



# **Electric Vehicle (EV) Infrastructure Deployment**

**Industry Forum**  
**November 18, 2022**

# Agenda

- **Welcome and Introductions**
- **Opening Remarks**
- **Background**
- **Implementation Approach**
- **Grant Approach**
- **Questions & Answers**



A white electric car is shown from the side, parked at a charging station. The car's windows reflect a lush green environment. A charging cable is plugged into the car's port, and another cable is visible on the station. The background is filled with vibrant green light streaks and bokeh, suggesting a clean, sustainable energy source. A white rectangular banner is centered over the image, containing the text "Welcome and Introductions" in a bold, blue font.

# **Welcome and Introductions**





# Opening Remarks



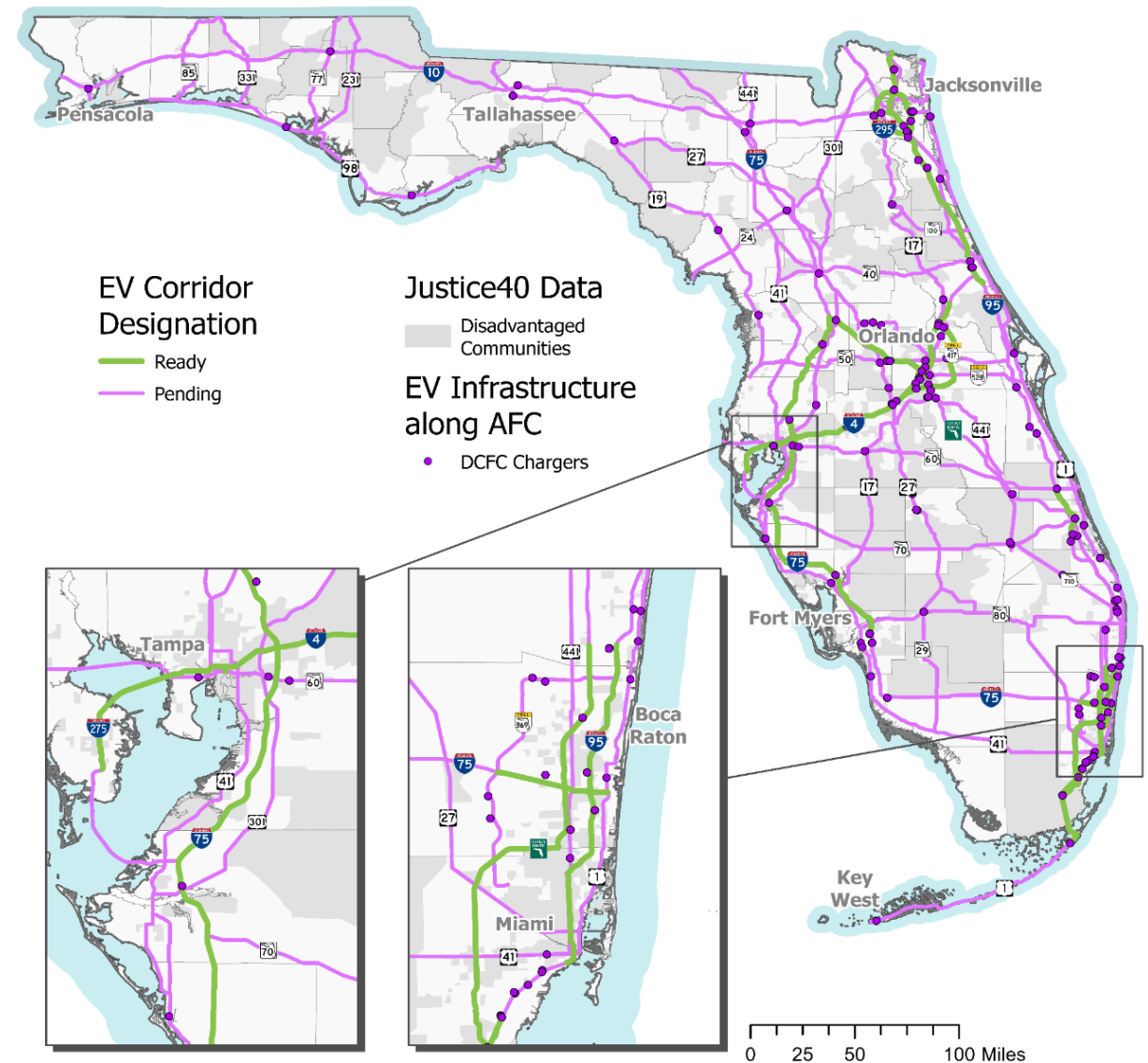


## Background



# Background

- **Electric Vehicle Master Plan**
- **Electric Vehicle Infrastructure Deployment Plan**
- **6,168 total miles of AFCs**



