

## **Massachusetts Electric Vehicle Infrastructure Coordinating Council (EVICC)**

### **Kickoff meeting: current state**

Monday, May 15, 2023 | 11 a.m. to 1 p.m.  
via Zoom

#### **EVICC members**

- Mike Judge, Undersecretary, Executive Office of Energy and Environmental Affairs (chair)
- Audrey Horst for State Senator Mike Barrett, Chair, Joint Committee on Telecommunications, Energy, and Utilities
- Eric Bourassa, Director, Transportation Division, Metropolitan Area Planning Council
- Layla D'Emilia, Undersecretary of Consumer Affairs and Business Regulation
- Aurora Edington, Electric Grid Policy Manager, Department of Energy Resources
- Brian Ferrarese, Assistant Commissioner of Operations and Environmental Compliance, Department of Environmental Protection
- Laura Gilmore, Director of Strategic Transit Planning, Massachusetts Bay Transit Authority
- Cobi Frongillo for State Representative Jeff Roy, Chair, Joint Committee on Telecommunications, Energy, and Utilities
- Staci Rubin, Commissioner, Department of Public Utilities
- Monica Tibbits-Nutt, Undersecretary for Transportation, Massachusetts Department of Transportation

#### **Additional attendees**

- Daniel Gatti, Director of Clean Transportation Policy, Executive Office of Energy and Environmental Affairs
- Asa Hopkins, Vice President, Synapse Energy
- Elizabeth Doherty, Deputy General Counsel, Energy and Climate, Executive Office of Energy and Environmental Affairs
- Eric Friedman, Director, Leading by Example, Department of Energy Resources
- John Gartner, Senior Director, Transparency and Insights, Center for Sustainable Energy
- Jonathan Slason, P.E., Director, Future Mobility Planning, Resource Systems Group
- Hayes Morrison, Assistant Secretary, Policy and Strategy, Transportation and Infrastructure Division, Massachusetts Department of Transportation
- Mark Rabinsky, Deputy Director, Green Communities Division, Department of Energy Resources
- Rhys Webb, Program Manager, Massachusetts Clean Energy Council
- Scott Seigal, Hearing Officer, Department of Public Utilities
- Catie Snyder, Deputy Director, Leading by Example, Department of Energy Resources
- Sharon Weber, Deputy Division Director, Air and Climate Programs, Department of Environmental Protection
- Megan Wu, Assistant Director / Electric Utility Regulator, Department of Public Utilities
- Jennifer Haugh, Vice President of Planning and Customer Engagement, GreenerU
- Daniela Miranda, Project Coordinator, GreenerU

#### **Meeting goals**

- Approve EVICC ground rules, bylaws, and remote participation policy
- Share current agency programs related to electric vehicle infrastructure
- Establish regular meeting times and dates

#### **Meeting agenda**

##### **1. Call to order**

1. Undersecretary Judge called the meeting to order at 11:03 a.m.

## **2. Overview of EVICC**

1. Origins and legislature (slide 2)
  1. Judge expressed that the impetus for the creation is to be proactive in investing in the charging infrastructure to meet the future needs of the transportation transition.
2. Responsibilities (slide 3)
  1. Plans and strategies must include:
    1. the present condition of, and future needs for, road and highway electrification;
    2. estimates of the number and type of electric vehicle charging stations needed in public and private sector settings including, but not limited to, parking lots for public transit stations, commercial and industrial settings and single occupancy, double occupancy and multiple-occupancy residential structures;
    3. suggestions for optimal locations for electric vehicle charging stations in urban, suburban and rural areas including, but not limited to, low-income and moderate-income communities;
    4. discussion of distribution, transmission and storage infrastructure and technology needed;
    5. discussion of present and projected future costs and methods of financing those costs;
    6. discussion of technological advances in charging stations and related infrastructure, equipment and technology including, but not limited to, advances that may aid in collecting data, connecting via remote communications, providing mobile charging, assisting in grid management and assisting in the integration of renewable energy resources;
    7. discussion of strategies to maintain electric vehicle charging stations in full and continuous working order;
    8. recommendations to assist governmental and private sector officials in installing charging stations and related infrastructure, equipment and technology, including within proximity of on-street parking; and
    9. identification and discussion of current policies and recommendations for policies, laws and regulatory actions that may facilitate the provision of charging stations and related infrastructure, equipment and technology including, but not limited to, cybersecurity requirements and best practices.
3. Timeline (slide 4)
  1. An initial, high-level assessment must be delivered to the legislature by August 11, 2023.
  2. Horst indicated that Sen. Barrett filed an amendment over the weekend to extend the deadline by 12 months.
  3. Electric sector/grid modernization plans are filing by September 1, 2023, so we are hoping to deliver some high-level recommendations to them by then.
  4. The EVICC will meet biweekly until its initial assessment and recommendations are delivered, after which time the Council will meet quarterly or every other month to update assessments every two years.

