



ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

FAQ

Frequently Asked Questions

Information about Florida's EV program can also be found on FDOT's website:
(<https://www.fdot.gov/planning/policy/ev/electric-vehicle-infrastructure-funding>).

Can I get responses to the Request for Information (RFI)?

- Yes. Email fdot.ev@dot.state.fl.us to receive a link to download the RFI responses.

Can I apply for funding? When and how will the Request for Applications (RFA) be published so I can do so?

- Yes. FDOT anticipates advertising the Phase 1 RFA in Spring 2023. Instructions on how to apply will be included in the RFA packet.
- FDOT intends to issue the Phase 1 and Phase 2 RFAs closely together with each opportunity targeted towards a specific need, primarily filling "gaps" along Alternative Fuel Corridors (AFCs) in the most efficient manner. The Phase 1 RFA will focus on interstates statewide and is anticipated to be published in Spring 2023. Phase 2 will include non-interstate AFCs and is anticipated to follow Phase 1.
- Applicants are encouraged to begin developing ideas and teams now to prepare for when the RFA process begins. Updated information regarding Florida's EV Infrastructure Deployment efforts can be found on FDOT's website (<https://www.fdot.gov/planning/policy/ev/electric-vehicle-infrastructure-funding>).

Can a local government receive NEVI funds? What can they do to ensure EV charging infrastructure is installed in their community?

- Yes, a local government can receive NEVI funds, but there are restrictions. The NEVI program requires that an EV charging site be located within one drive-mile of a designated AFC interchange or intersection. If communities are unable to comply with this requirement, local governments may apply for discretionary grants from USDOT.
- A map of Florida's designated AFC network can be found on FDOT's website (<https://www.fdot.gov/planning/policy/ev/electric-vehicle-infrastructure-funding>).
- Two new competitive grant programs will be made available under IIJA:
 - Charging and Fueling Infrastructure Grants (Community Charging)
 - Charging and Fueling Infrastructure Grants (Corridor Charging)



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Although the Notice of Funding Opportunities have not been published as of yet, information about the grant programs can be found in the Infrastructure Investment Guidebook that can be found on Build.gov (<https://www.whitehouse.gov/wp-content/uploads/2022/05/BUILDING-A-BETTER-AMERICA-V2.pdf>). Register at grants.gov to receive notices of funding opportunities.

Do EV charging sites have to be located along an interstate?

- No. The formula NEVI program requires that an EV charging site be located within one drive-mile of a designated AFC. The program is primarily focused on having all AFCs meet the 50-mile maximum spacing of NEVI-compliant EV charging sites criteria along a corridor. Florida is focused on using the NEVI funding to address market gaps on the Interstates followed by National Highways and State Roads designated on the AFC network.
- The NEVI guidance states that interstates should be the initial focus for deployment, which is why FDOT will be releasing the Phase 1 RFA along the interstate system to build out the interstate network. Phase 2 and beyond will include non-interstate AFCs.
- For locations within communities that do not meet the NEVI formula program requirements, consider applying for a Federal competitive grant under one of the Federal EV grant programs:
 - Charging and Fueling Infrastructure Grants (Community Charging)
 - Charging and Fueling Infrastructure Grants (Corridor Charging)

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Can EV charging sites be closer than 50 miles apart?

- Yes. In order to be designated NEVI compliant, EV charging sites must be located no more than 50 miles apart. There is no restriction to installing additional sites between two sites that are within 50 miles of one another. Interested parties may find current EV charging sites and designated AFC on the Federal Highway Administration (FHWA) AFC interactive GIS site online (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/maps/).



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Has the FDOT talked to utility companies about available capacity on the electrical grid to support an expanded EV charging network?

- Yes. Many of Florida's utility providers have been active stakeholders with FDOT since the early efforts of drafting the State EV Infrastructure Deployment Plan (EVIDP) and are anticipated to continue being an active participant with the State through the NEVI program period.
- Section 4 of the approved EVIDP posted on the FDOT EV webpage (<https://www.fdot.gov/planning/policy/ev/electric-vehicle-infrastructure-funding>) highlights the different utility providers throughout the State.
- Applicants that are awarded a grant through the RFA process are responsible for utility coordination of their proposed site including ensuring the site can provide a minimum of four Direct Current Fast Chargers (DCFC) with at least 150 kW per port that can charge four vehicles simultaneously. Instructions for responding to an RFA will be included in the RFA packet expected to publish in Spring 2023.
- Pending the final NEVI rule, Applicants will also be responsible to provide the State with the required data so FDOT may submit the necessary reporting. Refer to the proposed rule (<https://www.federalregister.gov/documents/2022/06/22/2022-12704/national-electric-vehicle-infrastructure-formula-program>) for the anticipated data requirements for the program. As requested, this data will also be available to utility companies and other interested parties.

