

ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN
PUBLIC COMMENT WEBINAR

Question and Answers

Wednesday, July 6, 2022

Question Asked	Answer Given
<p>If we have a Sustainable hydro power charging stations that does not use fossil fuels or batteries, is there opportunity of interest available for this?</p>	
<p>Can you provide more detail on the critical evacuation areas covered by these resiliency requirements? What will the process be to identify them?</p>	<p>Thanks for the question.</p>
<p>Has FDOT and other state agencies contemplated solar energy infrastrucutre as a complementary effort to the EV?</p>	<p>Thanks for the question</p>
<p>Who can apply? Can utilities apply?</p>	<p>Not sure what you mean? Can you clarify?</p>
<p>Who is eligible to receive NEVI funding? Are utilities eligible and will they be able to apply for funding?</p>	<p>NEVI funding is to FDOT. We will do competitive procurement for vendors to install and manage EV charging stations. Utilities can compete as part of that procurement. We do not have additional information on that just yet, as it's still being determined how we will proceed with procurement.</p>
<p>solar canopies?</p>	
<p>will solar canopies be included for eligibility</p>	
<p>nice job!</p>	
<p>The proposal appears to defer any funding of charging stations until Year 2. Will FDOT carry over funds from Year 1 to pay for charging stations in Years 2-5 or will Year 1 funding all be used for the planning process?</p>	<p>Thanks for the question.</p>

<p>Local emergency managers do not encourage people to flee the state in an emergency. While the plan should address the fact that some people will go to points north, the language the plan uses should not be encouraging this. Being stranded in interstate gridlock is not a way to safely ride out a storm. Sheltering in a safe location near home should be the focus and FDOT should consider changing the tone of the messaging when it comes to this.</p>	<p>We agree and believe the language in the plan is consistent. We will double check. Please feel free to read the plan and verify.</p>
<p>Can we have access to the RFI responses?</p>	
<p>Have you explored Iron Flow/Solar Battery in a Box?</p>	
<p>Just confirm, mobile charging is "charging on the go" i.e. plugless, non-stationary charging?</p>	
<p>The document mentions, "Funding considerations include the use of performance-based payments established on site revenue models. This model may include a scalable payment based on site utilization (charging sessions), with lower utilized sites receiving higher operational funding, to a limiting amount" Could you explain this a bit more?</p>	
<p>Will there be recommended tools from FDOT, USDOT, USDOE? Seems to be desirable for apples-to-apples.</p>	
<p>April you are doing a great job!</p>	
<p>The chargers installed at Tampa airport are way, way too low in power and are rather pointless for charging while waiting in the cell lot. Are you considering this issue?</p>	
<p>Is there any planning for security of EV chargers?</p> <p>There have also been incidents of blocking the EV charger by gasoline/diesel vehicles.</p> <p>Anything being done or planned?</p>	
<p>The elephant in the room is the Tesla EV charger network.</p> <p>Seems the feds avoid the example set.</p> <p>Does FDOT take into consideration the Tesla EV Fast Charging network?</p>	

<p>The non-Tesla chargers have a terrible reputation for reliability.</p> <p>This is the major holdback for adoption of non-Tesla EV's.</p> <p>What is being done to address the reliability of the chargers and the ease of payment automation.</p>	<p>Thanks for the question</p>
<p>This plan seems to be for Non-Tesla chargers. Is that true?</p> <p>Since Tesla is the largest selling EV, Does FDOT somehow integrate the data of Tesla EV's and Tesla chargers in the planning?</p>	
<p>Is the information from the RFI available to the public?</p>	
<p>The Tesla EV chargers on Florida's Turnpike are really well implemented.</p> <p>I drive an EV and use the Florida Turnpike, nothing but a positive experience using the Tesla Super Chargers at the State rest areas on the highways.</p> <p>Easy on/off the highway. The Tesla Super Chargers are supremely easy to use and reliable. The power levels and speed of charge are very good. Ease of payments is excellent.</p> <p>Are we learning from this?</p> <p>Are we planning to implement more chargers following this great example?</p>	
<p>Some of the chargers at the service centers on Florida's Turnpike seems to be an afterthought.</p> <p>There needs to be much more work on ease of getting to the chargers and getting out from them. Directions to the chargers are rather poor. Also I don't see much room for expansion of additional chargers.</p>	
<p>Does the state see any role for MPOs in the formula funding side of the NEVI program?</p>	