## **3. Introductions**

1. Introductions were briefly made at the start of the meeting (see attendees).

2. There are a couple of organizations that have not appointed an official member yet.

#### 4. Government document review and approval

1. Ground rules
  1. Commissioner Rubin recommended that each meeting have a public comment period.
  2. An amendment was added to Sec. 2 "EVICC Meeting Organization": "6. Meetings will allow time for public comment as the schedule permits."
  3. **Commissioner Rubin motioned to adopt the ground rules as amended. Ferrarese seconded. The motion carried unanimously.**
2. Bylaws
  1. Judge highlighted Sec. E, the infrastructure deployment fund: his interpretation is that it is the purview of the Executive Office of Energy and Environmental Affairs (EEA) to deploy funding, but EVICC can offer input before any commitments to expenditures are made.
  2. Judge also mentioned that the Council can amend the bylaws to institute committees if necessary. He also mentioned that there is a website where all public materials will be posted: <https://www.mass.gov/info-details/electric-vehicle-infrastructure-coordinating-council-evicc>
  3. A typo was addressed: 5.4 should be 5.3 and numbering should be adjusted thereafter.
  4. **Edington motioned to approve the bylaws. Gilmore seconded. The motion carried unanimously.**
3. Remote participation policy
  1. Gilmore indicated that the Commonwealth's open meeting law requiring a quorum to be physically present had been amended to allow for remote or hybrid participation until 2025.
  2. **D'Emilia moved to strike Sec. 4 (1)(a): "A quorum of the Members, including the Chair of the EVICC shall be physically present at the physical meeting location." Ferrarese seconded. The motion was carried.**
  3. Judge indicated that Council meetings moving forward will be hybrid (both via Zoom and in person) for the foreseeable future, and that every attempt will be made to address technical issues.
  4. **D'Emilia moved to strike Sec. 6 (1)(a): "Any Member who wishes to participate remotely shall, as soon as reasonably possible prior to the EVICC meeting, notify the chair of the EVICC, of their desire to do so, and the reason for their request to participate remotely." Rubin seconded. The motion carried unanimously.**
  5. **Rubin moved that all references to 2016 be corrected to 2022 (in Sec. 2 (2), Sec. 2 (4), and Sec. 4 (3)). D'Emilia seconded. The motion carried unanimously.**
  6. **Gilmore moved to strike Sec 4.2: "Permissible Reasons for Remote Participation. Members shall be permitted to participate remotely in a EVICC meeting, in accordance with the procedures described in Section 6 below, if physical attendance would be unreasonably difficult." Rubin seconded. The motion carried unanimously.**
  7. **Rubin moved to approve the remote participation policy. Tibbits-Nutt seconded. The motion carried unanimously.**

#### 5. Overview of current programs related to EV infrastructure

1. MassDOT: NEVI program and CFI application
  1. Morrison presented slide 7.

2. Edington asked about plans for electric vehicle infrastructure for the State Police. Morrison responded by saying that the State Police has one of the largest fleets, and tracking fleet vehicle implementation as part of the PML is included, but it's just now starting to get attention and will be at least another three months to ramp up. Edington suggested that MassDOT connect with DOER's Leading by Example program about a partnership.
2. DOER: Leading by Example
    1. Friedman presented slides 9–13.
    2. Horst noticed in Sec. 446 from 2017, there was a list of vehicles still prioritized for electrification; is that still applicable? Friedman will talk with Horst offline about it; he will need to review the language.
    3. Horst asked if there is a wide range of vendors available for charger installation, and whether charger manufacturers have submitted. Friedman said vendor proposals are required as part of the process, and at least three turnkey vendors have submitted.
  3. DOER: Green Communities (EVSE deployment grants for municipalities)
    1. Ravinsky presented slides 13 and 14.
    2. The Green Communities division has been supporting EV charging stations via competitive and destination grants. Applicants need to meet appliance efficiency standards and supply power for municipal fleets.
    3. Brockton applied for 31 stations in 2022. Some communities do this as a “favor to the state”—communities themselves see this as a hassle, because it's not a true energy efficiency project; sometimes it's the opposite and costs them in the long run to own and operate charging stations.
  4. DOER: Grid Modernization Advisory Council (GMAC)
    1. Edington presented slides 16–17.
    2. GMAC is an 18-person council focused on the transportation sector to identify alternatives to investments to achieve greenhouse gas emission limits, encourage transparency and stakeholder engagement in the grid planning process, and least-cost investments in the distribution system.
    3. Judge indicated that he hoped EVICC could provide some input in the electric-sector modernization plans (ESMPs).
  5. DEP: MassEVIP (electric vehicle infrastructure program)
    1. Sharon Weber presented slides 18–29.
    2. MassEVIP was funded through a \$75 million settlement with Volkswagen. Currently there are 1,000 ports installed for workplaces and fleets and 1 fast-charging port.
    3. Horst asked if there are any tracking or information about charging stations after installation. Weber said that for direct current fast chargers (DCFCs), the DEP requires that entities put together a spreadsheet and report on how the more expensive projects are beneficial. No reports have been received yet; the project just started.
  6. DPU: approved utility programs
    1. Rubin presented slides 30–43.
    2. Judge asked how Rubin saw time-of-use rate playing out, as residential usage would be different than state. Seigal said that AMI is expected to be deployed over the next few years. The August 2023 time-of-use rates will look different. Wu said they didn't know how the company is going to propose time-of-use rates. The legislature has a longer timeline to consider rates for customers, and they may try to work out a consolidated approach.

