
After the formal presentation, Jared Schwennesen, responded questions. Questions were entered in the chat box or verbally. Below is documentation of the questions and responses.

Q: Are there any set asides?

A: No set aside for DBE's but that is something ODOT is analyzing within the scoring criteria.

Q: Will this presentation be shared with group.

A: Yes, the presentation will be available on the ODOT website.

Q: When will the round of funding begin for the alternate fuel routes that are not by the interstates?

A: Fiscal year 2023

Q: Will a future round allow for fewer than four 150kW dispensers?

A: Not along EV designated corridors, but potentially in other areas in the future.

Q: How is funding for workforce development being handled?

A: Broadly speaking workforce development can be funded by NEVI. FHWA will approve state by state.

Q: Is Oklahoma compiling a partnership list to better connect site hosts, utilities, contractors, etc.?

A: We are working on some sort of tool, but nothing is final right now.

Q: Are you considering the current existence of Level 3 charging station in the state in future design?

A: Yes

Q: Will Oklahoma provide a list of utility territories, EV staff, contacts, and response times for NEVI phase 1 locations?

A: Yes.

Q: Are designations such as DBEs able to submit proposals?

A: Yes.

Q: Can we require the sites to support the NACS (Tesla connector which Ford just adopted) connector?

A: Each site at minimum must have four CCS 1 connectors. Additional connectors are allowed, but there must be at least one CCS 1 connector per each charging station.

Q: Is there any grant money available for business owners within the city?

A: There are grant opportunities outside of NEVI such as CFI (Charging and Fueling Infrastructure Discretionary Grant)

Q: In the interest of efficiency how much information will need to be repeated between submissions for multiple sites. For example, will we need to repeat our company's pedigree information for each site?

A: Each location will be considered its own bid, so we will need all company background/pedigree information for each bid if they are at different site locations.

Q: Will the state be selective with cable current carrying ampacity? 150kW minimum power is vague in that it doesn't set a minimum cable amperage. Most 400V vehicles require around 400 amps to achieve 150kW charging power.

A: During the technical review we will be looking at cable current carrying capacity. All cables must be able to hold at least 150kW consistently.

Q: Will Oklahoma be releasing the phase 1 locations map as an online GIS map or make public the pertinent layers?

A: Yes, there is a map on <https://oklahoma.gov/evok>

Q: Are there any "hold-back" provisions based upon uptime requirements?

A: We have not determined yet.

Q: Do you have a list of the exits on the interstates that currently have EV Chargers and if so, can you post them?

A: The exits are on the online GIS map. We do not have them in list form at the moment.

Q: Who is the Point of Contact for Workforce Development Resource needs related to this program?

A: Andreas Weber – ODOT NEVI Coordinator

Q: Would this funding cover power generation like solar panels and wind turbines used to power the station?

A: Funding can potentially fund power generation like solar panels and wind turbines, but it has to be directly tied to EV infrastructure. Look closely at the RFP.

Q: Are there any utility documentation needed in advance of submitting site proposals?

A: Yes, but we are not setting up a form to avoid overburdening utility companies. We just need something from each utility system that shows communication.

Q: For consumers, will pricing be standardized on an energy basis (cost per kWh) or time basis (cost per minute)?

A: kWh and in 2024 there will be a 3-cent tax on kWh.

Q: The scoring criteria doesn't look like it changed much from the RFI, is it available for comment or is it final?

A: If you want to provide more comments, please reach out to us.

Q: How many applications for sites can be included in one gap?

A: You can have more than one site location in each gap. One application per physical address.

Q: We discuss eligibility to participate, is international experience considered?

A: Yes

Q: Can you further explain how you can receive money or partner with your local government?

A: Talk with your local MPO or city and partner with them and pursue the grant. Check into CFI funds. For Lawton contacts please feel free to email me at epollard@acogok.org

Q: Would a public transit agency be able to be an applicant?

A: Yes, if charging stations were available to the general public and not just fleet vehicles.

Q: Will Buy America standards be required for construction and utility equipment and materials?

A: Yes, Buy America standards will need to be followed throughout the process.

Q: Will tribes have their own funding allocation?

A: There has been no specific tribal funding allocation. We are trying to reach out to tribes for ways to potentially partner. But no funding has been identified.

Q: FHSWI grant, is that what Jared said to google?

A: It is called the FHWA CFI Grant found here: <https://www.fhwa.dot.gov/environment/cfi/>

Q: Is it strictly Buy American or other agreements like NAFTA acceptable?

A: Strictly Buy America

Q: How will consumers interface with the charging operators on payment and reporting up time?

A: Similar to other operators. They will be able to swipe, tap, or insert their card. Each operator will need to provide a phone number at each site location for consumers to call to report any issues.

Q: What are some of the requirements for the cybersecurity?

A: Each owner/operator will need to do a yearly audit/assessment of cyber security.

Q: Will chargers that are de-rated to less than 150kW be considered down?

A: Uptime requirements are 97% of receiving at least 150kW. You cannot down rate charging for reasons such as demand. FHWA has uptime guidance and requirements.

Q: Regarding uptime, how is availability from the utility being considered?

(For example, if the specific circuit serving the station is down for an extended period due to weather)

A: NEVI requirements provide guidance on uptime requirements.

Q: Are there specific EVSE manufacturers in US that being identified based on other NEVI similar projects?

A: This can be used as experience in the application. But there is not a list.

Q: Will sites need to meet ADA design recommendations by the US Access Board with an access aisle leading to the building or will sites need just one of four parking spaces to be ADA accessible (i.e., Van accessible parking space)?

A: US Access Board has requirements and recommendations for ADA. The NEVI program is governed by ADA and needs to meet ADA requirements. This link has information on ADA and cybersecurity:

<https://driveelectric.gov/webinars/>

Q: If a charger consistently does not work with certain vehicles but does with others (compatibility issue) is that also considered down time?

A: If the charger is live and available it should meet the up time. The site requirements require compatibility with various vehicles.

Q: Is there a preference of proposals from local installation companies vs. out of state companies?

A: There will be some points awarded to those who use Oklahoma-based installation companies.

Q: Will there also be points for non-utility-based businesses?

A: Utilities are not getting any preference

Q: So, zero preference for a registered business versus PSO, etc.

A: No preference. There is a state law/bill (SB 502) that will require a non-compete in the future but at this moment no.

Q: How will the 1 mile off the AFC be measured?

A: As the car drives from the end of the exit ramp to driving into the address location

Q: Payment readers for chargers have been historically unreliable. Would a non-functioning card reader also count as down time?

A: Yes. Uptime requirements in NEVI final rules: <https://www.federalregister.gov/d/2023-03500/p-430>

- RE Uptime calculation: "excluded = total minutes of outage in previous year caused by the following reasons outside the charging station operator's control, provided that the charging station operator can demonstrate that the charging port would otherwise be operational: electric utility service interruptions, failure to charge or meet the EV charging customer's expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters. Also excluded are hours outside of the identified hours of operation of the charging station."*

Q: Will cellular service availability be considered for locations?

A: Yes

Q: Will there be a license required for private entities to sell or dispense Electric charging?

A: Unsure. I do not believe so.

Q: Looking at the concept design next to Future Corridors on Oklahoma.gov/evok, is this type of design something you are expecting/wanting to see?

A: No specifications, this is just an example of a well-lit site.

Q: Is there a method available for linking potential Bidders and Contractors/Installers who would assist the Bidders?

A: We are working on this but not available yet.