

APPENDIX 1

Nebraska State Plan for Electric Vehicle Infrastructure Deployment Program Summary

Nebraska Department of Transportation Electric Vehicle Infrastructure NEVI Funding Program

Outlined in this section are the basics of the proposed Nebraska electric vehicle infrastructure grant program, including:

- Program overview
- Source of funding
- Items proposed to be eligible for funding in the program.
- Content anticipated to be included in the application
- Contracting elements.
- A timeline from distribution to response.
- Program risks and challenges the NDOT has identified
- Criteria the NDOT will use to evaluate applications received
- Labor and Workforce Considerations

Section 1: Program Introduction

The Nebraska State Plan for Electric Vehicle Infrastructure Deployment lays a foundation for the State to support greater EV travel opportunities and the economic activities encouraged by establishing EV charging stations statewide. The plan outlines a program where applicants may be reimbursed for a up to 80 percent portion of their capital costs related to constructing electric vehicle service equipment (EVSE or “chargers”) in the state.

In 2022, the NDOT nominated and the FHWA accepted the following corridors as part of the nationwide AFCs:

- I-80 from the Nebraska/Wyoming border to the Nebraska/Iowa border
- US 6 from US 6/N-31 (204th Street) to the Missouri River
- US 6/N-31 from I-80 at Exit 432 to US 6 (West Dodge Expressway)

The initial focus of program funding (Year One of the six years) will be the I-80 corridor. Segments of US 6 highlighted above are within the 50-mile maximum acceptable charging station spacing specified by the NEVI program from I-80. As I-80 carries more traffic than the other designated AFC segments, the NDOT has determined it should be the initial focus of the program. Due to Federal requirements other corridors/locations cannot be considered for program funding until the I-80 corridor is “built-out”, which is defined as a compliant charging station at last every 50 miles.

Section 2: Funding Sources

NDOT is committed to supporting up to 80 percent of project capital costs. Program applicants are expected to furnish the remaining 20 percent. Application evaluation criteria will include assessing the applicant's ability to provide the 20 percent match for capital costs and their plan for addressing operations and maintenance costs for at least a five-year period. The NDOT is presently reviewing options for distributing funding relative to the implementation phase, with the following options currently being evaluated:

- Reimbursement following demonstration devices are functional, including the ability to collect payment and provide summary records listed in Appendix Section 7.
- Substantial completion with the Applicant providing a surety bond for the full cost of the project.
- Reimbursement of up to 75 percent of the grant amount during construction, with the remaining 25 percent paid following demonstration devices are functional, including the ability to collect payment and provide summary records listed in Appendix Section 7.

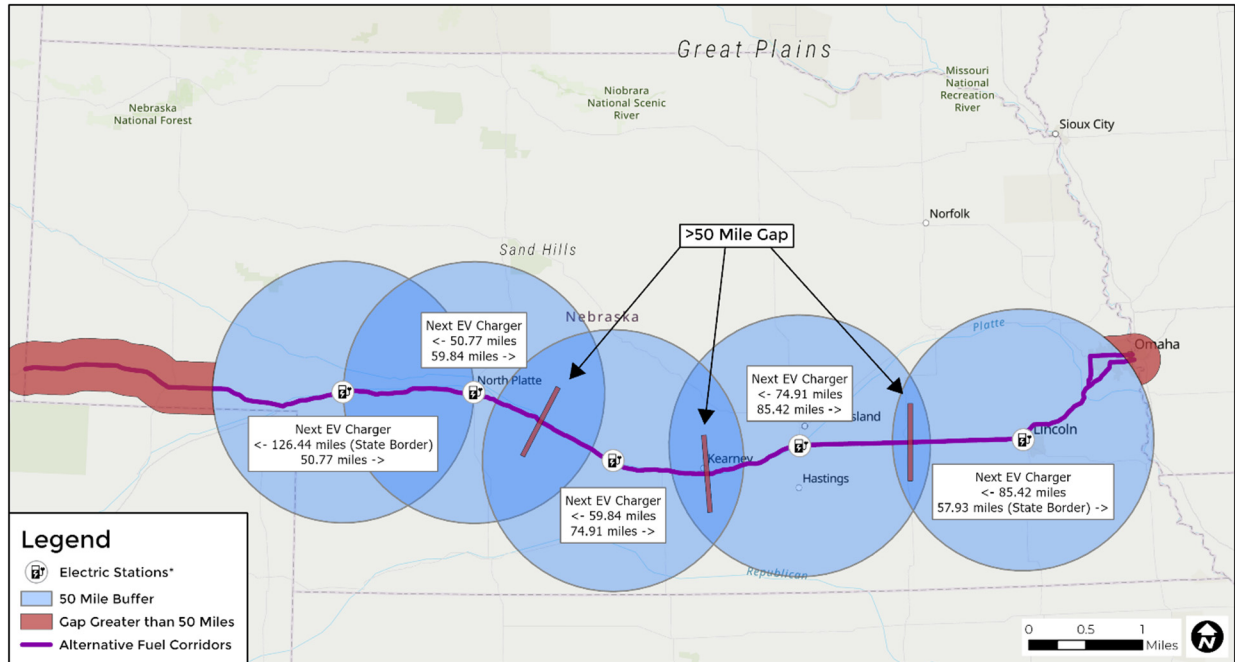
Section 3: 2023 Infrastructure Deployments/Upgrades