Does this cover just interstate or also including secondary and primary roads	Thanks for the question.
would this be directed by the district or central office?	
will all of this infrastruce be place with FDOT rightaway?	No - most will not be on FDOT right of way.
Can NEVI funds be used to pay for solar and battery backup on fixed mobile charging stations?	Hey, Janet. Right now no mobile charging is authorized. We realize the importance of mobile charging and are continuing conversations with the Joint Office about that
I am not asking about Mobile charging, I am asking about backup solar and batteries for fixed charging locations. Are the auxillary solar/batteries eligible as part of funding the charging station?	Thanks for clarifying
To confirm, this document doesn't lay out any specific guidelines for actual deployments, but really a guidance document on future specific guidelines for deployment, correct?	Thanks for the question
Thanks team!	
does "corridor-ready" include requiring spaces meet Fl. Statute requirements for ("handicapped") Accessibility?	Corridor ready is a specific term used by USDOT referencing EV charging station availability. ADA will be a considered as stations/ports are
The plan says DCFC installation has grown from 870 to 1,300 ports. Of that number, how many are fully Accessible to persons with disabilities?	Those stations are mostly privately installed and not under the purview of FDOT. We would not have that answer
Can that answer be obtained?	Not through us. I'm not sure who would know.
In the plan under the Technology heading there is no mention of the "operable parts" requirements of the EV unit itself. Will this be added?	
Since FDOT subcontracted entities must meet ADA, 504, 508, and LEP requirements, and EV locations will need to be permitted by an entity receiving funds from FDOT, wouldn't the data regarding Accessiblity be required?	

<p>In the emergency section of the plan it says “elevated foundations” can be used for the charging location - it needs to be pointed out that they must be ramped to be Accessible to individuals with disabilities.</p>	
<p>All group homes for individuals with disabilities have to have an emergency evacuation plan reviewed by the state's Agency for Person's with Disabilities. Are those evacuation plans being reviewed?</p>	
<p>On pg. 29 of the plan under Design Standards, in reference to EV installation, it refers to ADA requirements. Florida requirements are stricter than the ADA and need to be followed for Accessible spaces, operable parts, etc. Will this be clarified to all those involved in installation?</p>	
<p>Will operable parts for the payment equipment be included in requirements?</p>	
<p>do underserved communities need to be on the alt fuel corridor?</p>	<p>No. The commitment is that 40% of the benefits from the federal investments are to disadvantaged communities. These may be adjacent to or near the actual stations, depending on how benefit is</p>
<p>If this is all market based opportunity, won't all charging stations be located on private property?</p>	
<p>Sound check please.</p>	<p>Good morning. The webinar has not yet started. We will start in just a minute.</p>
<p>When do you think the RFP process will be begin?</p>	<p>Thanks for the question</p>
<p>Is this RFP open to national partners</p>	<p>The procurement will be competitive - and open to anyone who can meet the requirements.</p>
<p>Will the Q&A be included in the meeting follow-up?</p>	
<p>How will you evaluate where utilities are "over-built" or otherwise have sufficient existing capacity to serve?</p>	

<p>What is the plan for backup power along evacuation routes in the event the grid is out. Would microgrids be considered using under ground piped in natural gas powered fuels cells. Lee Grannis</p>	<p>We will look for innovative solutions from vendors during the competitive procurement. We have not yet determined minimum requirements for back up power. Thanks for your comment.</p>
<p>Will FDOT be the agency that makes sure the utilities are making the 480 Volt Three Phase power is available every 100 miles so the contractors don't have prolonged wait times for 150 KW charger infrastructure installation. Lee Grannis</p>	
<p>Will funding either from the NEVi funds or from state funds be made available to utilities for their infrastructure up grades in the terms of sub-station and transformer up grades so the rate payers don' thave to foot the bill. Lee Grannis</p>	<p>Thanks for the question</p>
<p>Will FDOT prepare and submit comments to the Joint Office regarding the Notice of Proposed Rulemaking published in the Federal Register on June 22?</p>	<p>We are currently reviewing the proposed rule to determine how we will respond.</p>
<p>FDOT mentioned the use of toll fees for the 20% match. Can you please elaborate?</p>	<p>Thanks for the question</p>
<p>FDOT discusses NEVI funding for operation and maintenance costs and potentially scaled funding for urban versus rural. Can you please provide additional information?</p>	
<p>Can't see slides</p>	<p>The sdliies appear to work for others. Please try logging out and back in.</p>
<p>FYI ...On mobile device only see Ms Combs speaking</p>	<p>You might be able to toggle to see the slides. Not sure how to do that but there should be an option to change what you are viewing.</p>
<p>The Tesla Supercharger network is the undeniable leader in implementation, capacity and reliability. How are you going to team with Tesla to model the expansion you foresee as necessary to support all EVs?</p>	<p>USDOT specifies that the DCFC ports must be non-proprietary. Tesla did respond to the RFI and we will continue to listen and coordinate with them. Thanks for the comment.</p>

