

Massachusetts Electric Vehicle Infrastructure Coordinating Council

Wednesday, September 3, 2025 | 1:00 – 3:20 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
- Nicole Lepre, Department of Energy Resources
- 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
- Chris Aiello, Department of Transportation
- Eric Bourassa, Metropolitan Area Planning Council
- Sarah Kalish, Executive Office of Economic Development (participating on behalf of Helena Fruscio-Altman)
- Andrea Bolduc, Research Analyst, Joint Committee on Telecommunications, Utilities and Energy
- Rachel Ackerman, Massachusetts Clean Energy Center
- Staci Rubin, Department of Public Utilities

EVICC members absent:

- Executive Office of Administration and Finance (seat currently vacant)

Additional attendees and presenters:

- Katie Gronendyke, EEA
- Elisa Guerrero, Planning Communities
- Nicole Voudren, Better Together Brain Trust
- Yuna Choi, EEA
- Elaine Buckberg, Harvard Salata Institute
- Vincent Weyl, California Energy Commission

Agenda and Minutes

1) Call to Order

Assistant Secretary Ryor called the meeting to order at 1:03pm and took roll call of EVICC members present.

2) Approval of Meeting Minutes

Ackerman moved to approve the minutes of the August meeting minutes, with a correction as proposed by Aiello. Aiello seconded. All present members voted in favor, except for Rubin who abstained, given that she was absent from the August meeting. The motion carried.

3) Administrative Updates

a. New DOER EVICC member

Ryor introduced Nicole Lepre, the new DOER EVICC member. Lepre introduced herself to the council.

b. IRS Tax Credit FAQ

Lepre gave an update on new information released about federal EV tax credits that are expiring at the end of September 2025. The FAQ is available online and clarifies the meaning of vehicles 'acquired' before the tax credit expires.

c. Section 103 Process Consultant RFQ

Ryor announced that EEA will be hiring a consultant to help identify charger hubs, specifically for fast charging along transportation corridors and MHD fleet depot charging, as part of the Section 103 process. More specific information will be provided when the RFQ is released.

d. Second Assessment Webinar

Ryor announced that a webinar about the Second Assessment will be hosted September 9, giving a high-level overview of the assessment and recommendations. The webinar will be recorded and posted on the EVICC website afterwards.

4) Public Comment

Kaj Telenar provided suggested improvements to the Mass EVIP program requirements to support charging for tenants who may not be able to advocate as easily for charging in their buildings.

Ryor suggested reaching out to the MassDEP staff, who run EVIP and can take the suggestion into account.

5) Presentations

a. Salata Institute Plug & Charge Recommendations

Elaine Buckberg, Salata Institute, shared a presentation about plug and charge recommendations developed with a broad group of stakeholders that aim to further and improve the plug and charge experience for consumers. Issues with the technology often revolve around charging and payment failures, and the recommendations centered around adopting communications standards, reaching plug & charge agreements between Charge Point Operators (CPOs) and automakers, and educating the public about the technology.

Ryor mentioned that having individual agreements between all Original Equipment Manufacturers (OEMs) and operators seemed complicated and asked if there were any recommendations for scaling up without so many bi-lateral agreements. He also asked if there were any standards or templates for these contracts. Buckberg responded that some European markets were using hub-style contracts, but that the American market was moving towards bi-lateral agreements, although there is always possibility of change. She mentioned that there were no standards or templates that she was aware of, since companies are unlikely to want to share contract language. The only 'standard' language might come from E-Mobility Service Providers(EMSPs) who are not automakers and are contracting with multiple CPOs, who may have standard contract language to start.

Rubin asked if they anticipated pushback from any stakeholders on the recommendations. Salata answered that there may be different preferences on some of the details, but that stakeholder conversations were productive and 15 stakeholders attached their names to the recommendations as consultants. Rubin mentioned that the recommendations should be passed along to the federal Joint Office of Energy and Transportation, potentially to Michael Berube.

Ryor asked what states can do to facilitate more agreements, Buckberg answered that states should continue to mirror NEVI requirements in their contracts and own requirements, to facilitate the process, especially when using non-NEVI funds for projects.

Aiello asked if managing the pairing cap of 5 interconnections for EVs and plug and charge networks is difficult for consumers to manage, especially switching between interconnections. Buckberg answered that it was very vehicle dependent and she wasn't sure. He also asked whether plug and charge should be the only option or if other payment options like credit cards could be interim steps. Buckberg explained that ideally, plug and charge would be the first option, but that it's important to have a backup payment technology. Backup and older technologies will become less relevant as EV stock turns over and more plug & charge capable cars enter the market.

b. California Energy Commission - Plug & Charge

Vincent Weyl, CA Energy Commission, presented on California's plug and charge efforts. California has lots of EVs and most people live within 2 miles of a charging station, but there is still need to improve the charging experience. He also presented information on California's Charge Yard program.

Ryor asked what the relationship between providers like Charge Point and billing providers was like. Weyl explained that billing providers are ESMPs, not always payment processors, so the relationship between OEMs, vehicle manufacturers, and payment processors depends on the type of charging system in use. The term 'billing provider' is used to reflect language used in the bill.

