In response to the RFI, Francis Energy appreciates the opportunity to provide the following key points and looks forward to discussing these issues in greater detail.

- Francis Energy's mission is to create regional networks of public access electric vehicle charging equipment in order to encourage and support the widespread adoption of electric vehicles. Its business strategy is to develop, construct, and operate electric vehicle ("EV") charging infrastructure projects in under-served rural and urban markets throughout the Midwest. Francis has a track record of success in developing and constructing EV charging infrastructure, including building and operating one of the largest EV charging networks in the USA. Francis Energy has a goal of 2500 DCFC installations in Florida in the next five years.
- While NEVI prioritizes alternative fuel corridors, a properly crafted five-year deployment plan will help to ensure rural, Tribal, disadvantaged, and underserved communities are not left behind.
- Francis Energy believes Florida have the workforce required to operate and maintain DCFC EVSE charging sites.
- On average, it takes 6-8 months to install a DCFC from start to finish.
- Francis Energy is currently able to meet the requirements of Buy America for DCFC infrastructure. But compliance could prove problematic in the long term unless waivers are issued.
- Lead time for transformers, according to a number of utilities, could result in delays. Francis Energy is working with suppliers to ensure a timely procurement of hardware.
- Francis Energy charges on either a time or energy-based structure. We accept credit, debit, and our company-issued RFID card that works in conjunction with our Francis Energy App.
- Francis Energy would, through an online data portal share the following information: basic operations and usage, locations, charging session metrics, and how much energy has been dispensed per port.
- FDOT should rely on private sector owners and operators of EV infrastructure companies whose business model is to provide EV drives a satisfactory charging experience.
- With the NEVI funding, FDOT should equitably plan for EV charging capabilities between rural and urban areas. The initial densities of EVs may be lower but must ensure that the infrastructure reliably enables the long-range travel common in those areas as well as provide assurance that initial charging infrastructure is sufficiently nearby to

supplement charging for local needs. To address this, approximately half of the NEVI formula funding for FDOT should be proposed for locations in rural areas.

- The state of Florida should address high demand charges and consider providing funding for electrical infrastructure upgrades.