



**Non-Binding Notice of Intent to Issue
Funding Opportunity Announcement No. FY2024 On-Street Charging Solutions**

April 2024

Background

The [Electric Vehicle Infrastructure Coordinating Council](#) (“EVICC”) was authorized by “An Act Driving Clean Energy and Offshore Wind” (the “Climate Law”) in 2022 to implement an electric vehicle charging infrastructure deployment plan. The Climate Law requires that the EVICC assess and report on strategies and plans necessary to deploy electric vehicle charging infrastructure to establish an equitable, interconnected, accessible and reliable electric vehicle charging network in Massachusetts. In August of 2023, the EVICC provided its [Initial Assessment](#) to the legislature. Per recommendations included in the Initial Assessment, The Office of Energy and Environmental Affairs (“EEA”) has awarded The Massachusetts Clean Energy Technology Center (“MassCEC”) Thirty-Eight Million Dollars (\$38,000,000) to run four (4) distinct programs. These programs include:

1. Vehicle-to-Everything (“V2X”) Demonstration Projects
2. Medium- and Heavy-Duty Electrification Mobile Charging Solutions
- 3. On-Street Charging Solutions**
4. Ride-For-Hire Vehicle Electrification Charging Solutions

See more about the award in the [press release](#).

Purpose

The purpose of this Non-Binding Notice of Intent (“NOI”) is to solicit feedback from utilities, financing entities, community organizations, electric vehicle (“EV”) and electric vehicle supply equipment (“EVSE”) service providers (with an emphasis on pole-mounted, streetlight, and curbside charging providers), parking enforcement, municipalities, consultant organizations, and other relevant stakeholders on issues related to on-street charging solutions. For the purposes of this NOI, “on-street charging” refers to pole-mounted, streetlight, and curbside charging solutions, though MassCEC is open to feedback on additional definitions.

Through the On-Street Charging Solutions Program, MassCEC, in close collaboration with the Department of Energy Resources (“DOER”), intends to address gaps in access to EVSE for renters, residents of multi-unit dwellings, residents of low-income housing, and other residents without dedicated off-street parking. The Program will identify and address barriers to on-street charging, on-street charging ownership and procurement models, regulatory and policy considerations and recommendations, utility interconnection best practices, and estimated and actual costs for on-street charging deployments. The Program will particularly focus on serving Environmental Justice



Communities¹ and other under-resourced communities in Massachusetts while engaging community-based organizations (“CBOs”) and representatives throughout the planning and deployment processes.

MassCEC and DOER will use information obtained through this NOI to inform the development of a Request for Proposals (“RFP”). **This is solely a Non-Binding Notice of Intent to gather feedback and not a Request for Proposals (RFP). MassCEC anticipates releasing an RFP in May 2024 and is not accepting applications at this time.**

Structure and Timeline

MassCEC plans to award a single consultant or team of consultants (a “Technical Consultant”) who will work directly with MassCEC, municipalities and third party EVSE providers. The awarded Technical Consultant will be expected to complete three (3) distinct Scopes:

- I) Develop a public-facing guidebook, informed through community outreach and engagement, that provides municipalities with the technical information needed to independently assess the viability of an on-street charging project;
- II) In coordination with MassCEC, develop a program that supports a cohort of municipalities with planning for on-street charging projects through technical assistance and feasibility studies; and
- III) In coordination with MassCEC, develop a program to provide funding and additional technical support for a cohort of municipalities or third parties to deploy on-street charging projects.

The full program funding amount will be awarded directly to the Technical Consultant who will then be expected to provide funding to municipalities and/or third party EVSE providers for on-street charging deployment projects (Scope III). MassCEC will award and execute a contract with the selected Technical Consultant by the end of calendar year 2024 and all funding must be spent by the end of calendar year 2026.

Awards under this program will be supported by federal funds authorized under the Federal American Rescue Plan Act of 2021 (“ARPA”). Funds disbursed to grantees are not subject to a Uniform Guidance audit. However, given the source of funding, MassCEC will be required to expend all funds awarded prior to December 31, 2026 to comply with ARPA. There will also be reporting and compliance requirements associated with grant awards based on MassCEC’s reporting requirements to the State.

Questions

In order to inform the Program design and RFP development, MassCEC and DOER are interested in receiving feedback on the following questions:

1. MassCEC and DOER are considering targeting streetlight, pole-mounted, and curbside charging solutions. For each of these three (3) solutions, is there an example of an active deployment

¹ See the state definition of Environmental Justice Community [here](#) and find a map of Environmental Justice Communities in MA [here](#).



- project or use-case currently operating in Massachusetts? Are you aware of a successful deployment outside of Massachusetts that could be modeled within the state?
- a. Are there technologies not listed above that are already being demonstrated that fit the need for on-street charging solutions? How widespread are these technologies?
 - b. Are there certain features or aspects of an on-street EV charger (serve as a parking meter, utilize a "Bring-Your-Own" cord model, snow/snow removal durability, etc.) that MassCEC and DOER should consider and prioritize for this Program?
2. What would a municipal-facing on-street charging solutions guidebook need to include to be effective? (i.e. examples of current deployments, average timeline, cost considerations, charger ownership structures, charging location considerations, utility coordination, zoning and regulatory considerations, parking regulations and management, accessibility considerations, etc.)
3. Are you aware of any Massachusetts community-based organizations ("CBOs"), non-profits, or advocacy groups currently working on or interested in on-street charging solutions?
- a. What are the most effective ways to connect and work with these groups?
4. To what extent should deployment projects be considering load management to ensure that there are no or minimal energy burdens on municipalities or site hosts?
- a. At what scale (number or percentage of charging station use) would on-street charging station projects begin to create an energy burden or add demand charges for site hosts?
5. MassCEC and DOER's goal is to expedite on-street charging solution projects given federal funding timelines. What processes and/or guidelines do municipalities need to follow to procure charging stations independently? Is the process the same for charging station hardware, installation and construction, and technical assistance or does procurement differ depending on the project component?
- a. What is an average timeline for an on-street charging installation project? What procurement models and structures result in the most efficient timelines?
 - b. MassCEC and DOER anticipate having the Technical Consultant provide funding directly to municipalities for deployment projects. Would this be an effective funding flow in terms of procurement processes? Would having the Technical Consultant directly pay a third-party technology provider, such as a provider of turn-key charging solutions, change the procurement process and/or accelerate the timeline?
6. What is a reasonable timeline for:
- a. Developing a Statewide On-Street Guidebook,
 - b. Providing technical support to municipalities for on-street EV charging, and/or
 - c. Assisting municipalities through charging station procurement and installation.

Public Records Law

As a public entity, MassCEC is subject to Massachusetts's Public Records Law, codified at Chapter 66 of the Massachusetts General Laws. Thus, any responses, documentary material, data, or other information received by MassCEC from any person or entity responding to this NOI is a public record



subject to disclosure. Those who elect to submit a response to this NOI are responsible for considering the nature of information they submit and shall not send MassCEC any confidential or sensitive information.

How to Respond

Respondents should provide feedback by downloading and emailing a completed version of the [Response Form](#) to CleanTransportation@MassCEC.com.

If you are interested in discussing this topic further with MassCEC and DOER, please reach out to CleanTransportation@MassCEC.com to set up a call.

MassCEC will be accepting stakeholder feedback until April 26, 2024, though early submissions are welcome and appreciated.