



U.S. Department of Transportation

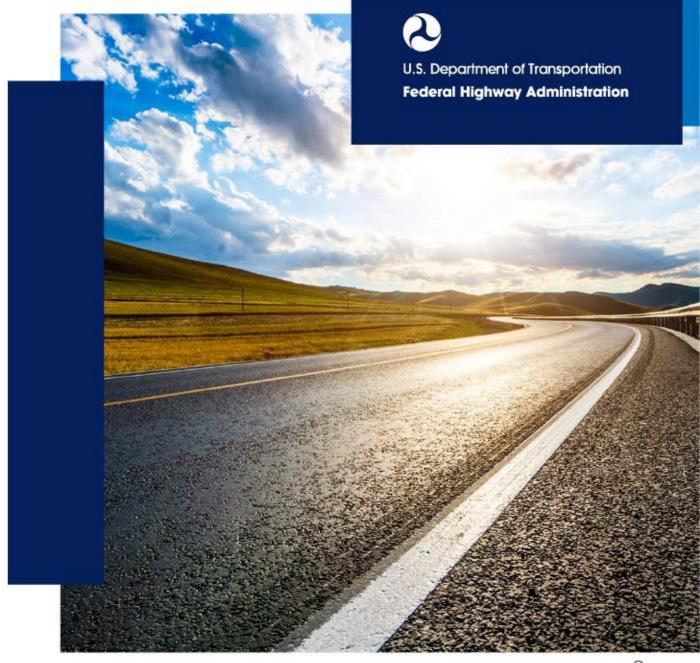
Federal Highway Administration

Background Road Photo (Source: FHWA)

RAA-NEVI@dot.gov

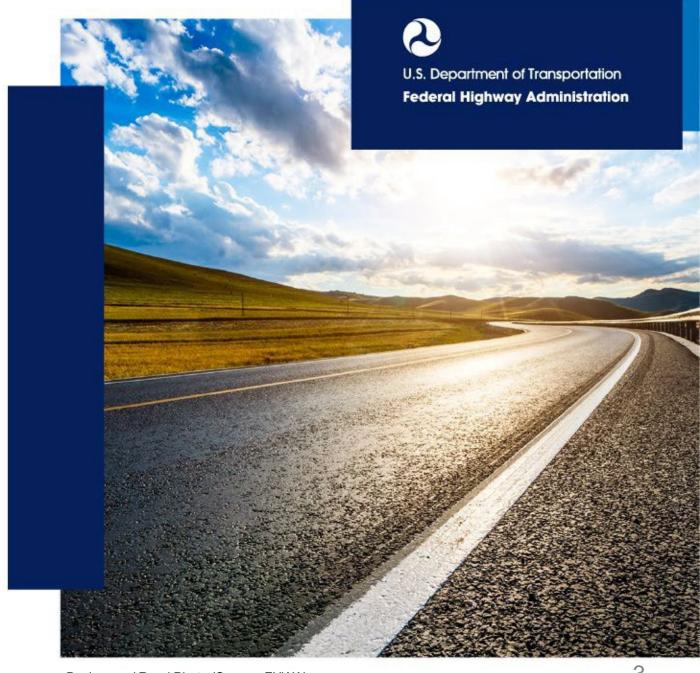
Disclaimer

- Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way.
- This presentation is intended only to provide information to the public regarding existing requirements under the law or agency policies. However, compliance with applicable statutes or regulations cited in this document is required.



Today's Webinar

- Welcome
- Overview Electric Vehicle Charger Reliability and Accessibility Accelerator
- Overview Alternative Fuels Data
 Center Station Locator
- Available Funding & Program Eligibility
- Application Overview
- Selection, Review and Submission Process





Overview – Electric
Vehicle Charger
Reliability and
Accessibility Accelerator

Overview



- The National Electric Vehicle Infrastructure (NEVI) Formula Program was established by the Bipartisan Infrastructure Law (BIL).*
- The \$5 billion NEVI Formula Program contains a 10 percent set-aside for the Secretary "to make grants to States and localities that require additional assistance to strategically deploy electric vehicle charging infrastructure."
- Reflecting the need to make our current EV charging network more reliable, the first round of funding made available in this set-aside from the NEVI Formula program will focus on repairing or replacing non-operational EV chargers.

^{*} BIL - Enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58, Nov. 15, 2021)

Overview



- Program is informed by data from the Department of Energy's Alternative Fuels
 Data Center (AFDC) located at the National Renewable Energy Laboratory (NREL)
 https://afdc.energy.gov.
- Charging ports listed as "temporarily unavailable" on the AFDC will be the basis
 of the available funding.
- Charging providers have 4 weeks from the date of NOFO publication to update the AFDC information via a pre-existing Application Programming Interface (API) (anticipated date for AFDC updates is October 11, 2023).
- Manually submitted "temporarily unavailable" stations to the Station Locator team will not be accepted until after the NOFO closes.