<p>I have tried to use some of the fast chargers in my area and have found that they are almost always broken and there is only one that works for my vehicle. This is concerning to my area because it's the only fast charger and could be a problem for emergencies. Is there any consideration taken into resiliency? It doesn't make sense since to have only one (4 fast chargers) in far NW Florida. I would like to see more charging in this area because we have a fast growing EV ownership market and many visitors that are driving EVs.</p>	
<p>Why should public resources (\$ and facilities) be used for what has historically been a private enterprise function?</p>	
<p>thank you</p>	
<p>Will the presentation be made available after the webinar?</p>	<p>Yes, we will post the presentation after the webinar.</p>
<p>Is there a detailed table listing the specific corridors with limits as well as the EV charging sites?</p>	<p>The AFC corridors are listed in tables in the AFC nomination. I think you have a copy of that? The Deployment Plan has not identified specific site locations yet.</p>
<p>Please define what is meant by Mobile Charging.</p>	<p>She's answering now. :)</p>
<p>What is the implementation policy (or policies) with using existing FDOT and state transportation facilities to support the infrastructure (i.e. Intermodal/Multimodal Facilities, Park and Ride Lots, Parking Garages, Vehicle Maintenance Facilities, etc.) for EV Charging/Mobile Charging? Is that included in the scope of this plan, or will that be a separate matter?</p>	<p>Thanks for the question</p>
<p>Are you dealing with emergency evac destinations, so the common areas that people evacuate too must have robust charging to deal with increase vehicles</p>	
<p>Sorry evacuate to...</p>	
<p>Thank you April and team!</p>	
<p>Will the plan also seek green hydrogen sites?</p>	

I don't see Monroe County (Keys) in the network.	
With 36 million people visiting Florida annually,with annual spend of 40 Billion dollars- seems like A1A accessibility to level 3 EV charging is a necessity as we move from 8,000 EV vehicles to 40,000 EV vehicles in the next 5 years. I have tried charging from Amelia Island to daytona area, and none exist currently. Need at State and National Parks asap.	Thank you.
Utah, Colorado already have EV networks operating .	Thanks
Any thoughts to install gas/ diesel backup systems to supplement EV charging , only for emergency evacuation times/ on designated routes ?	
Any plan to add level 3 EV CCS Charging stations to every Florida Rest Area?	
Any push to ensure Tesla charging stations be allowed to charge non-Tesla vehicles (Like the European Union) instituted earlier this year?	
You are talking a lot on Battery storage- is this feasible?, how many vehicles can be charged off 1 battery set up?	
Your comment on Tesla chargers having other CCS stations is not accurate, one at Target in Daytona but would take 4 days to charge a vehicle from 10-80%	
Are you making the presentation available to non stakeholders?	
Will the questions ' comments asked here be part of the next steps?	Yes, these will be considered as we make final edits to the deployment plan and head into implementation.
We do not see the slides	The slides appear to be working for others. Please log out and log back in to see if that resolves the issue.
I find that many of the charging stations are not compatible with all vehicles.	

Do you have any information for projects funded using eastern federal land funds	
EV Consultant Planned Ad: https://pdaexternal.fdot.gov/Pub/AdvertisementPublic/AdDetail/99/12462/PS/P/P	
Will recording be made available to meeting registrants, as well as "stakeholders"?	