National Electric Vehicle Infrastructure Program
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What is NEVI?

• Comes from the 2021 Bipartisan Infrastructure Law
• Objective: To promote adoption of electric vehicle ("EVs") by reducing range anxiety as a barrier.
• Means: By ensuring reliable EV fast charging stations no more than 50 miles apart along Alternative Fuel Corridors ("AFCs").
• Specs: No less than four CCS ports, with a minimum of 150 kW per port, with a minimum 97% uptime.
Importance of NEVI

• Global warming of 1.1°C above pre-industrial levels
• More frequent and more intense extreme weather events
• Increasing danger to people, property, and nature
• Transportation sector as the largest source of greenhouse gas emissions in Massachusetts, at 37 percent
• Light-duty passenger vehicles make up the largest slice of the sector’s emissions
Massachusetts NEVI Planning

- Massachusetts expected to receive roughly $63 MM over 5 years.
- Office of Transportation Planning submitted the Massachusetts NEVI plan in August of 2022, as required.
- The NEVI Plan is the backbone upon which the contracting and implementation structures have been built, with some changes.
- Identified “Gap Zones” for initial investment & importance of equity
NEVI Contracting Considerations

• Five years of program funding
• Need to ensure equitable access to EVSE across AFCs.
• Need to ensure reliability & compliance with NEVI specs
• Plan’s desire for cohesive network and simple oversight
• Changing technology and demand
• Flexibility
• Timing
NEVI Contracting Approach

• RFR designed to create a short list of prequalified Developers signed to Pre-Development Services Agreements ("PDSAs")

• MassDOT to assign Developers to conduct pre-development services to specific sites or zones as needed.
  – Site identification, electric capacity analysis, preliminary design, MEPA/NEPA, formulating proposal for buildout and operation.

• 25% of total funding requested will be paid out over the 5 year operation period, contingent upon uptime.

• J3400 required
NEVI Implementation Process

RFR
- Issue RFR for a qualified “pool” of developers
- Proposers will “opt in” to one or more of the gaps identified in the NEVI Plan
- Some or all of the gaps may have more than one developer for pre-development services

Pre-Development Services Agreement
- Successful proposers will enter into a pre-development services agreement for (1) the gaps for which the proposer has “opted in,” and (2) for additional sites as assigned by MassDOT
- Concurrent with pre-development services, MassDOT will complete the MEPA/NEPA process for sites

Task Order Solicitation
- After the final MEPA/NEPA determination, MassDOT will issue an informal solicitation to developers that have opted in to or been assigned to a specific site

Site-Specific Task Order
- The successful developer will enter into a site-specific task order to provide design, installation, operations, and maintenance services
- MassDOT-owned sites, if any, will include a license in its site-specific task order
Timeline

• RFR Released December 19, 2023
• Initial Responses Received January 11, 2024
• Final Responses Received March 12, 2024
• Interviews – Week of April 1
• Contract Execution: Coming soon
• Pre-development Services expected to begin May, 2024
• MassDOT evaluating how to achieve speed to market for initial sites
  – Critical path items include utility coordination and transformer installations