

Request for Information

Public Electric Vehicle Supply Equipment



Release Date: 11/30/2021

Questions Due: 12/08/2021 at 5:00PM EDT

Responses Due: 12/22/2021 at 5:00PM EDT

Responses may be submitted via email in a single PDF.

Deliver to:

Metropolitan Area Planning Council
Clean Energy Department
Jesse Way
RegionalEVSE@MAPC.org

Overview

The Metropolitan Area Planning Council (MAPC) is the regional planning agency serving the 101 cities and towns in the greater Boston region. MAPC is conducting research on companies that can deploy public electric vehicle supply equipment (EVSE) at low- or no-cost to the municipalities in the region. Responders do not need to submit detailed proposals in response to the RFI, but should instead focus on providing detailed answers to the questions in this RFI. The purpose of this RFI is for information-gathering purposes only; MAPC will not select a vendor for EVSE deployment in the region based on responses to this RFI. No contracts will result from this RFI.

RFI Schedule

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- Responses Due: 12/22/2021 at 5:00PM EDT

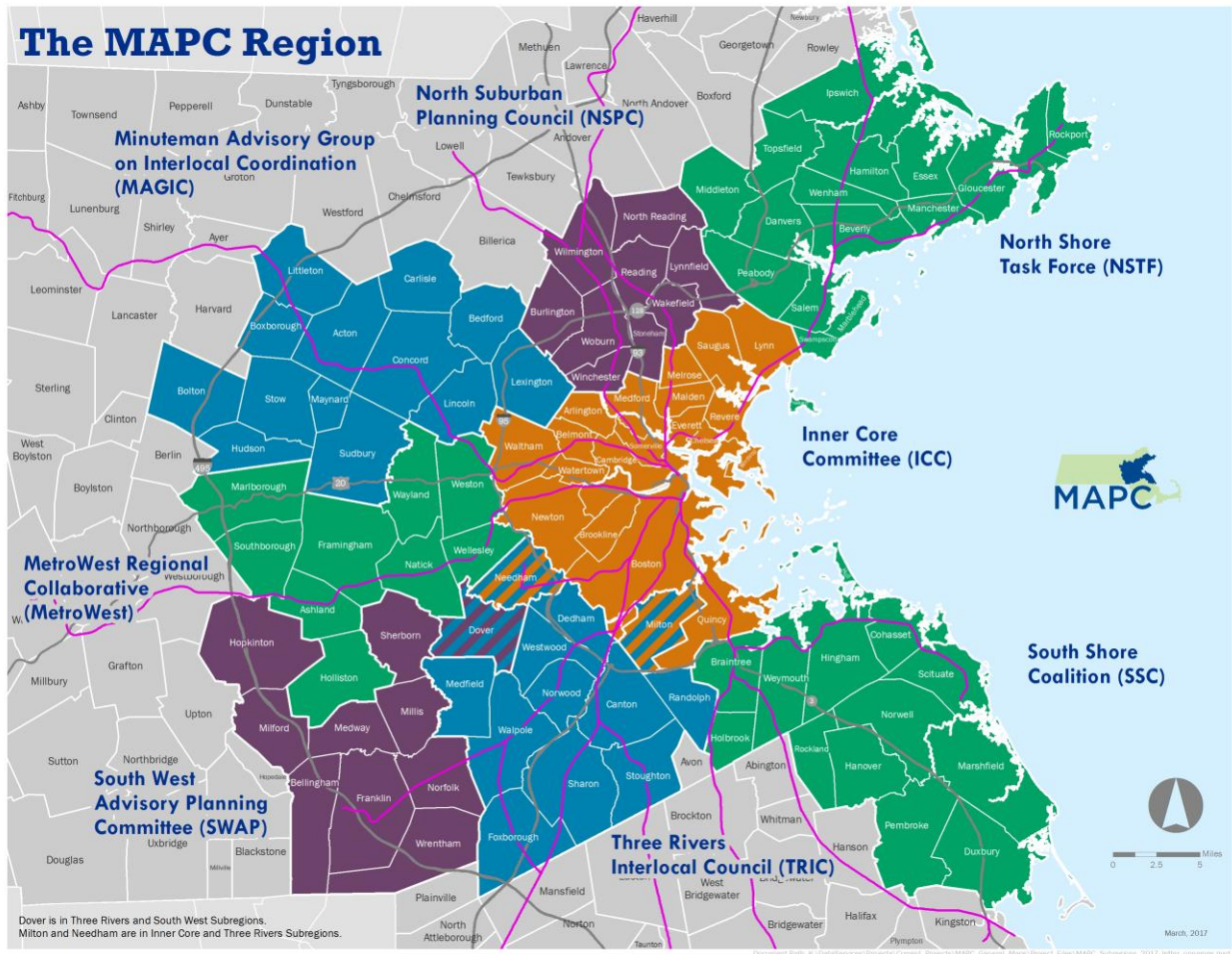
RFI Objectives

MAPC is interested in the deployment of public EVSE in the greater Boston region to serve the increasing number of electric vehicles on the road. However, the cost of installing and operating EVSE has proven too expensive for many municipalities in the region. Therefore, municipalities are interested in learning more about EVSE companies that offer ownership structures for public EVSE that significantly reduce or eliminate the cost burden on municipalities and other site hosts. Specifically, municipalities are interested in learning more about models in which site hosts would lease land (e.g., parking spaces in municipal parking lots, municipal or private parking garages, grocery store parking lots, and curbside parking) to EVSE companies at no charge or for a nominal fee in exchange for a company that would own the public EVSE and cover the costs of installation, operation, and maintenance. Responders should specify the charging level(s) they would seek to deploy (e.g., Level 1, Level 2, and/or DCFC) in these scenarios.