Source: FHWA Designation of AFC Corridors as of 7/5/22

# NEVI Timeline

## JULY 2021

FDOT Developed Electric Vehicle Master Plan to fulfill requirements established in Florida Statute 339.287

## MARCH-JUNE 2022

FDOT held numerous stakeholder and public workshops to communicate the Deployment Plan efforts

## AUGUST 2022

FDOT submitted the Deployment Plan for FHWA approval

## SEPTEMBER 2022

FHWA approved the Deployment Plan

## NOVEMBER 2022

Industry Forum

## FEBRUARY 2022

FDOT began development of the Electric Vehicle Infrastructure Deployment Plan (Deployment Plan)

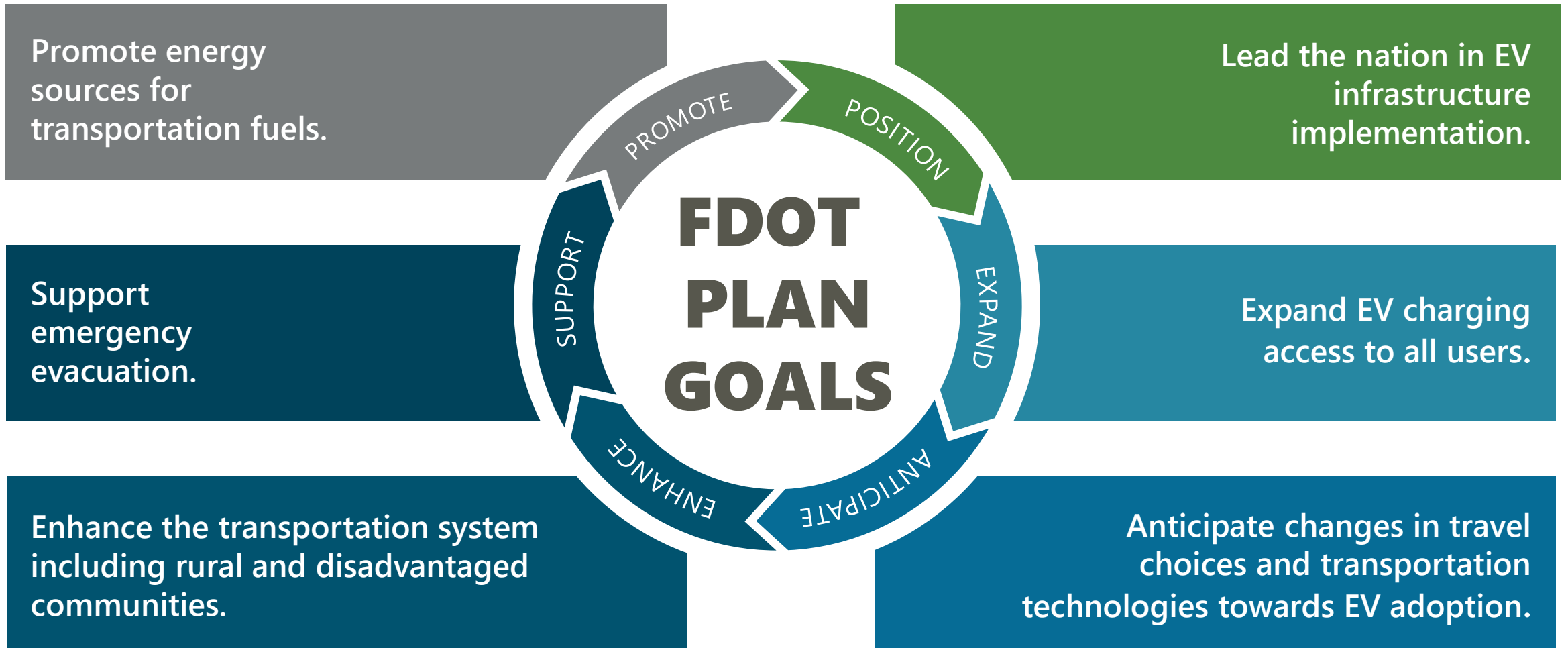
## JUNE 2022

FDOT released a Request for Information (RFI) and received 29 responses

PLAN APPROVAL

PLAN IMPLEMENTATION

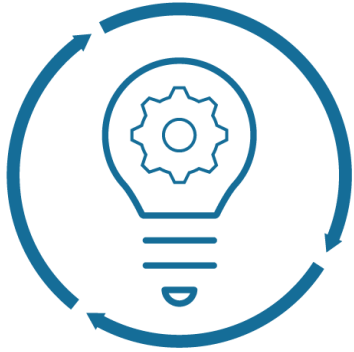
# Goals for Florida's Program





# Strategies for Implementation

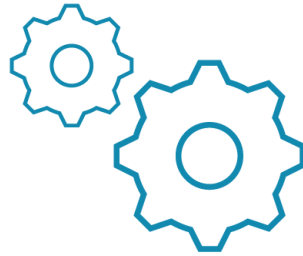