Overview



- A final list will be published 4 weeks after NOFO publication eligibility will be limited to the broken/non-operational charging ports on this final list.
- The final list will be posted on grants.gov under "related documents" for this grant opportunity.
- 30 days for questions on the NOFO (by October 13, 2023). Submitted to RAA-NEVI@dot.gov.
- Applications due on November 13, 2023.

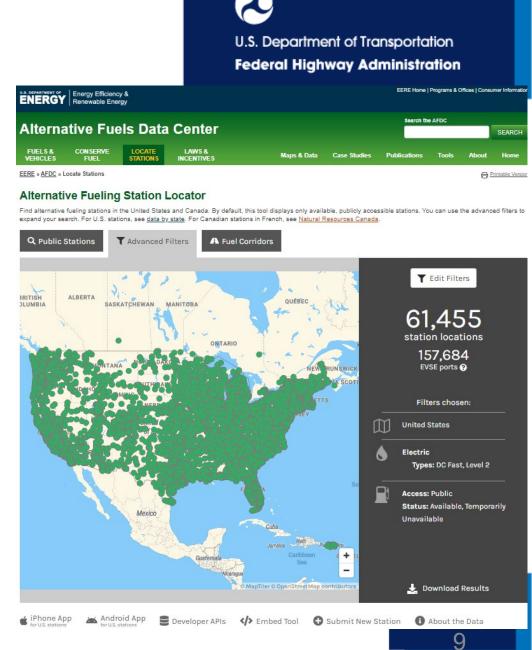


Overview Alternative Fuels
Data Center Station
Locator

Alternative Fuels Data Center (AFDC) Station Locator

- U.S. Department of Energy maintained database of alternative fueling station location data.
- Public and private station data on all alternative fueling types, including *EV charging*.
- Primary data source for federal funding programs (i.e., NEVI, community, and corridor grants).

afdc.energy.gov/stations



Temporarily Unavailable in the Station Locator



Status codes used for every EV charger included in the Station Locator:

Available

Planned

Temporarily Unavailable

A charging port can be identified as "temporarily unavailable" for several reasons (e.g., routine maintenance, being non-operational, etc.).

Data is updated **daily** via charging network automatic data feeds

The number of ports listed as "temporarily unavailable" fluctuates regularly

How to Find Temporarily Unavailable Stations

Visit link OR

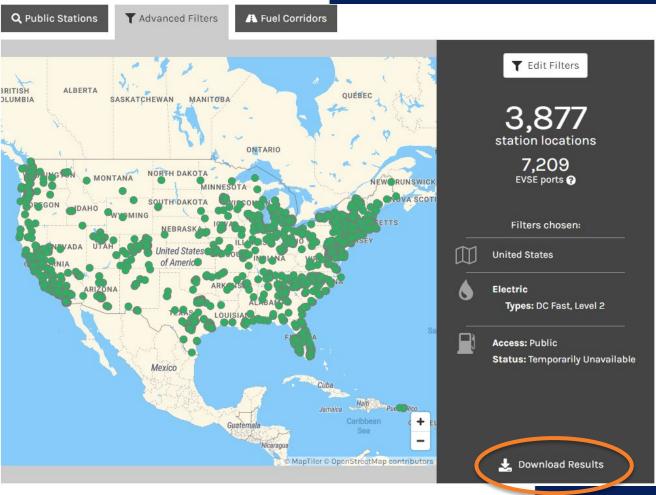
Search advanced filters:

- Location = US
- Fuel = Electric
- Charger types = Level 2, DC Fast
- Connectors = All
- Networks = All
- Station = Public
- Status = Temporarily Unavailable

Download results

- Status = column J
- Station ID = column AB







Available Funding & Program Eligibility



Available Funding

- BIL authorized funding for FY22 through FY26 for this program (\$470M total).
- FY22 and portion of FY23 funding is available for this NOFO up to approximately \$100M.
- Based on initial estimates of eligible chargers and the funding available, the FHWA anticipates that all eligible projects will likely be awarded under this NOFO.
- Remainder of funding will be made available in future NOFO's.



Use of Available Funding

- Funding can be used for both publicly and privately owned charging infrastructure.
- Funding can be used for both Direct Current Fast Charger (DCFC) and Level 2 (L2) infrastructure.
- Funded chargers under this NOFO should be operational within 12 months.
- Recipients are encouraged to start work on all chargers as soon as possible, and ensure that repairs for chargers in disadvantaged communities* are not delayed.
- **NOTE:** Chargers that receive funding under this NOFO will be subject to Title 23, Code of Federal Regulations (CFR), Part 680, including data sharing requirements regarding the charger's operational status.