MAPC is seeking responses from companies that have been or may be willing to work with multiple municipalities in the region to create a consistent regional network of EVSE. MAPC is particularly interested in information from responders that are willing to work with a heterogeneous group of municipalities within the region, including those of different sizes, demographics, and geographies. Recognizing the limited amount of viable municipal land, MAPC is seeking information about companies who have experience working with both municipalities and private companies to deploy EVSE. Responders should describe how they have coordinated with municipalities and/or private landowners to deploy EVSE.

Background on the Region

MAPC is the Regional Planning Agency serving the people who live and work in Greater Boston. The region comprises 101 cities and towns, with approximately half the population (~3.2 million) and two-thirds of the jobs (~1.8 million) in Massachusetts. MAPC is a public agency whose mission is to promote smart growth and regional collaboration. Although we work across a wide variety of topics, MAPC is deeply committed to advancing a clean energy economy, reducing carbon emissions, expanding renewable energy sources, and ensuring that energy costs and benefits are shared equitably across people of all backgrounds. Please see the figure below for a map of the MAPC region.



Massachusetts is a leader in electrifying light-duty vehicles, offering a rebate of up to \$2,500 for electric vehicles. This rebate has been used to purchase over 22,000 EVs in Massachusetts as of August 2021.¹ Additionally, Massachusetts has committed to ambitious decarbonization targets, with electric vehicle deployment as a key strategy. In addition to moving forward with the Transportation and Climate Initiative Program (TCI-P), a carbon cap-and-invest program for the transportation sector, Massachusetts plans to ban the sale of gas-powered cars by 2035.²

As of October 15, 2021, the MAPC region hosts 2,306 public level 2 chargers and 184 public DCFCs. When Tesla's proprietary chargers are excluded from these counts, the number of level 2 chargers drops slightly to 2,256, while the number of DCFCs drops dramatically to 62. It is also important to note that Boston and Cambridge combine to account for about 40% of public level 2 chargers and 21% of public DCFCs in the region.³ There is need for a dramatic increase in the availability of public charging to support the anticipated future increase in electric vehicles throughout the full extent of the MAPC region.