1



## Planning

Develop a future-proof EV charging network that is resilient and reliable

2



## Installation and Operations

Build convenient, reliable, and accessible DCFC charging infrastructure

3



## Emergency Preparedness and Resiliency

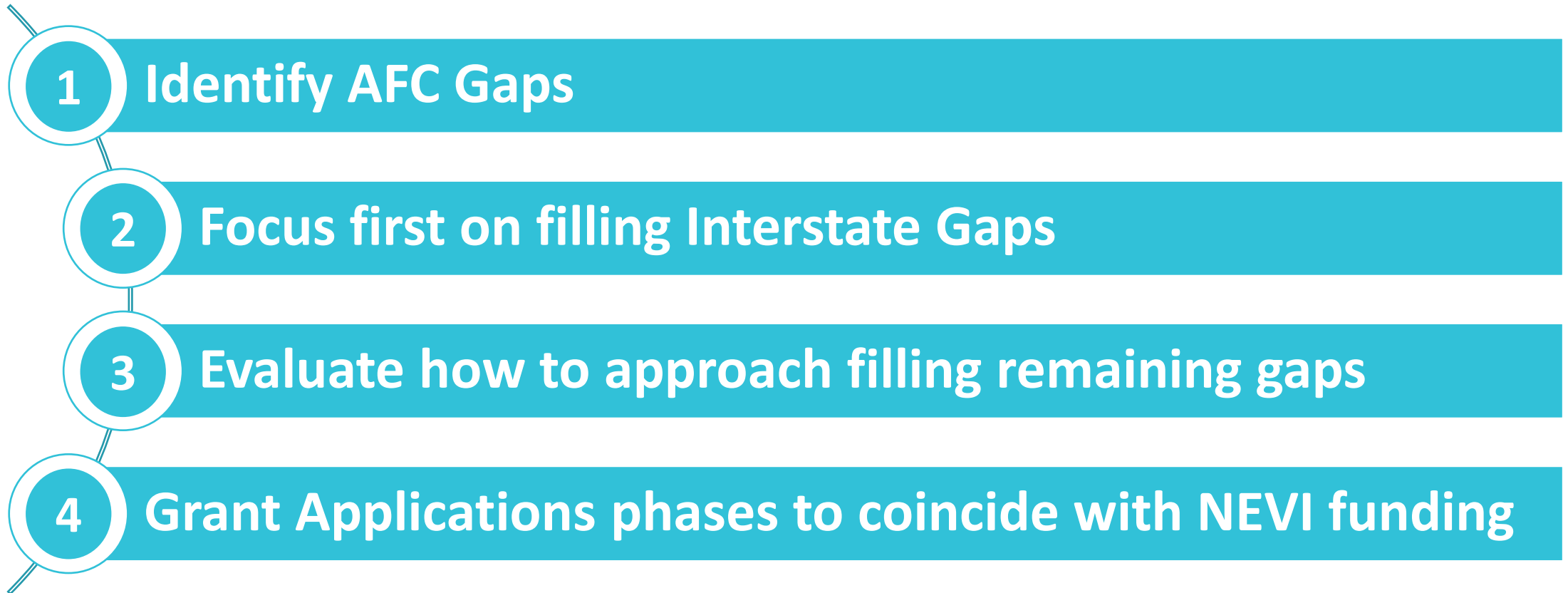
Provide access to reliable and resilient DCFC during emergency events

A white electric car is shown from the side, parked at a charging station. The car's windows reflect a lush green environment. The charging station is white with a blue circular port. Two black charging cables are plugged into the car's charging ports. The entire scene is overlaid with vibrant green light streaks and bokeh effects, suggesting a clean, sustainable energy source. A white rectangular box with the text "Implementation Approach" is centered over the car's body.