Ryor noted that there are many different visions for charging in the future and that each comes with its own set of requirements and overlapping requirements may be difficult for new small businesses to navigate. He asked how to balance requirements, carrots versus sticks, to not be overburdening. Weyl said that a balance of regulations and funding are important, and stressed the importance of collaborating with industry to understand their perspective and achieve consensus around goals and challenges. Regulators should consult with and take into account the needs of big organizations and start ups, since this is still a new and emerging industry.

Ryor discussed the importance of lead times before regulations go into effect, to allow industry to prepare and be made aware of new regulations going into effect. Weyl agreed and emphasized that while plug and charge is beneficial, there are still many EVs on the road that are not capable of plug and charge, so regulations need to also serve the existing market of EV drivers. Articulating a clear vision for the future, for plug and charge or a standard adapter type, allows time for industry change before regulations are set.

6) Guided Discussion on Plug & Charge

What should MA's objectives be for Plug & Charge? What can the state accomplish? What can it not?

Ryor reiterated Aiello's earlier point about how to integrate plug and charge with other payment

options at public chargers and asked if there were insights from service plazas on the topic? Aiello answered that plug and charge is becoming the standard, but the market is in a transition period now. There are DCFCs that service long distance and local traffic, which probably need different requirements than L2 residential charging, etc. If public chargers are moving to plug and charge, backup payment options should be credit cards, preferably not app based payments, because corridor fast charging doesn't lend itself to needing to download and set up an app right when trying to charge. People want to be in and out quickly.

Ryor said MassDOT was doing a great job of working with service plaza operators on requirements for EV chargers and asked if they were potentially considering plug and charge technology and credit card back up payment systems for future MassDOT charging locations. Aiello said that contract language currently requires chargers to be plug and charge capable at minimum.

Rodriguez said that plug and charge was a good goal for consumer experiences and raised the point that every device is required to have an indicating element that can show a 'zero condition' prior to charging, so that consumers know that they are not accidentally picking up the cost of a previous charging session. There also needs to be an affirmative consumer choice for any ancillary fees (connection fees, service fees, etc) prior to the charging session beginning, which will need to be incorporated into the charging interface. These consumer protection considerations for price disclosures will be important to incorporate into plug and charge development.

Webster agreed that it's important to move towards plug and charge to improve consumer experiences and emphasized that no matter the payment option, it is important that there be a customer service type representative that can help solve issues on site. It's important to keep that in mind as the charging network expands. Ryor agreed and said that plug and charge is an important step in making the EV charging experience as convenient and seamless as the experience at the gas pump.

How can policymakers facilitate educating consumers about Plug & Charge? What knowledge gaps need to be filled? (e.g., distilling technical information, raising awareness, etc.)

Ryor asked how the state could most effectively communicate information about plug and charge technology and use to customers and use platforms like the MassCEC website effectively, without duplicating other efforts. Ackerman said that more consumer facing EV charging related webpages are now live on the MassCEC website and said that resources about what plug and charge is and how to use the technology when you arrive at a charging station could be added to those pages. Additionally, a light-duty dealership page is being added later this year and could include information about how dealership staff can communicate about plug and charge to their customers and coordinate with OEMs. There are lots of existing partnerships that can help disseminate those educational and training resources. Ryor added that dealerships can help get customers set up with plug and charge apps and other requirements when purchasing their vehicles, so that they are ready to go right away.

What lessons learned from California are important for Massachusetts to consider? Are there any specific programmatic or legislative requirements? Is Charge Yard a model to replicate?

Ryor asked what the funding source was for the Charge Yard program and commented that it seemed like a good opportunity for partnership and collaboration with industry. Weyl explained that the funding came from the Clean Transportation program fund, funded by taxpayer dollars,, which was recently expanded. Conversations about conformance testing were part of what started the Charge Yard program, since there was a need for testing around ISO 15118 but there was limited communication between OEMs and other manufacturers involved in compliance with that standard and no permanent testing facility. Charge Yard is helping create a facility dedicated for that testing in California. Making sure that each of the components is reliable is part of making plug and charge work.

Ryor asked how Massachusetts could stay up to date about lessons learned from Charge Yard, whether private or public sectors. Weyl said that the California Energy Commission could stay in contact to share experiences, and that hopefully there will be learning across the private sector as well. He also mentioned that Charge Yard is making testing data on commercially available products available to the public, with protections for proprietary information, so that the public can better understand compliance and interoperability.

7) Public Comment

There were no additional public comments.

Ryor announced that meetings moving forward will be from 1-3pm, and reminded everyone about the Second Assessment webinar on 9/9.

8) Adjournment

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

The meeting adjourned at 2:47pm.

Documents and Exhibits Presented at the Meeting

- Meeting Slides (PowerPoint Presentation)
- August Meeting Minutes (PDF)
- Salata Institute Plug & Charge Recommendations (PDF)
- IRS FAQ on Expiring EV Tax Credits (webpage)