were deployed in the last two months. Despite federal funding changes, many activities at the state level can continue. He clarified that the NEVI program was not canceled and that an update from MassDOT will be provided in the next meeting.

5) Public Comment

Robert O'Koniewski (State auto dealers association): Asked if the first public hearing would have a virtual option and echoed Senator Barrett's comments about specificity in the bylaws. Ryor responded that the first public hearing would not have a virtual option.

Shannon Dulaney (It's Electric - Direct of Public Affairs): Shared that It's Electric won a contract with the City of Boston with the understanding of getting funding from Eversource and EVICC, but Eversource funding has been exhausted and EVICC incentives haven't been compatible with their business model or charging hardware. Asked if these issues would be addressed in the Second Assessment. Ryor said this would be good feedback to share through the DPU process and that the team appreciated the feedback.

Ilan Gutherz (New Leaf Energy): Recommended that the Second Assessment should include information about the impact of federal funding changes on the state's goals, and that financial projections should include increasing costs for deploying additional charging stations as the easier to develop sites have been developed first. Asked if there would be opportunity for written feedback on the Second Assessment. Ryor stated that a public comment period on the draft assessment was anticipated.

Paul Reisberg (ECA): Echoed Senator Barrett's comments on the importance of ease of payment for consumer charging experiences and on the importance of data sharing.

6) Updates

a. MassCEC Website Updates

Nahlia Yefet (MassCEC) presented slides about the MassCEC website updates. The presentation included some walk through of navigating the website. She asked for participants to help promote and disseminate the site and welcomed feedback and comments. They will continue to make regular updates. Ryor noted how beneficial the site is and that EEA has utilized the call center and encouraged everyone to visit the website.

Horst asked if PlugShare is used and what types of chargers are available on the website. Yefet noted that the map included level 2 and 3 publicly available chargers and was compiled from various sources.

b. LBE and DCAMM Funding Updates

Eric Friedman (DOER LBE) and Betsy Isenstein (DCAMM) gave an overview of spending on ARPA funds. DCAMM has focused on installation of state EV chargers, including on 'vertical buildings'. DOER runs the Lead By Example program to help state entities meet overarching climate goals.

Ryor asked for discussion of EO highlights; Friedman said they have a policy on replacement and new purchases and then have overall targets on number / profile of the fleet for ZEVs. They have surpassed the 5% goal early this year.

7) Guided Discussion on Second Assessment Outline

Ryor opened an overview of the Draft Assessment Outline and shared that the discussion would focus on current Programs and initiatives, deployment, grid impacts and managed charging, and customer experience. Questions to consider per section: Is it missing key topics? What items should be discussed? Recommendations to be considered?

EV Charger Deployment Section

Eshel asked for clarification on the term "access." Ryor responded that "access" is intended to refer to the presence and availability of charging in certain areas or for focus populations, rather than just access to specific locations.

Christopher Aiello shared key access considerations, including: Chargers that support long-distance travel, not just locations but also high-speed chargers and their proximity to main corridors. Considering destinations (e.g., tourist spots, skiing areas, beaches) where slower charging could be supported to smooth out energy demand. Suggestion to focus on secondary corridors in addition to NEVI corridors. He also inquired about whether information on the reliability of charging stations and payment methods would be included.

Webster supported other comments made regarding access considerations. Suggested adding more granularity on charging connection types, noting the importance of providing insights into available connection types, as opposed to relying on platforms like PlugShare. Emphasized the need for data on the power rating of charging sites (e.g., 150kW or higher) to bolster efforts and data. Ryor acknowledged the challenge of gathering all connection types but agreed that this is an important aspect of the work, particularly when considering future deployment needs.

Horst suggested that the "Current State of Deployment" section should also include notes on what is missing or what could not be obtained due to limitations (e.g., data limitations or other barriers).

Edington raised two points: Will the report address pricing issues for public charging, particularly for DCFC (Direct Current Fast Charging)? Will there be any discussion of subsidization for charging in Environmental Justice (EJ) communities? Ryor responded that some OEMs offer discount rates for charging, but specifics around pricing and subsidization will need to be considered.

Electric Grid Impacts and Managed Charging

Eshel said the assessment should include some discussion about the integration of emergency response planning with EV charging, to think about networked emergency response. Ryor mentioned that it might not be possible to get into too much detail about that, but that it was an important topic to mention in the assessment.

Edington stressed that discussing vehicle to everything (V2X) was important, especially with the possibility of a national program/incentive, in the grid impacts section. She also asked for a comprehensive visual explaining EV infrastructure as a whole.

Aiello asked for the assessment to identify shortcomings in upgrade costs and the economics of EV charging, including whether the slim profit margins on charging stations would inhibit growth, especially with necessary infrastructure upgrades.

Eshel suggested this section should include information about transmission upgrade costs and how planned storage could help mitigate those costs.

Ryor commented that section 3 would identify those types of areas, in order to proactively plan for areas where load was projected to increase. This would include bringing utilities into early conversations.

Rubin said the assessment should walk through utility processes for load forecasting.

Webster commented that many things could trigger substation upgrades, not all related to EV charging, which should be taken into account when calculating costs.

Ryor said that EEA and DOER are strong proponents for comprehensive distribution planning.

8) Draft EJ Siting Guide Resource Presentation

Crystal Johnson (OEJE) presented slides on the EJ Siting Resource Guide. Environmental Justice communities are critical to adoption of EVs and it's critical to ensure that historically marginalized and underserved communities are included in this transition. It's imperative to ensure EJ communities don't just have a burden but also receive benefits. The siting guide aims to inform the public and private sectors about siting and design guidelines, including the importance of community involvement and engagement when selecting sites. This guide can present a roadmap to foster more accessible benefits of clean transportation planning for all communities. The guide is a living document and will be updated every 2 years. Next steps for the guide include incorporating feedback from stakeholders, including OEJE's network of grassroots organizers and organizations.

Ryor and Bourassa thanked OEJE for the presentation and the work they did to develop this guide. Bourassa said the guide would be helpful for MAPC and others who regularly work with EJ communities.

9) Public Comment

Robert O’Koniewski (State Auto Dealers Association): Mentioned that they are working to provide consumers immediate access to rebates. He also talked about how considering the actual adoption rate of EVs in EJ communities is important, with the understanding that as charging infrastructure expands, so will EV adoption, especially in places like Lawrence that are congested and have many multi-family buildings.

Ryor mentioned that while the EJ siting guide may not address that, it would be taken into account in the Key Considerations in the Second Assessment. The goal is to assess charging in EJ communities currently and in the future, not just the total state goals for 2030 and 2035.

Patti Purcell (Allwayz): Mentioned that there seems to be implicit confidence in the resilience of charging equipment, but that there is limited information on the maintenance side of charging stations. Suggested that maintenance considerations be included in the second assessment. Ryor acknowledged the importance of charging station maintenance.

10) Meeting Adjournment

Weber moved, Edington seconded. All present members voted in favor. Motion passed and the meeting adjourned at 3:01pm.

Documents and Exhibits Presented at the Meeting

- [Meeting Slide Deck](#)
- [Second Assessment Outline](#)
- [Notice of Right-to-Charge Rule](#)
- [Draft Amended EVICC Bylaws](#)