3. Horst asked whether there was any timeframe for when utilities metrics may get finalized. Seigal indicated that initial comments on company submissions of proposals are due May 17 from interveners and June 8 from suppliers. There may be new metrics or slight modifications.
4. Judge asked whether any tariffs would be proposed for filings coming in August. Rubin said tariff proposals were common.

7. Comments

1. Edington asked if there was a way for this Council to make more of a coordinated effort to share programs publicly. Judge replied that it would be great for this group to identify areas of overlap or gaps, which is part of the purpose of the Council.
2. Judge asked Gilmore if she had anything to report from the MBTA's perspective. She replied in the affirmative. The next agenda will include time for her to present.

**6. Introduce consultant team**

1. Jennifer Haugh is the Vice President of Planning and Customer Engagement at GreenerU, whose role is to facilitate and lead Council meetings in the future; to aid in research and coordination; and to help with communications. She introduced her colleague, Daniela Miranda, Project Coordinator for GreenerU.
2. Asa Hopkins, Ph.D., is Vice President of Synapse, which is trying to understand what kind of EV charging infrastructure the state will need moving forward and where it makes sense. He sees this process in three tasks:
  1. Looking out to 2030 and 2050—where will fast charging make the most sense geographically? What important parameters are needed to prioritize geographic distribution and location installation?
  2. Diving into greater detail—to look at direct-current and fast charging for long distance; what kind of peak days should we plan for?
  3. Looking at public sector, leadership, policy implications, and business models
3. Jonathan Slason is with RSG, and will be looking at empirical data to understand how and when travel is occurring, specifically at peak driving days (Thanksgiving weekend).
  1. His first task is looking at traffic data collected from MassDOT and understanding variations, looking at patterns of travel in different parts of the state, then creating a model to predict increasing demand and DCFCs as EVs start to proliferate on the general travel network.
  2. His second task is to procure a big data / passive data set where they have captured vehicle data that has passed through Massachusetts from start and final destinations. He wants to understand the length of those trips to focus on long-distance travel trips, determining where in the state there is highest demand for charging stations. Software tools will marry travel data overlaid with other needs they have, e.g., how general users in vicinity use charging, equity, electric grid availability, etc.
  3. He hopes to be able to determine where long distance trips occur (150–200 miles) to identify areas where chargers are needed.
  4. Important considerations are financing, equity relative to geography, and bandwidth/capacity of the grid.
4. John Gartner and James Temarius are with the Center for Sustainable Energy, which administers EV and charging programs across the country.

1. Gartner is using intelligence in running charging programs across the country to work with RSG and Synapse to apply tools to help with this project.
  2. Temarius shared a preview of a geographic tool (Caret: EV infrastructure planner) to share how traffic patterns are going to change, looking at total vehicle miles traveled (VMT) within two miles. The highest resolution is 0.6 miles on average. The tool can also show where existing chargers are: all Level II chargers and both Tesla and non-Tesla DCFCs. From this he can begin to develop a model to determine where the next chargers should go.
  3. Hopkins followed by saying they are reviewing utility data on where current charging stations are located and the volume of usage at the moment.
  5. Edington asked how RSG obtains travel data. Slason said they use WeJo data, an aggregator from numerous vehicles used for long-distance travel. MassDOT also has counters to share weekday vs. weekend travel data.
- 7. Establish future meeting dates/times**
1. Judge indicated that the plan is to meet approximately every two weeks, and he will soon lay out a schedule of meetings and topics with the group via email.
- 8. Next steps**
1. GreenerU will compile a summary matrix of public funding programs for EV charging stations and share how/whether programs overlap.
  2. The next meeting agenda will include time for MBTA, as well as time for public comment. Interested persons can send questions or comments to [daniel.gatti@mass.gov](mailto:daniel.gatti@mass.gov).
- 9. Adjourn**
1. **Rubin moved to adjourn the meeting. Tibbits-Nutt seconded. The motion was carried; the meeting adjourned at 1:03 p.m.**

Respectfully submitted,  
*Jennifer A. Haugh*  
GreenerU