The NDOT NEVI Program Year One focus is on building out designated AFCs across the state before allocating NEVI program funding to other locations. Gaps, shown in Figure 1, have been identified working from west to east across the I-80 corridor from Pine Bluff, WY to Council Bluffs, IA. The initial year of the program will address closing the AFC gaps, which will focus program dollars on the I-80 corridor and segments of US 6 in the Omaha metro area. The NDOT program will provide funding for new installations of four-port DCFCs that provide devices to the approximate locations shown in the attached map.

A preliminary analysis completed as part of the Statewide Plan development concluded approximately seven locations are needed to satisfy the build-out requirement of no gaps greater than 50 miles. The expectation is the AFC could achieve build-out in the first year.

The NDOT intends to release a Request for Proposals/Notice of Funding Availability that would bundle the seven locations required to build-out the I-80 AFC into a single project. Locations included in the map and described in Table 1, represent interchange areas that would provide for a charging station approximately every 50 miles along the I-80 corridor. Applicants will be responsible for identify specific parcels at interchange locations. If alternate interchange locations are proposed, the Applicant must demonstrate meeting the maximum spacing of 50-miles along the AFC.

Figure 1. NEVI Compliant Station Spacing on I-80 and Identified Gaps



Note: A gap is defined as station-to-station spacing of greater than 50 miles.

Table 1. 2022 Infrastructure Deployments – Build-out the Nebraska AFCs and Fill the I-80 Gaps

City/Town	Route	Location	Port Configuration if In Place	Utility Territories	Anticipated Station Ownership (P – Private Ownership)	2022 Funding Amount
Kimball	I-80	Exit 20 US 71	TBD	Kimball Power District or High West Energy	P	\$800,000
Sidney	I-80	Exit 48 17J-US 385	TBD	Sidney Public Power District/ Wheatbelt Public Power District	P	\$800,000
Big Springs	I-80	Exit 107 258	TBD	Big Springs (NPPD)	P	\$800,000
Ogallala	I-80		Electrify America - 7 DCFC CHAdEMO CCS	Ogallala (NPPD)	P	NA
North Platte	I-80		Electrify America - 7 DCFC CHAdEMO CCS	North Platte PPD	P	NA
Lexington	I-80		Electrify America – 7 DCFC CHAdEMO CCS	Lexington PPD or Dawson PPD if on south	P	NA
Gothenburg	I-80	Exit 211 N-47	TBD	Gothenburg PPD	P	\$800,000

City/Town	Route	Location	Port Configuration if In Place	Utility Territories	Anticipated Station Ownership (P – Private Ownership)	2022 Funding Amount
Kearney	I-80	Exit 272 N-44	TBD – Current charger installations do not meet NEVI guidelines	Kearney NPPD	P	\$800,000
Grand Island	I-80		Electrify America - 7 DCFC CHAdeMO CCS	Southern PPD	P	NA
York	I-80	Exit 353 US 81	TBD	York (NPPD)	P	\$800,000
Lincoln	I-80		Electrify America - 7 DCFC CHAdeMO CCS	LES	P	NA
Omaha	I-80	TBD	TBD	OPPD	P	\$800,000

Note: Shaded cells represent locations where NEVI compliant chargers are presently in place.

