

# Electric Vehicle Charger Reliability and Accessibility Accelerator



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Background Road Photo (Source: FHWA)

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# 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



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# Overview – Electric Vehicle Charger Reliability and Accessibility Accelerator



# Overview



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- 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



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- 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



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- 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.**



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# 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](https://afdc.energy.gov/stations)

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Alternative Fuels Data Center

Search the AFDC

FUELS & VEHICLES | CONSERVE FUEL | **LOCATE STATIONS** | LAWS & INCENTIVES | Maps & Data | Case Studies | Publications | Tools | About | Home

EERE » AFDC » Locate Stations

### Alternative Fueling Station Locator

Find alternative fueling stations in the United States and Canada. By default, this tool displays only available, publicly accessible stations. You can use the advanced filters to expand your search. For U.S. stations, see [data by state](#). For Canadian stations in French, see [Natural Resources Canada](#).

Public Stations | Advanced Filters | Fuel Corridors

61,455 station locations  
157,684 EVSE ports

Filters chosen:

- United States
- Electric  
Types: DC Fast, Level 2
- Access: Public  
Status: Available, Temporarily Unavailable

Download Results

iPhone App for U.S. stations | Android App for U.S. stations | Developer APIs | Embed Tool | Submit New Station | About the Data

# Temporarily Unavailable in the Station Locator



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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



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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

Public Stations | Advanced Filters | Fuel Corridors

BRITISH COLUMBIA ALBERTA SASKATCHEWAN MANITOBA QUÉBEC

ONTARIO

NEW BRUNSWICK NOVA SCOTIA

VERMONT NEW HAMPSHIRE MASSACHUSETTS CONNECTICUT NEW JERSEY

DELAWARE PENNSYLVANIA MARYLAND VIRGINIA NORTH CAROLINA SOUTH CAROLINA GEORGIA ALABAMA MISSISSIPPI LOUISIANA ARKANSAS TEXAS OKLAHOMA NEBRASKA IOWA MINNESOTA WISCONSIN ILLINOIS INDIANA OHIO MISSOURI KENTUCKY TENNESSEE MISSISSIPPI ALABAMA

United States of America

MONTANA NORTH DAKOTA SOUTH DAKOTA WYOMING NEBRASKA IOWA MINNESOTA WISCONSIN ILLINOIS INDIANA OHIO MISSOURI KENTUCKY TENNESSEE MISSISSIPPI ALABAMA

UTAH ARIZONA NEVADA CALIFORNIA

MEXICO

Cuba Jamaica Haiti Puerto Rico

Caribbean Sea

MapTiler © OpenStreetMap contributors

Edit Filters

3,877 station locations

7,209 EVSE ports

Filters chosen:

United States

Electric  
Types: DC Fast, Level 2

Access: Public  
Status: Temporarily Unavailable

Download Results

[afdc.energy.gov/stations/#/analyze?country=US&fuel=ELEC&status=T](https://afdc.energy.gov/stations/#/analyze?country=US&fuel=ELEC&status=T)



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# 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



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- 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](https://www.fhwa.dot.gov/legsregs/directives/policy/fedaid_guidance_nfmr.pdf)

\* 23 U.S.C. § 151(f)(10)(A)



# 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 non-operational 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



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Category	Definition	Examples
Repair	<p>“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.*</p>	<ul style="list-style-type: none"> <li>• Repairing or replacing broken components or subcomponents (e.g., connector, screen, cord, payment terminals)</li> <li>• Upgrading broken hardware <u>or</u> functional hardware as necessary to meet 23 CFR 680* (e.g., replacing a DCFC power module to provide at least 150kW per port)</li> <li>• Repairing or replacing a broken connector port, and adding an additional port or ports as needed to comply with 23 CFR 680.*</li> </ul>
Replace	<p>“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.*</p> <p>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.</p>	<ul style="list-style-type: none"> <li>• Fully replacing electric vehicle chargers</li> <li>• 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.</li> <li>• Upgrading hardware as necessary to meet 23 CFR 680* (e.g., replacing a DCFC power module to provide at least 150kW per port).</li> </ul>

\* <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements>



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# Application Overview



# Content and Form of Application

## **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](https://www.grants.gov).





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# 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.





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# Application Submission Process

- Applicants must submit their applications via [www.grants.gov](http://www.grants.gov) 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](http://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.

## VIEW GRANT OPPORTUNITY



693JJ324NF00001  
Electric Vehicle Charger Reliability and Accessibility Accelerator  
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Apply

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SYNOPSIS | VERSION HISTORY | RELATED DOCUMENTS | PACKAGE

Print Synopsis Details

### General Information

Document Type:	Grants Notice	Version:	Synopsis 1
Funding Opportunity Number:	693JJ324NF00001	Posted Date:	Sep 13, 2023
Funding Opportunity Title:	Electric Vehicle Charger Reliability and Accessibility Accelerator	Last Updated Date:	Sep 13, 2023
Opportunity Category:	Discretionary	Original Closing Date for Applications:	Nov 13, 2023
Opportunity Category Explanation:		Current Closing Date for Applications:	Nov 13, 2023
Funding Instrument Type:	Grant	Archive Date:	Dec 13, 2023
Category of Funding Activity:	Infrastructure Investment and Jobs Act (IIJA)	Estimated Total Program Funding:	\$100,000,000
Category Explanation:		Award Ceiling:	
Expected Number of Awards:		Award Floor:	
CFDA Number(s):	20.205 - Highway Planning and Construction		



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# Questions

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

[RAA-NEVI@dot.gov](mailto:RAA-NEVI@dot.gov)



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# *Thank You for Attending*

Please direct all inquiries to:

[RAA-NEVI@dot.gov](mailto:RAA-NEVI@dot.gov)