# Implementation Approach

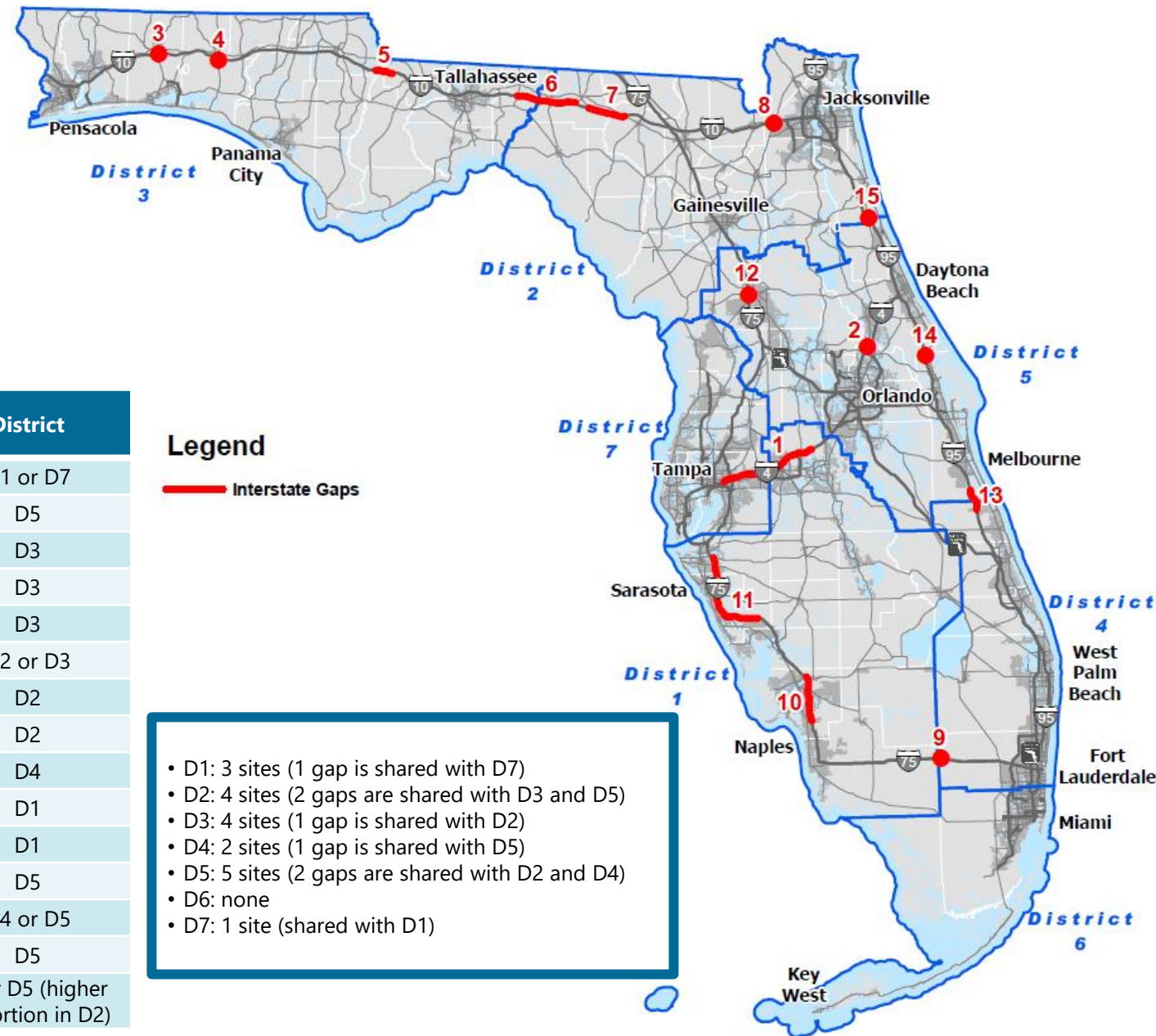


# Implementation Approach

- 
- 1 Identify AFC Gaps
  - 2 Focus first on filling Interstate Gaps
  - 3 Evaluate how to approach filling remaining gaps
  - 4 Grant Applications phases to coincide with NEVI funding

