

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, May 7, 2025 | 1:00 – 3:20 p.m.

Via Zoom

EVICC Members Present:

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson
- Senator Mike Barrett, Chairman of the Joint Committee on Telecommunications, Utilities and Energy
- Commissioner David Rodrigues, Division of Standards
- Commissioner Staci Rubin, Department of Public Utilities
- Aurora Edington, Department of Energy Resources
- Chris Aiello, Department of Transportation
- Hank Webster, Department of Environmental Protection
- Andrea Bolduc, Research Analyst for the Joint Committee on Telecommunications, Utilities and Energy
- Rachel Ackerman, Massachusetts Clean Energy Center
- Mark Fine, Executive Office of Administration and Finance
- Kat Eshel, Massachusetts Bay Transportation Authority

EVICC Members Absent:

- Eric Bourassa, Metropolitan Area Planning Council

Additional attendees and presenters:

- Katie Gronendyke, EEA
- Mark Scribner, EEA
- James Tamerius, Center for Sustainable Energy
- Nicole Voudren, Better Together Brain Trust
- Elisa Guerrero, Planning Communities
- Yuna Choi, EEA
- Audrey Horst, Research Director, Office of State Senator Michael Barrett
- Scott Seigal, Department of Public Utilities
- Al-azad Iqbal, Department of Public Utilities
- Vyshnavi Kosigi, Department of Energy Resources
- Nicole Lepre, DOER

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, Rubin 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

DPU 25-10 Comment Period

Commissioner Rubin shared that there is a joint proceeding between DPU and the Department of Telecommunications and Cable (DTC) investigating matters related to pole attachments ([DPU 12-10/DTC 25-1](#)) like pole-attached EV chargers, in addition to EV chargers sited in the public right of way. The due date for public comments in that proceeding is May 8th. Commissioner Rubin encouraged participation. There will also be technical sessions for further discussion between 6/23 and 6/27.

DCR Public Access EV Charging program

Ryor gave a quick update on plans for Level 2 charging in state parks. DCR still has access to funds and is proceeding with a strategic plan that will be developed in July (FY2026). The plan will identify strategic locations for charger deployment in FY 2027 across the state park network, and will include stakeholder engagement. \$1.9 million in CFI funding was secured for the project.

5) Public Comment

Ross Bloom, Revit: Represents a Massachusetts based startup that focuses on deploying low cost Level 1 chargers. He asked whether the potential scrapping of the EnergyStar program would affect EV charging in Massachusetts, specifically if policy or program changes would be necessary?

Ryor answered that there would need to be an internal staff discussion about impacts first, but that they could follow up about EnergyStar impacts.

6) Updates

Expanded MasseVIP Eligibility Updates

Webster announced that, due to a new funding source, the MasseVIP workplace and fleet charging programs would now be open to medium and heavy duty (MHD) vehicles, not just light duty. Incentives were available for L1, L2, and some L3 chargers for workplaces with fleet charging within Massachusetts. Incentives cover both customer-side make-ready and electric vehicle supply equipment (EVSE).

Ryor mentioned that this expansion is aligned with EVICC goals and the Second Assessment.

Fine asked how widespread purchasing of MHD vehicles was. Webster answered that there have been MHD purchases across the state, but the hope is that this eligibility expansion encourages additional purchasing.

MassDOT EVSE Program Update

Aiello gave an update about EV charging upgrades at the state service plazas, which include Autel chargers with capacity expanded from 60kW to 120kW across two ports and 8 additional charging ports with 150kW capacity in Barnstable and Plymouth.

Senator Barret asked if MassDOT had received the letter he and other legislators sent regarding the timeline for service plaza upgrades, amongst other requested upgrades, and a desire for expedited implementation of upgrades. Aiello acknowledged receipt of the letter and said that staff were working on a response.

Fine asked what the status of NEVI funding was and if there had been disruptions. Aiello mentioned that there have been no disruptions so far. A new year of funding was initially expected to become available in September, and there is some worry about the availability of that funding, but they are waiting on federal guidance.

7) Public Hearing Feedback Summary and Guided Discussion

Elisa Guerrero, from Planning Communities, presented a summary of feedback received at the four Second Assessment Public Hearings hosted in March and April. Feedback revolved around incentive program experiences, charging needs, and consumer experiences with charging.