¹ <https://mor-ev.org/program-statistics>

² <https://www.caranddriver.com/news/a35104768/massachusetts-ban-new-gas-cars-2035/>

³ <https://afdc.energy.gov/stations#/analyze?region=US-MA&country=US&fuel=ELEC>

Submission Instructions

Responses must be submitted online via email in a single PDF sent to RegionalEVSE@MAPC.org. The format of answers should mirror the layout of the questions documented in this RFI, and each category of questions should start on a new page (e.g. General Questions, Municipal Partnerships, etc.). Supplemental documents should be included at the end of the PDF submission. Please respond to all relevant questions in the RFI by 12/22/2021 at 5:00PM EDT. MAPC reserves the right to extend this deadline.

MAPC may elect to interview any or none of the respondents directly to obtain further information and to gain a better understanding of their responses.

MAPC shall not be liable for any costs or expenses incurred by any respondent in connection with this RFI or any response by any Provider to this RFI. No compensation will be paid to respondents for responding to this RFI. The costs and expenses incurred by a respondent in the preparation, submission, and presentation of the response are the sole responsibility of the Provider and shall not be charged to MAPC.

Ownership of all data, materials, and documentation originated and prepared for MAPC pursuant to this RFI shall be subject to public inspection in accordance with the Massachusetts Public Records Law. Responders should not include trade secrets or other proprietary information as they would be subject to public disclosure unless otherwise required by judicial process. .

Request for Information (RFI)

General Questions

- 1a) Company Name
- 1b) Address
- 1c) Primary Contact (Name, email, phone #)
- 1d) Where does the company currently operate?
- 1e) How many years has the company been in operation as an EVSE provider?

Municipal Partnerships

1. Please describe the company's ownership/contracting service model(s).
 - a. What duration of agreement would you propose? Why?
 - b. How would you propose to work with municipalities to identify appropriate sites?
 - c. Does your company have tools that municipalities may use to determine viability of sites based on traffic flow, number of parking spaces, type of building, etc?
 - d. What is your proposed plan for when the agreement expires (e.g. charging unit removal, transfer of ownership, contract renewal options)?
2. What data and information from the charging equipment would your company be willing to share with the partnering municipality? How would municipalities be able to access information (e.g. on-line dashboard)? Is the platform open-source?
3. Does your company have existing contracts with any municipalities in Massachusetts, in particular, or in other states for the type of service described in this RFI? If so, please describe the arrangement(s) and provide contact information for the point(s) of contact at the municipalities.

Scale of Optimal Installation in the Region

1. Ideally, how many chargers would your company seek to install initially within the region to ensure a successful business model? Please specify how many of each charger type (Level 1, Level 2, and DCFC). Alternatively, how would you determine how many chargers your company would seek to install in the region by charger type (Level 1, Level 2, and DCFC)?
2. Would your company consider locations beyond municipal sites? How would you work with other entities (e.g., private organizations, state agencies) to accomplish this?
3. Please describe how your company interacts with available EVSE funding in Massachusetts (e.g., utilities' make ready EV charging infrastructure program and Massachusetts Electric Vehicle Incentive Program).

Products and Services

1. Please list your equipment specifications by charger type (Level 1, Level 2, DCFC) in terms of dimensions, charging speed in kW, mounting options, etc.
 - a. Please indicate which, if any, equipment can be used as curbside charging.
 - b. Please indicate which, if any, equipment can be integrated with solar PV systems.
2. If membership or a subscription is necessary to access your chargers, please describe. How can non-members use the charging stations?
3. Does your company utilize advertisements on your chargers as a revenue stream? If so, please describe.
4. Please describe your company's fee structure and specify if you charge the fee based on time or energy usage, and if fees vary by charger type (Level 1, Level 2 or DCFC).
5. Does your company offer profit sharing with the site host? If so, please describe.
6. Please describe your plan for maintenance and repair of the EVSE equipment by charger type (Level 1, Level 2, and DCFC).

Target Populations

1. Has your company been involved with projects that promote charging to residents of multi-family buildings? If yes, please describe.
2. Has your company been involved with projects that promote access to low-income residents? If yes, please describe.

Supplemental Documentation

1. Please submit a sample agreement with a municipality, if available.
2. Please submit photos of your EVSE options, if available.
3. Any other documentation or materials you deem relevant and responsive to this RFI.