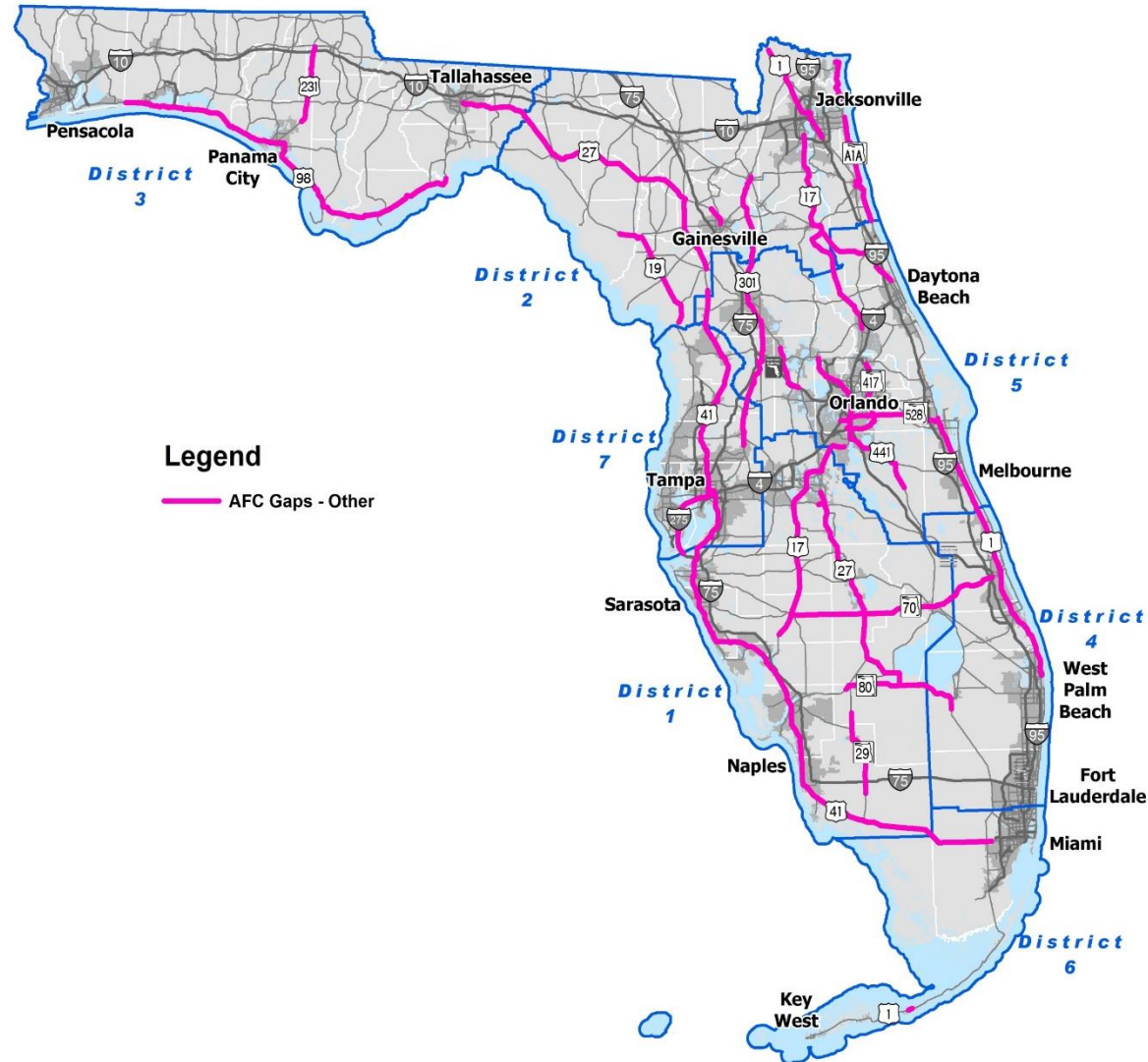
# Phase 1 – Fill Major Interstates Gaps

Gap	Corridor	Start – Mile Post	End – Mile Post	Number of Sites Required	District
Segment 1	Interstate 4 (SR 400)	5	48	1	D1 or D7
Location 2	Interstate 4 (SR 400)	104	104	1	D5
Location 3	Interstate 10 (SR 8)	56	56	1	D3
Location 4	Interstate 10 (SR 8)	85	85	1	D3
Segment 5	Interstate 10 (SR 8)	158	166	1	D3
Segment 6	Interstate 10 (SR 8)	225	251	1	D2 or D3
Segment 7	Interstate 10 (SR 8)	258	275	1	D2
Location 8	Interstate 10 (SR 8)	343	343	1	D2
Location 9	Interstate 75 (SR 93)	49	49	1	D4
Segment 10	Interstate 75 (SR 93)	123	143	1	D1
Segment 11	Interstate 75 (SR 93)	179	220	1	D1
Location 12	Interstate 75 (SR 93)	352	352	1	D5
Segment 13	Interstate 95 (SR 9)	156	166	1	D4 or D5
Location 14	Interstate 95 (SR 9)	231	231	1	D5
Location 15	Interstate 95 (SR 9)	298	298	1	D2 or D5 (higher proportion in D2)





# Future Phases: Filling Remaining Gaps



# Program Schedule

IMPLEMENTATION STRATEGY	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 9	Year 10	Year 11	Year 12
Planning and Grant Award		★									
Installation and Buildout											
Operations and Maintenance											
Program Evaluation											



Current stage in process



# Summary of RFI Findings

## **Consistent themes:**

- Competitive and clear criteria
- Familiar with VW Award Process
- Did not want one very large grant cycle

## **Other items frequently mentioned:**

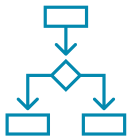
- Importance of site amenities
- O&M through year five and beyond
- Allow for a variety of vendors in each region/corridor



## Grant Approach



# Grant Application Goals



Competitive selection of proposers



Prioritize sites that are ready - preliminary agreement from host



Multiple sites selected through the Requests for Applications (RFAs)



Payment plan



Meets industry's request for clear, competitive, replicable process












FDOT will not own or operate the EV chargers

# Grant Submittals

- **Volume I Technical Proposal**
  - Respondent Experience, Understanding, Past Performance, Project Approach and O&M Approach
  - Site Proposal
- **Volume II – Cost Proposal**
  - Capital and O&M Costs
