

## NEVI Updates: North Carolina and Colorado NEVI Timelines | Maryland Data RFI | Arkansas EVSE Survey

Dear <Name>,

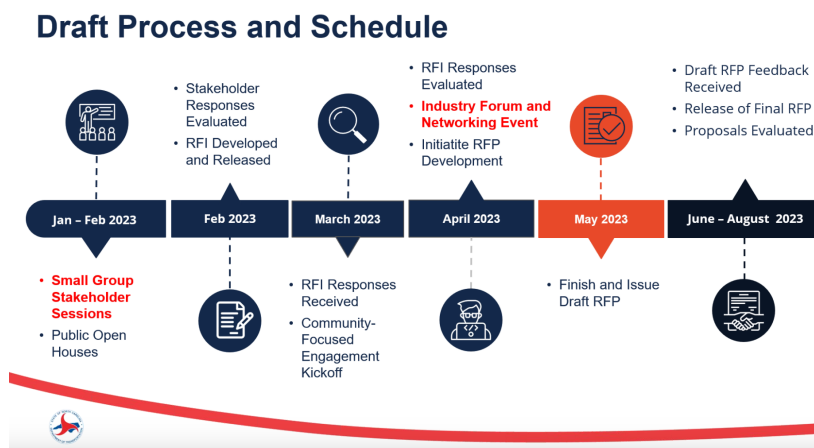
In this email: Notes from two state NEVI webinars from last week; Arkansas opens its survey for location feedback; Maryland releases a NEVI data RFI; NEVI FAQ on renewable energy generation, mobile chargers, and battery storage; and California reliability measurement plans.

### 1. North Carolina NEVI Program Webinar: January 11

Last week the team at North Carolina DOT held a webinar to walk through some of their state-level EV charging programs, but mostly their NEVI program plans. We grabbed more than a dozen screenshots of slides from the webinar, which we hope to drop into a PPT file - if NCDOT doesn't soon share a link to a recording of the video and slides.

From a schedule and timing perspective, below are screenshots of probably two of the most important slides from the webinar:

- A) The first is their draft process and schedule. As you can see, NCDOT plans to release their NEVI RFI in February, issue the RFP in May, and evaluate proposals in August. This suggests that contracts won't be awarded until September.



- B) Secondly, below is their schedule for stakeholder meetings. The NCDOT representative said that interested companies only need to attend one of these sessions, as the content will be the same at each meeting. Their goal was just to make it more convenient so that companies don't need to travel far to attend.

If you attend one of these events, we'd love it if you shared any learnings that we could then share with the larger client base.

### Late January Small Group Stakeholder Meetings

<b>Charlotte</b> <b>Monday, January 30</b>  11:00 Utilities 1:00 EVSE Providers 3:00 Site Hosts 5:00 Public Open House	<b>Asheville</b> <b>Tuesday, January 31</b>  11:00 Utilities 1:00 EVSE Providers 3:00 Site Hosts 5:00 Public Open House	<b>Raleigh</b> <b>Wednesday, February 1</b>  11:00 Utilities 1:00 EVSE Providers 3:00 Site Hosts 5:00 Public Open House
<b>Greenville</b> <b>Thursday, February 2</b>  8:00 Utilities 9:00 Site Hosts 10:00 Public Open House	<b>Wilmington</b> <b>Thursday, February 2</b>  2:30 Utilities 3:30 Site Hosts 5:00 Public Open House	<b>Attending one meeting or one location is sufficient</b>

- C) Finally, we were able to copy and paste all of the questions that attendees posted plus the NCDOT responses. We've added a PDF of the Q&A to the January 11 webinar meeting materials field in the NEVI Key Dates database. Search: North Carolina DOT's NEVI Program Deployment Plan Kickoff Event (Webinar).

