

**DRAFT**  
**Massachusetts Electric Vehicle Infrastructure Coordinating Council**  
Wednesday, October 1, 2025 | 1:00 – 3:00 p.m.  
Via Zoom

**EVICC Members Present (All Members Participated Virtually):**

- Assistant Secretary Joshua Ryor, Executive Office of Energy and Environmental Affairs (EEA), EVICC Chairperson
- Commissioner David Rodrigues, Division of Standards (arrived at 2:00 pm)
- Nicole Lepre, Department of Energy Resources (DOER)
- Hank Webster, Department of Environmental Protection
- Audrey Horst, Research Director, Office of State Senator Michael Barrett (participating on behalf of Senator Barrett)
- Kat Eshel, Massachusetts Bay Transportation Authority
- Eric Bourassa, Metropolitan Area Planning Council
- Sarah Kalish, Executive Office of Economic Development (participating on behalf of Helena Fruscio-Altman)
- Rachel Ackerman, Massachusetts Clean Energy Center
- Staci Rubin, Department of Public Utilities

**EVICC members absent:**

- Executive Office of Administration and Finance (seat currently vacant)
- Andrea Bolduc, Research Analyst, Joint Committee on Telecommunications, Utilities and Energy
- Chris Aiello, Department of Transportation

**Additional attendees and presenters:**

- Katie Gronendyke, EEA
- Mark Scribner, EEA
- Elisa Guerrero, Planning Communities
- Nicole Voudren, Better Together Brain Trust
- Yuna Choi, EEA
- Sarah White, Department of Conservation and Recreation (DCR)
- Sam Downes, Town of Brookline
- Ilan Guthertz, New Leaf Energy
- Jonathan Salsman, New Leaf Energy
- Emily Kelly, ChargePoint

**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.

**2) Approval of Meeting Minutes**

Rubin moved to approve the September meeting minutes, Eshel seconded. All present members voted in favor. The motion was carried.

### **3) Administrative Updates**

#### **a. AEG MDHD Fleet Initiative**

Ryor shared information about the AEG Medium and Heavy Duty Fleet initiative that EEA and DOER have been a part of. AEG and the Carbon league are starting an effort that will connect MHD fleet owners so that they can share lessons learned and best practices with each other. The focus will be on helping to identify potential solutions to the challenges fleets face in lowering their greenhouse gas emissions. The initiative will bring together fleets from across the northeast, including New England, New York, and New Jersey, and is currently looking for fleets to [express interest in joining this effort](#).

#### **b. Ride Clean Mass Charging Hubs**

Ryor and Ackerman shared that the MassCEC charging hub program is seeking applications for new site selections. Applications close Friday, October 3rd. The [Mobile Charging program](#) is funded by grants provided by EVICC. A webinar recording about the program is available online and there will be a second webinar with original equipment manufacturers (OEMs) to discuss charging solutions on October 8th.

#### **c. Second Assessment Webinar Recording**

Ryor shared that a recording of the Second Assessment webinar and other resources are now available on the [Second Assessment webpage](#).

### **4) Public Comment**

None.

### **5) Presentations**

#### **a. DCR Public Charging Program**

Sarah White from DCR presented on the Public Charging program to install EV charging in state parks and at other DCR properties. DCR received federal funding to develop a strategic plan to determine locations for EV charging, conduct engagement, and develop site design and permitting. The goal is to support charging at key recreation locations and help fill charging gaps in more rural areas. Potential sites were prioritized based on a variety of factors and were eventually narrowed down to 25 sites across the state. Next steps include site review and permitting discussions.

Bourassa asked if any of the charger sites were pay-to-park locations and how parking fees played into site selection. White responded that all underlying parking restrictions or fees still apply at charger sites and that there were some chargers in pay-to-park locations. This also means that some chargers are restricted by time of day parking restrictions as well.

Mike Gorman, from EVKON, asked what kW ranges DCR was planning for level 2 chargers and recommended that 19kW chargers be considered. He also asked who was conducting due diligence for the project. White responded that they were considering 7kW chargers, so that multiple chargers at the same location wouldn't exceed 30kW and that Ganet Flemming was the

primary consultant for Phase 1 of the project.