Section 4: Application Content

Participation in the Nebraska NEVI Program will be open to all eligible vendor and business model types. Applicants will need to demonstrate how their project best meets the NEVI Program and the NDOT program goals. Highlighted below are key areas anticipated to be included in the funding application.

- Project Description:
 - Site Locations/Characteristics
 - Equipment Requirements
- Maintenance Plan
- Funding and Financing Plan
- Construction Plan
- Confirmation of NEVI Compliance Certifications:
 - Buy America
 - No environmental issues
 - Addressed Justice40
- Project Review/Selection Content

Section 5: Contracting Elements

Contractual terms with the private vendors will include all federal rulemaking provisions to ensure performance and monitoring of EVSE operations and compliance.

The contracting process will have two related but separate elements:

- The selection process, which identifies the applicants that will receive reimbursement
- Contract execution

Contract Overview

The final contract will be developed by the NDOT in coordination with Nebraska Attorney General’s Office. As a starting point, a general concept for contracting steps is outlined below.

- Application Submittal – Applicants will be responsible for obtaining, completing and submitting an application proposing installation of a NEVI compliant station. The application will include information pertaining to program funding elements, evaluation criteria applied to assess each application, and information regarding notification of selection. Table 2 outlines the currently proposed cost sharing elements for the Nebraska program.
- Review and Selection –Responsive applications will be evaluated based on pre-determined criteria. Criteria proposed for reviewing each application are documented in Table 2.
- Notification of Awardees – Successful applicants will be formally notified using the contact information supplied on their application. Awards will be published on NDOT’s website, and written lists will be made available upon request

Table 2. Eligible Program Elements for Reimbursement

Program Element	Grant Funding Inclusion	
	Yes	No
Charging Stations and Adjacent Pad (Autos)	●	
Charging Stations and Adjacent Pad (Freight)	●	
Extending Electrical Infrastructure	●	
Station Operations and Maintenance (Up to 5-Years) (Assumes device warranty is integrated into capital cost)		●
Traffic Control/Signage	●	
Transit Services (Future Consideration)	●	
Administrative Cost of Data Sharing (Must Provide Data)		●

- Development of Contract
 - General Terms – The general terms of the contract (Terms and Conditions) are proposed to be modeled from existing NDOT contracts.
 - Inspection and Payment Terms – Sites will be inspected prior to cost reimbursements. Review items will be specified in the contract.
 - Site Specific/Plan Specific Items – Site and plan items to include as part of the application and eventual contract should include:
 - A site layout and construction plan
 - Statement describing electrical service availability
 - A plan to maintain site conditions and accessibility
- Contract Execution – Signatures by both the applicant’s authorized representative and NDOT are needed before the contract is formally executed.
- Documentation and Inspection for Site Validation – Milestones and inspection items will be documented to validate substantial completion. Physical aspects of the site (number of ports, accessibility, amenity presence, etc.) will be included in items to confirm, along with proper charging operation at the site.
- Payment –The program is anticipated to be a reimbursement program, which means federal funding payment will not be made until all aspects of the contract are confirmed as complete.

- h. Data Availability – The application guidance and/or contract document content will specify key data items that the applicant will be required to submit to NDOT on a quarterly or more frequent basis. Charger utilization and availability (“uptime”) will be among the required data.

Table 3 documents evaluation criteria proposed for evaluating each application.