Are there restrictions for eligible expenses under NEVI?

- Yes. For a comprehensive list of eligible expenses under NEVI, refer to the published guidance (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf), [National Electric Vehicle Infrastructure \(NEVI\) Formula Program Q&A \(dot.gov\)](#).

Will FDOT pay for maintenance and operation of the sites even if they are owned and operated by someone else?

- Yes, for a short period of time not to exceed five years. FDOT is committed to investing in a statewide network of high quality, reliable EV infrastructure that is self-sustaining beyond the five-year NEVI funding period. Part of that commitment is ensuring the start-up efforts of the site are successful and that includes funds for operations and maintenance to ensure a high degree of reliability which includes uptime of the chargers.



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Will the sites be accessible to people with disabilities?

- Yes. In order to utilize NEVI funding, Applicants will be required to satisfy all State (Section 553.5041, F.S) and Federal (Americans with Disabilities Act) requirements including those for ADA accessibility. State and Federal requirements will be included as an attachment with the RFA or by reference. Note that updated ADA requirements are pending. The State is monitoring the status of this update and will require Applicants to comply with current requirements and allowances once published.

Will any of the sites be made with American-made materials?

- Yes. In order to utilize NEVI funding, Applicants will be required to satisfy all State and Federal requirements including those in Build America, Buy America. State and Federal requirements will be included as an attachment with the RFA or by reference. Note that Build America, Buy America waivers are pending. The State is monitoring the status of these waivers and will require Applicants to comply with current Federal requirements and allowances once published.

Will Justice40 be addressed by this program?

- Yes. Justice40 is one of the grading criteria for an Applicant. Pending the final NEVI rule, it is anticipated Justice40 data will be required in the reporting provided by the applicants. Information about the Justice40 program can be found at <https://www.whitehouse.gov/environmentaljustice/justice40/>.

Will the State wait for the proposed NEVI rule to be finalized before publishing the RFA?

- No. The proposed rule outlines the Federal requirements for use of NEVI funding such as data collection and reporting criteria to confirm program compliance and effectiveness. Related to the proposed final rule for NEVI, FDOT is working in parallel with this timeline meaning the publication of the final rule will not impact the publication date of the Phase 1 RFA. The State continues to coordinate and submit program questions to the Joint Office related to the NEVI rule and is also monitoring the status of the final NEVI rule. The RFA accounts for this rule and Applicants and EV sites funded through NEVI will be required to comply with the final rule.

Will there be a cost to charge an EV at a NEVI site?

- To be determined. Pricing will be determined by the Applicant and/or site owner. At this time, the State does not intend to establish a cap or limit demand pricing.



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Is there a preferred delivery method (Public Private Partnership, Design Build, etc) for Applicants awarded funds under this program?

- No. There is no preferred delivery method for Applicants that are awarded funds under this program. Refer to the published RFA for the application process and requirements.

Can I still apply for NEVI funding if I don't have the skills needed to build an EV charging site?

- Yes. There is no restriction on teaming. Applicants can create project teams that provide the necessary resources, services, and certifications to address all requirements included in the RFA.
- Partnerships – Any combination of eligible applicants with a clear primary point of contact and proposed roles for the project.
 - Applicants may submit both as a prime, and as a sub to another team, but not both for a single Gap Segment.
 - Applicants may submit as a sub to more than one team for a single Gap Segment, but not if they are also submitting as a prime for the same Gap Segment.
 - Applicants may submit as a prime for multiple Gap Segments.

Are there any certifications I'm required to have in order to apply for NEVI funding?

- Yes. Applicants must register as vendors with the State. The RFA will include required certifications, including compliance with local requirements, as well as training criteria for workers. Additional information on required certifications may be required per the final NEVI rule.

Are there any workforce development requirements for this program?

- No. A goal of the NEVI program is to develop skilled workforce to support the growing EV needs. Specific criteria for a workforce development approach are not provided as a requirement; however, this will be considered as grading criteria in the application process. Applicants will need to consider how to recruit and train the necessary workforce to ensure sites are installed, operated and maintained according to requirements. FDOT will continue to explore workforce development opportunities.



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Will EV charging sites require permitting?

- Yes. Permitting requirements will be specific to the Applicant's approach to the project and site layout. The local jurisdictions (city, county) will be responsible for review and issuance of permits.
- The Applicant shall be responsible for providing all information required by NEPA. The Applicant shall submit the information to FDOT for processing and approval prior to commencement of any site work. Requirements for NEPA can be found at: <http://www.fdot.gov/environment/pubs/pdeman/pdeman1.shtm>.