  - Scored separately from Volume 1
- **Certification Letter from Financial Institution** confirming that Financial Institution will issue Grant Applicant a Letter of Credit if awarded a contract. Beneficiary FDOT.
- **Preliminary Site Agreement Letter** from Site Owner

# Scoring Criteria Goals

-  Added value – meeting multiple requirements and preferences
-  Must meet NEVI requirements, including proximity to AFC corridors
-  Focus on quality - amenities, safety, resiliency, accessibility
-  Operations & maintenance through year 5 and beyond
-  Experience in both installation and O&M
-  Meet needs of a variety of users (i.e. ADA and types of vehicles)
-  Site readiness - documentation of site host agreement
-  Cost effectiveness – higher match would increase cost effectiveness of NEVI investments
-  Electric power infrastructure availability



# Phase 1 - Request For Applications Process

- **Participation of small, women, minority, and veteran-owned businesses encouraged, as primes and subcontractors**
- **Formal Advertisement**
  - Phase 1 will be out of CO
  - Each gap has a separate advertisement
  - Period established for Grant Applicants to submit Questions – 1 week
  - Grant Response – 45 days from Formal Advertisement
    - *Grant applicants will need to obtain a preliminary site host agreement during this timeframe*
- **FDOT Evaluation Period – 1 month**
- **Signing of Agreements – 45 calendar days**
  - Selected Applicant will need to obtain final site host agreement

# Phase I Example Grant Application Schedule - *Draft*

Phase I Grant Application	Q4 2022	Q1 2023	Q2 2023	Q3 2023
RFA and Grant Agreement Preparation				
Industry Forum	★			
RFA Advertisement				
Applicant Response				
Evaluation				
Signing of Agreements				



Current stage in process



# Questions and Answers



The background of the image shows the front of a white car, with a focus on the hood and windshield. Overlaid on the right side of the car are vibrant green light trails that curve around it, suggesting motion or a digital overlay. The central text is contained within a black rectangular box.

**MOVE OVER**

or slow down for emergency lights.

**#MoveOverFL**