Ryor complemented DCR's approach and framework and asked if there were ways this framework could be applied to charging locations across the Commonwealth. White responded that the state should consider the costs associated with starting new service for a charger versus using breakers from existing buildings and how that interacts with building electrification plans. She also mentioned that starting from a data driven approach was helpful, especially for choosing locations near high EV registration areas with low charging availability. Balancing qualitative and quantitative inputs is helpful for prioritization.

Sam Downes, from the Town of Brookline, mentioned that going with 7kW chargers might be beneficial since they are compatible with a broader range of EVs than 19kW chargers.

#### **b. Town of Brookline Public Charger Siting Presentation**

Sam Downes presented on Brookline's efforts to expand public charging stations and town fleet charging networks. Brookline's work has been funded through a combination of state and utility programs. The town's charging network has expanded rapidly since 2022 and the town is now pairing public and fleet charging stations for cost efficiencies. They are focusing on municipally-owned properties, commercial areas, town-owned parks, and schools. Downs spoke about siting challenges that they experienced, including with land ownership, site electrification, extended timelines, and parking regulations.

Ryor asked what recommendations for permitting process efficiencies Brookline had and Downes said that there were some efficiencies to make in the process of granting locations on town-owned land, but that often the utility interconnection process takes the longest and should be started as early as possible. Ryor mentioned that EEA is working with EDCs on how to make the interconnection process more efficient.

Ryor asked if there were educational resources or programs that the state could help provide. Downes mentioned that continuation of funding through Massachusetts Department of Environmental Protection's Electric Vehicle Incentive Program would be helpful. He mentioned that focusing state funding on fast charging versus Level 2 chargers is important because fast chargers are more expensive and have higher utilization rates.

Mark Scribner asked how the town has raised awareness about the charging network and if they were tracking adoption and utilization rates. Downes mentioned that the town's new Sustainability Division would be leading more data tracking and educational efforts through town communications channels. The town is also working on policies like overstay fees.

Mohammed Faiz, from Voltrek, mentioned that it would be helpful for the state's investor-owned utilities to hear about Brookline's feedback about Level 2 versus fast charger focus and Ryor agreed. Julia Gold, from National Grid, offered ways to provide feedback to utilities and mentioned that they hosted a webinar on September 30th, the slide deck from which was shared with the EVICC mailing list after the meeting.

#### **c. New Leaf Energy Siting and Permitting Presentation**

Ilan Gutherz presented on New Leaf's site selection considerations, including charging demand and charger type. He also described three common permitting scenarios and the limitations or challenges of each, and the differences between redevelopment sites and other developments. Finally, he provided recommendations about how local permitting processes could be improved.

Ryor asked if it was easy to identify which type of sites and/or towns require a zoning change.

Gutherz said that it depends on the municipality, but that it's helpful when municipalities use EV charging specific language in their zoning codes.

Ryor asked if there were best practices or site plan review templates that EVICC could help promote. Gutherz mentioned the recommendations from the presentation and said that he could reach out with more specific recommendations.

#### **d. ChargePoint Siting and Permitting Presentation**

Emily Kelly, from ChargePoint, agreed with Gutherz's permitting recommendations and gave a brief presentation about standards and policies from other states that aim to streamline permitting.

Anna Vanderspek, from Green Energy Consumers Alliance, asked what level of effort it took to implement some streamlining efforts in other states. Kelly responded that the efforts required coordination of conversations between stakeholders, municipalities, and state staff to figure out policies that worked for everyone. It's also important to consider how regulations will be enforced, given how many municipalities there are to cover.

Ryor mentioned these topics were identified in the Second Assessment and that discussion could continue at future meetings. He mentioned that the state could consider providing resources to support permitting improvements and greater certainty around charger permitting timelines, but that any state work will need to solicit and appropriately take into account input from municipalities.

#### **6) Public Comment**

None.

#### **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 3:03 pm.

#### **Documents and Exhibits Presented at the Meeting**

- [Meeting Slides](#) (PowerPoint)
- [September Meeting Minutes](#) (PDF)