## 2. Colorado January 12 Webinar: NEVI Timeline and Notes

Last week we also listened in on the Colorado DOE/DOT webinar. Below are a few notes from the webinar and their planned NEVI (managed under their Plaza program) timeline. Additionally, we captured all of the Q&A from the webinar and posted a PDF under the webinar entry in the NEVI Key Dates database. Search for: Colorado NEVI DCFC Plazas Program Update (Webinar).

Following are links to the webinar recording and additional Colorado resources:

- [January 12 Webinar Recording](#)
- [NEVI Project Planning Resource Map](#)
- [DCFC Plazas Program Partnering List](#)
- [Colorado's NEVI Webpage](#)
- [Colorado NEVI/Plaza Program Feedback Form](#)
- [Feasibility Study of DCFC + BESS in Colorado](#)

As you'll note, plans are to release their RFP in late January/early February and close applications in late March/early April. Though they, like all states, are still waiting on final NEVI rules guidance, as well as a decision on the Buy America Waiver, and they suggested the dates could slip — depending on when FHWA releases the final rules.

Key Dates/Timing:

- Public Feedback until January 26
- Launch Application - late January and early February
  - New grant management software \*(late Jan/early Feb) + awaiting guidance and Buy America
- Close Application Deadline
  - Will be 60 days window regardless of launch date
  - Late March or early April
  - Single application
- Two Funding Rounds per year

Various notes from the webinar:

- Typical deployment costs: \$600K-\$800K in the past for 4, 150kW DCFC
- Colorado has 13 approved AFCs, but they expect to add more locations later
- Colorado can pay at certain milestones instead of just at the end of the project
- They've developed a partner teaming list - [link to form](#)
- Pull-through stalls: preferred, not required - for medium duty segment and pulling trailers
- Project Timelines: Historically around 1 year for project completion, but now we are looking at 24 months for exception of project completion
- Pricing: Encouraging kWh, but Ok for per time after a certain session time

## DCFC Plazas Program

The Colorado Energy Office (CEO) DCFC Plazas (EV Fast-Charging Plazas) program is designed to increase access to high-speed charging across the State of Colorado through large banks of fast chargers. Proposed locations must consider proximity of existing and planned DCFC locations and the potential for high utilization.

**Funding for DCFC Plazas is available Statewide - along Corridors and within Communities.**

**Tentative Timeline:**

Stakeholder Webinars - mid-December and early January

Public Feedback Period - January 12 - January 26

Launch Application Round - late January (tentative)

60 Day Application Window

Close Application Round - late March

Ongoing - Two funding rounds per year



### 3. Maryland Department of Transportation (MDOT) Issues RFI: EVSE End-to-End Data Collection and Data Reporting Solution

The Maryland Department of Transportation (MDOT) has issued an RFI to solicit feedback and recommendations for a future RFP for the development of electric vehicle charging networks within Maryland. Information gathered through public comment will inform decisions on whether and how to proceed with an end-to-end data-collection to a data-reporting solution. The intended purpose of the RFI is to gather information to educate the State on electric vehicle supply equipment (EVSE), electric vehicle infrastructure deployment data, data-reporting, software, network, communications, and cyber-security needs.

- Responses shall be sent no later than February 13, 2023, at 2:00 p.m. Local Time. No late submissions shall be accepted.
- [Link to Maryland DOT RFI](#)

### 4. Arkansas Seeks Input to NEVI EVSE Industry Survey

ARDOT is seeking information from the EVSE Industry as the state develops its competitive grant program and administers the National Electric Vehicle Infrastructure (NEVI) program across the state of Arkansas.

ARDOT is seeking input from prospective EVSE site-hosts, suppliers, developers, and operators who are likely to apply for NEVI funding. The survey is designed to collect information identifying challenges and opportunities for the development of NEVI compliant EVSE charging stations on Arkansas' Interstates and Alternative Fuel Corridors.

There are 11 gaps (four gaps over 50 miles with sub-segments marked A & B) that must have NEVI compliant EVSE stations built as illustrated on Arkansas' NEVI Compliant EVSE Charging Gaps map.