Program Feedback

EVICC members felt that the feedback gathered at the public hearings was reflective of what they had heard in other conversations and from other stakeholders. Ackerman mentioned that the MassCEC webpages could help address some of these concerns and Edington said that EVICC could create a resource with different incentive programs and their requirements.

Charging Needs

EVICC members said the public feedback resonated and that there was a general need to better educate the public on existing resources and programs that address these concerns. Rubin commented that education efforts in EJ communities would be most effective when partnered with trusted community organizations. Senator Barrett mentioned that education about provisions in the Climate Act and other legislative changes, like facilitating charger installation for condos, needed to be promoted more.

Edington raised questions about how affordability is defined and suggested that the Second Assessment explore affordability considerations. Eshel suggested adding information about how chargers and building codes are interconnected in the Second Assessment.

Consumer Experiences

Ryor mentioned that many of the concerns raised, like reliability, are within the scope of EVICC's work. Aiello asked if state agencies were able to levy fines the way municipalities are, Ryor said they could look into the regulations. Eshel asked if physical accessibility concerns came up, not just technological concerns. Guerrero answered that some physical accessibility concerns like spot size, snow clearance, etc. had been raised but no representatives from accessibility-specific advocacy groups had been present.

8) Early Charging Gap Analysis Along Major Corridors

James Tamerius, Center for Sustainable Energy, gave a presentation on initial results of a charging gap analysis for major travel corridors across the state. Primary and secondary corridor needs were identified, with primary corridors expected to see larger growth first, then secondary corridor growth later. Factors like adoption rates, new technological developments, and multi-unit dwelling charging might all affect future travel corridor charging needs. The market for direct current fast chargers (DCFC) in high-utilization areas would need less state support, and more rural areas with lower utilization would benefit more from state funding.

Aiello mentioned that most corridors in the analysis overlapped with NEVI corridors, but that funding for corridors that didn't overlap would be especially important. He suggested that non-NEVI funding could divide up coverage for these corridors, to provide more equitable funding.

Barrett said that a better understanding of DCFC business models and how many DCFC chargers would be deployed without the support of state incentive programs would be helpful, in addition to a count of which existing chargers have received funding. Ryor mentioned that the Second Assessment would address these topics.

Webster mentioned that while continued funds from the Inflation Reduction Act would be appreciated for continued rollout, there was charging infrastructure supported before the IRA and there will be ways to continue to support EV charging deployment even with federal program changes.

9) Public Comment

Anna Vanderspek, from Green Energy Consumers Alliance, seconded Senator Barrett's request to have data about chargers funded by state programs in the Second Assessment and agreed with Aiello about needing to funnel state funding to charging corridors not covered by NEVI, perhaps through utility make-ready programs. She clarified with James Tamerius that the maps in the presentation showed the estimated need for chargers, not the chargers projected to be built.

Sarah Simon, from the New England Environmental Entrepreneurs chapter, commented that she felt it would be useful for the Second Assessment to also consider how public transit use in urban areas helps reduce carbon emissions, in addition to EV use, especially for multi-unit dwellings. She also mentioned that educational and customer service resources would be important for people considering EV adoption, to reassure range anxiety concerns. She supported Senator Barrett's

comments about signage needs and mentioned that education and programs to encourage off-peak charging and avoid demand charges are important.

Susan McPhee, from Spark Energy Conservation, expressed the need for mandated charger signage on adjacent roadways and highways so people can see where there is EV charging when traveling. Aiello mentioned that MassDOT has a new policy for adding EV charging information to highway blue boards. Ryor noted that [MassDOT presented on this new signage policy](#) at the September 4, 2024 EVICC Public Meeting.

Julia Gold, National Grid, expressed appreciation for the recognition that utility programs play an important role in incentivizing charging infrastructure. She mentioned that most public DCFC stations received utility incentive funding.

10) Meeting Adjournment

Rubin moved to adjourn the meeting, Eshel seconded. All present members voted in favor. Motion passed and the meeting adjourned at 3:25pm.

Documents and Exhibits Presented at the Meeting

- [Meeting Slides](#)
- [April Meeting Minutes](#)