



**Non-Binding Notice of Intent to Issue
Funding Opportunity Announcement No. FY2024 Ride-for-Hire Vehicle Electrification Charging
Solutions Proposal
April 2024**

Background

The Electric Vehicle Infrastructure Coordinating Council (“EVICC”) was authorized by “An Act Driving Clean Energy and Offshore Wind” (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 August of 2023, the EVICC provided its Initial Assessment and recommendations to the legislature. The Office of Energy and Environmental Affairs (“EEA”) has awarded The Massachusetts Clean Energy Center (“MassCEC”) Thirty-Eight Million Dollars (\$38,000,000) under the EVICC to run four (4) distinct pilot projects. These projects include:

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

Purpose

The purpose of this Non-Binding Notice of Intent (“NOI”) is to solicit feedback from transportation network companies (“TNCs”), taxis, consultants, utilities, industry, financing entities, community organizations, charging station and electric vehicle (“EV”) service providers, government agencies, and other relevant stakeholders on issues related to Ride-For-Hire Vehicle Electrification Charging Solutions (the “Ride-For-Hire Program”). MassCEC 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 is not accepting RFP applications at this time.** This Non-Binding Notice of Intent does not commit MassCEC to conduct a solicitation seeking applications for Scopes listed below; MassCEC retains sole discretion regarding whether to conduct such a solicitation.

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:

Scope 1: In coordination with MassCEC and stakeholders including utilities, TNCs, TNC drivers, taxi drivers, and municipalities, develop a Charging Station Siting Strategy to identify charging station locations that are easily accessible to TNC and taxi drivers. The Strategy should examine



financial and business ownership models to identify financial viability and approaches to mitigate grid impacts;

Scope 2: In coordination with MassCEC, develop a program or set of demonstration projects that incentivizes, supports, or informs the development of charging projects for TNC and taxi drivers across the Commonwealth; and

Scope 3: In coordination with MassCEC, award municipalities, private businesses, and/or third party EVSE providers to carry out targeted charging station deployment projects informed by the Charging Station Siting Strategy and provide funding and hands-on technical assistance throughout the deployment and initial operations phase.

The full program funding amount will be awarded directly to the Technical Consultant who will then be expected to provide funding to charging station site hosts or operators for installation projects (Scope 3). 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

The following are questions MassCEC is interested in receiving stakeholder feedback on.

1. Charging Station Hub Design

- a. What factors make an ideal charging station hub for TNC and taxi drivers? Please describe how each of the following factors are important in your response.
 - i. Number of charging stations;
 - ii. Convenient locations (common pick-up and drop-off locations);
 - iii. Different levels of chargers (DCFC (full charge in 20 min-1hr), Level 2 (full charge in 4-10 hours);
 - iv. Typical charger use (top-off vs fully recharge the vehicle);
 - v. Plug types (CHAdeMo, CCS, NACS, and etc.);
 - vi. Affordability of charging; and/or
 - vii. Other factors?

2. Cost Effective Design

- a. Are there differences in cost-effectiveness based upon ownership models? (owned and maintained by the state, by the municipality, by a private company)
- b. Can publicly available DCFCs be operated and maintained with financial benefit? If yes, please provide an example in Massachusetts or other state. If not, what is the intervention needed, and at what level of funding:



- i. Increased payment per charging session;
 - ii. Funding for maintenance;
 - iii. Funding for installation;
 - iv. Funding for charging station hardware; and/or
 - v. Other.
- c. Can battery energy storage decrease the costs of grid upgrades and/or increase the cost-effectiveness of installing or maintaining charging infrastructure? If so, are there existing examples of this?

3. Prior examples

- a. Are there models and/or other programs across the country that prioritize TNC/Taxi or other types of drivers for DCFC access that we should be aware of?
- b. What level of use would a charging station hub need to have for it to be profitable? Are there existing examples of charging station hubs that are economically viable?

4. Contacts

- a. Are there specific stakeholders you recommend we talk to as we develop this program? If you have a contact, please provide a name and an email address.

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.

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