ARDOT plans to release a competitive grant program to award NEVI funding to build EVSE charging stations in these segments. Through its competitive program, ARDOT will ultimately contract with private entities for the installation, operation, ownership, and maintenance of electrical vehicle (EV) charging infrastructure. ARDOT will not own or operate any charging equipment. (Note: ARDOT did not include a tentative date for the release of, or deadline for, their RFP. I have reached out to them and hope for a response.)

[Link to the EVSE Industry Survey](#)

## 5. NEVI FAQ: Renewable Energy Generation and Battery Storage

One of the questions we get frequently is about the role of on-site green energy generation and battery storage at future NEVI sites. After asking about it on the recent Colorado NEVI webinar, we came across this passage from the [National Electric Vehicle Infrastructure \(NEVI\) Formula Program Q&A](#):

*Question: Are costs for on-site renewable energy generation and storage considered directly related to the charging of EVs, and therefore eligible for reimbursement?*

*Answer: Yes, provided that the renewable energy generation or storage only transfers power to and from the EV charging station. Costs for planning, permitting, acquisition, and installation of on-site distributed energy resource (DER) equipment (e.g., solar arrays, stationary batteries) that are directly related to the charging of a vehicle are eligible for reimbursement.*

*These costs should only be considered if they will lead to lower costs to consumers, greater EV charging station reliability, and if they do not substantially increase the*

*timeline for completing an EV charging station project. States should consult with Public Utility Commissions and electric utilities to understand regulations and policies restricting the use of DERs at EV charging stations, as well as incentive programs.*

*States are encouraged to consider the magnitude of these costs and explore whether costs could be covered by electric utilities or other programs other than the NEVI Formula Program. The Joint Office of Energy and Transportation is available to help States better understand and assess the inclusion of DERs at EV charging station locations.*

EVAdoption Analysis: The best opportunities to deploy on-site energy generation and battery storage might be: 1) In rural locations where access to reliable power is a challenge; and 2) Where utility demand charges are expected to dramatically increase operating costs. But it also sounds like states may expect companies proposing these approaches to look to additional sources of funding, such as utility incentives, to help offset costs.

## 6) California Energy Commission Charger Reliability Measurement Metrics

The screenshot below is part of the response from the California Energy Commission (CEC) to a letter they received from state Assemblyman Phil Ting, who has also authored California legislation related to charging reliability.

It is interesting and an exciting development that the CEC is not just going to rely on the charging networks' reporting to monitor uptime and charger availability. But they are going to look at a broad number of data sources and public qualitative feedback to assess charger reliability and availability.

Separately, the other thing that we hope the folks involved with NEVI at both the federal and other state levels take note of (not mentioned in the screenshot), is that California will measure uptime at the individual charger level, whereas AFAIK, the NEVI standards being developed are likely to be at the station level (which is what the charging networks are pushing for).

The CEC will set EV charger reliability reporting standards pursuant to AB 2061 through a public rulemaking process that incorporates stakeholder feedback. We anticipate that the CEC will formally open this rulemaking at an upcoming Business Meeting. Charger uptime is a vital statistic to understanding the reliability of EV charging infrastructure, and we agree that **setting an uptime definition that allows excessive exclusions would create loopholes and erode the value of charger uptime statistics**. Other failures, such as interoperability or payment failures can also frustrate drivers and **we seek to better understand those driver experience metrics too**. Collecting and publishing metrics on these reliability problems along with uptime is essential to understanding and improving the customer experience.

Finally, we agree that it is important to understand the reliability of charging station infrastructure in California. We intend to use a **public process to develop an open protocol for field testing including conducting and publishing the results**. We will also examine the use of other data sources such as commercial databases, voluntary reporting, and consumer feedback to better understand charger reliability and the customer experience.

If you have any questions, feedback, or suggestions, please [email us](#).

Thanks,

Loren McDonald

Laura McDonald