



**Non-Binding Notice of Intent to Issue  
Funding Opportunity Announcement No. FY2024 Medium- and Heavy-Duty Mobile Charging Solutions  
May 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 (“MHD”) 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 mobile and temporary charging providers), government agencies, MHD fleet owners and operators, and other relevant stakeholders on issues related to MHD electric vehicle mobile charging solutions. For the purposes of this NOI, “mobile charging” refers to any type of charging station technology that does not require grid-interconnection, or requires only minimal electrical upgrades for interconnection, and can be disconnected and transported between locations (MassCEC is open to feedback on additional definitions).

Through the MHD Mobile Charging Solutions Program, MassCEC intends to address barriers to charging station installation for MHD fleets planning to electrify. Throughout previous EV and EVSE deployment programs, MassCEC has identified a few key problem areas and potential use cases for mobile and temporary charging:

1. [EVSE Right Sizing](#) – Mobile and temporary charging may inform fleet owners of appropriate charging needs prior to permanent charging station installation, which can address overbuilding and reduce grid impacts and costs.



2. Facility Upgrade and Infrastructure Installation Delays – For fleets experiencing long lead times for facility upgrades and charging station installations, mobile charging may provide a temporary solution to ensure that vehicles remain operational until charging stations are energized.
3. Facility Ownership Structures – For fleets that lease facilities or depots and/or are planning to move locations, mobile charging stations may provide either temporary or longer-term solutions to lack of decision-making authority or operations uncertainties.

The Program will focus on serving fleets located or operating within Environmental Justice Communities, Gateway Cities, and communities in Massachusetts overburdened by air pollution. The Program will also prioritize fleets owned or operated by Minority and/or Women Owned Business Enterprises (“MWBE”s).

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 anticipates releasing an RFP in June or July 2024 and is not accepting applications at this time. This Non-Binding Notice of Intent does not commit MassCEC to conduct a solicitation and 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, fleet owners and operators, and third party EVSE providers. MassCEC anticipates that the awarded Technical Consultant will be expected to, at a minimum, i) conduct ongoing program management, data collection, and reporting; ii) develop a framework to determine and select eligible fleets for participation in mobile charging station deployment projects; iii) administer funding to fleets or third party EVSE providers for the procurement and delivery of mobile charging technologies; and iv) provide technical assistance to fleets or third party EVSE providers throughout mobile charging deployment projects.

The full program funding amount is anticipated to be awarded directly to the Technical Consultant who will then be expected to administer funding to fleets and/or third party EVSE providers to pilot several mobile charging station deployment projects. MassCEC will award and execute a contract with the selected Technical Consultant by the end of calendar year 2024.

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, there will be federal reporting and compliance requirements associated with these awards and MassCEC will be required to expend all funds awarded prior to December 31, 2026 to comply with ARPA, and therefore, will require final invoices to be submitted to MassCEC for these funds well in advance of that December 31, 2026 deadline.

### Questions

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



1. Aside from the use cases identified above – EVSE right sizing, facility upgrade and infrastructure installation delays, and facility ownership structures – are there other use cases or deployment models MassCEC should consider under this Program?
  - a. Are there certain aspects of a mobile charging station (solar-powered, removable and rechargeable batteries, Level 2 and DC fast charger enabled, etc.) that MassCEC should consider and prioritize for this Program?
2. How should MHD fleets and mobile charging site hosts be identified and prioritized for this Program? What are the optimal duty cycles, vehicle types, ownership structure of vehicles or depots?
  - a. What is the optimal stage of fleet electrification for participation in a mobile charging program? What is the earliest stage required for participation?
  - b. What is the most effective way to connect with fleets that may be interested in piloting mobile charging solutions?
3. To what extent should deployment projects and MassCEC consider the transportation of mobile charging stations to and from site locations?
  - a. How often would EVSE providers or fleets expect to move a mobile charging station to different site locations?
4. What is a reasonable timeline and estimated average cost for mobile charging station deployment projects?
5. MassCEC anticipates requiring the Technical Consultant to provide funding directly to fleets or to a third-party technology provider to pilot deployment projects. Given that funding will be administered by the Technical Consultant, what is the most efficient ownership and payment structure for mobile charging projects?
6. How can this Program ensure that the benefits of the deployed technologies are going toward Environmental Justice Communities, Gateway Cities, and/or MWBEs and that the impacts of the pilot projects are equitably distributed?

## 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 their answers by downloading and emailing a completed version of the [Response Form](#) to [CleanTransportation@MassCEC.com](mailto:CleanTransportation@MassCEC.com).

If you are interested in discussing this topic further with MassCEC, please reach out to [CleanTransportation@MassCEC.com](mailto:CleanTransportation@MassCEC.com) to set up a call.



**MassCEC will be accepting stakeholder feedback until July 10, 2024, though early submissions are welcome and appreciated.**