^{*}https://www.transportation.gov/equity-Justice40

Cost Share



- Maximum Federal Share
 - The Federal share shall not exceed 80 percent of the total project cost.*
 - Awardees must provide at least 20 percent of the total project cost (not 20 percent of the Federal share) as a matching share.
- Additional information on cost share can be found at:
 - 2 CFR 200.306 -- Cost sharing or matching and FHWA's guidance on Non-Federal Matching Requirements https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.pdf

Eligible Applicants

- Eligible applicants include state departments of transportation* and local governments.†
- States and localities are encouraged to coordinate to the extent possible to address broken and nonoperational chargers.
- Applicants are strongly encouraged to work directly with site hosts and current owners or operators to ensure viability of the project.



^{*}The term "State" means any of the 50 States, the District of Columbia, or Puerto Rico 23 U.S.C. § 101 (a)(28)

^{†2} CFR 200.64

Definitions of Repair and Replace

Category	Definition	Examples
Repair	"Repair" projects can include hardware and labor costs up to, but not including, full replacement of EV chargers and intrinsically related equipment necessary to ensure that broken or non-operational chargers (i) resume a fully operational status for at least 5 years, (ii) function as intended by the manufacturer, and (iii) comply with 23 CFR 680.*	 Repairing or replacing broken components or subcomponents (e.g., connector, screen, cord, payment terminals) Upgrading broken hardware or functional hardware as necessary to meet 23 CFR 680* (e.g., replacing a DCFC power module to provide at least 150kW per port) Repairing or replacing a broken connector port, and adding an additional port or ports as needed to comply with 23 CFR 680.*
Replace	"Replace" projects can include hardware, permitting, service upgrade and labor costs necessary to remove broken or non-operational EV chargers from service and, at the same location, install new chargers that (i) remain operational for 5 years, (ii) function as intended by the manufacturer, and (iii) comply with 23 CFR 680.* Broken or non-operational equipment replaced through this program cannot be redeployed through any other federally funded program and must be either recycled or scrapped.	 Fully replacing electric vehicle chargers Fully replacing related equipment (e.g., switchgear, utility distribution equipment, battery storage) that is intrinsically related to the Electric Vehicle Supply Equipment (EVSE) and solely dedicated to the operation of EVSE. Upgrading hardware as necessary to meet 23 CFR 680* (e.g., replacing a DCFC power module to provide at least 150kW per port).



U.S. Department of Transportation Federal Highway Administration

^{*} https://www.federalregister.gov/docume nts/2023/02/28/2023-03500/nationalelectric-vehicle-infrastructure-standardsand-requirements



Application Overview

Content and Form of Application

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The application must include:

- (1) the required Standard Forms listed in the NOFO; and
- (2) other content that addresses the following items.
 - i. Cover Page (including table with project summary information)
 - ii. Project Narrative (see NOFO for narrative requirements)
 - iii. Funding Description
 - iv. Organizational information

Note: All applications must be submitted electronically through **Grants.gov**.



Selection, Review and Submission Process

Selection Criteria



- 1. Does EV infrastructure require repair or replacement; and are the proposed activities eligible (see Section C.2).
- 2. Does the application include an adequate plan for ongoing ownership/stewardship?
- 3. Ability to meet 12-month timeline for charger to be operational.
- 4. Availability of 20 percent match.



Review Process

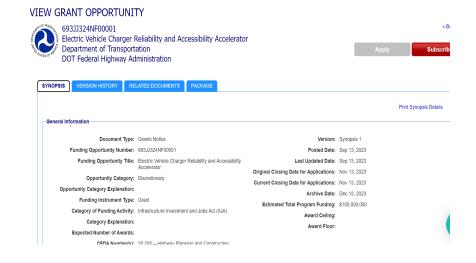
- The FHWA will establish a team to review each application.
- Each application will be reviewed against the eligibility criteria.
- When finished, the team will assign an overall rating of "Recommended" or "Not Recommended" to the application.
 Recommended projects will include all projects that meet the criteria.
- The FHWA Administrator will determine which projects to advance to the Secretary. The Secretary makes final project selections.



U.S. Department of Transportation
Federal Highway Administration

- Applicants must submit their applications via <u>www.grants.gov</u> under the Notice of Funding Opportunity Number: 693JJ324NF00001
- Applications are due by November 13, 2023 by
 11:59 PM (Eastern Time) through www.grants.gov

A registered Grants.gov account is required. Obtaining an account can involve multiple steps and numerous days. Please see the NOFO and Grants.gov website for detailed instructions, training videos, an online user guide, and a help desk.





Questions

 Please submit questions in writing to the RAA-NEVI email inbox at:

RAA-NEVI@dot.gov



Thank You for Attending

Please direct all inquiries to:

RAA-NEVI@dot.gov