



**Non-Binding Notice of Intent to Issue  
Funding Opportunity Announcement No. FY2024 Vehicle-to-Everything Demonstration Projects  
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 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, industry, financing entities, community organizations, charging station and electric vehicle (“EV”) service providers, government agencies, and other relevant stakeholders on issues related to Vehicle-to-Everything Solutions (“the V2X 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 applications at this time. This Non-Binding Notice of Intent does not commit MassCEC to conduct a solicitation seeking applications for Scopes listed below and MassCEC retains sole discretion regarding whether to conduct such a solicitation.**

## Structure and Timeline

MassCEC anticipates awarding a single consultant or team of consultants (a “Technical Consultant”) who will work directly with MassCEC to identify the primary barriers to wide scale V2X adoption in MA. The awarded Technical Consultant will be expected to complete three (3) distinct Scopes:

**Scope 1:** Develop guidance for V2X deployment in the Commonwealth that describes the viability of different V2X use cases, the challenges to widescale deployment, and recommendations to streamline future deployments;



**Scope 2:** In coordination with MassCEC, identify a set of demonstration projects that inform the development of V2X deployment in the Commonwealth; and

**Scope 3:** In coordination with MassCEC, the awarded Technical Consultant will work with municipalities, private businesses, and/or third party EVSE providers to carry out targeted V2X deployment projects and provide funding and hands-on technical assistance throughout the deployment and initial operations phase.

MassCEC will likely award the full program funding amount directly to the Technical Consultant who will then be expected to provide funding to demonstration 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, 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

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

1. Which of the following challenges are the largest barriers to the widescale adoption of V2X today? Please describe any of the challenges you select.
  - a. Compensation mechanisms;
  - b. Upfront capital costs;
  - c. Information/data;
  - d. Consumer awareness/education;
  - e. Available V2X compatible vehicles;
  - f. Available V2X charger technology; and/or
  - g. Other?
  
2. Which of the following use cases would be a best fit for a V2X demonstration project? Please describe any of the use cases you select.
  - a. Electrifying a shared rental EV fleet and using V2X revenues to offset rental costs for low-income renters;
  - b. Demonstrating V2X capabilities in new types of vehicles such as electric garbage trucks or port vehicles;
  - c. Demonstrating the potential of Vehicle-To-Building (“V2B”) in resilience hub or black start use cases;



- d. Residential V2X use cases demonstrating the availability and value of V2X;
  - e. A large-scale demonstration project that includes an entire fleet; and/or
  - f. Other?
3. Are there specific locations where a V2X demonstration would be most valuable? Please describe any of the locations you select.
- a. Rural areas;
  - b. Ports or shipping facilities;
  - c. School buildings;
  - d. Near affordable housing units;
  - e. Grid-constrained areas; and/or
  - f. Other?
4. Are there models and/or other programs across the country that have deployed V2X managed charging programs for fleets or carshares that we should be aware of?
5. 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](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.**