Table 3. Preliminary Project/Application Review Criteria

Criteria	Preliminary Importance Scale /Points	
Project Location		
Within a defined gap in the NEVI Plan	50	
Distance from AFC interchange		
Proposed total number of ports (min 4)		
Distance to nearest Justice40 area <10 miles		
Cost		
Total proposed project cost (within 25% average of all)	15	
Proposed ports requesting reimbursement		
Cost per port reimbursed (within 25% average of all)		
Amenities With Proposed Site		
Publicly accessible restrooms	Bold are MOST important	
Lighting		
Sheltered seating		
Food and drink onsite		
24-hour access		
Trash cans		
Public Wi-Fi		
Canopy over charger parking		
Restaurant (within 1/8 mile)		
Convenience store (within 1/8 mile)		10
Visitor center/tourism point of interest (within 1/8 mile)		
Walking trail		
Emergency Preparedness		
On an evacuation route	5	
Emergency notification system		
Storm shelter		
Located outside of floodplain		

As shown in the table, various criteria could weigh more or less heavily in the selection process. Those reflecting what NDOT sees as most important to meeting program goals, demonstrating a sound financial plan, and being cost competitive would be weighted most heavily.

Section 6: Solicitation Period

The NDOT anticipates distributing a Request for Proposals annual through the end of the 2026 funding period. Timing of when the initial and annual solicitations will be distributed remains to be determined. Listed below is the anticipated period the RFP will be open, the NDOT review period, and selection notice distribution target following review:

- Period RFP solicitation open for applicants: 30 days
- NDOT scoring and review period: 45 days
- Posting of the selection notice: immediately following the scoring and review period.

Section 7: Known Risks and Challenges

Listed below are known challenges to be considered/addressed in developing the details associated with program implementation:

- Nebraska has a low electric vehicle adoption rate. Thus, use of charging stations will start off low. In 2022 there are approximately 2,600 electric vehicles registered in the state, which represents 0.2 percent of all vehicles registered. Nationally, electric vehicles represent approximately 11 percent of new car sales and leases. Thus, in is Nebraska likely trails the nation, which may impact the argument for investing in infrastructure in select low population areas.
- Non-utility operators are prohibited from charging on a per kilowatt hour basis at charging stations Nebraska. The Nebraska legislature is considering a bill that would change this.
- Electricity demand charges: Nebraska electric power suppliers impose demand charges (tariffs) on power that vary between peak use periods and lower use periods. As the charges are based on the amount of electricity used and when it is used, they will likely vary period to period. Thus, it will be difficult for station owners to budget for the cost as it will likely vary substantially, especially in the early stages of operation.

Other anticipated risks and challenges include:

- Limited number of Build America, Buy America (BABA) certified charging station OEMs
- On-going supply chain impacts on vehicle manufacturers
- Current inflationary impacts on construction materials
- Labor shortage impacts on construction and manufacturing

Section 8: EVSE Operations & Maintenance

An initial proposal for minimum operations and maintenance requirements is summarized below. The guidelines listed, along with a process for applicants reimbursing the state in the event sites are not maintained consistent with the O/M agreement, will be refined over the period following adoption of the inaugural plan.

Operation Requirements Included in Operations and Maintenance (O/M) Reporting

- Maintain summary records of the following information for transactions¹:
 - Time of day use to understand peak and off-peak use periods.
 - Average duration of charger bay occupancy and charge time (minutes)

¹ Suggested recordkeeping follows FHWA [Notice of Proposed Rulemaking](#) (see pp. 43-46).

- Total charge (kWh)
- Cost of charge (electricity price and any fees)
- Provide 97 percent uptime for each EVSE charging facility, requires all hardware and software be online and the station be available for use.
- Remotely monitor system operations (daily).
- Investigate and resolve operational issues within two business days of notification.

Maintenance Requirements

- Verify proper charging function across all charging ports.
- Verify all forms of payment are successfully processed by each charger station (monthly).
- Maintain site access:
 - Snow and ice removal service to maintain site access within eight hours of major weather events
 - Miscellaneous upkeep to maintain access to site, including maintaining the following in good repair: pavement, striping, signage, and lighting.
- Maintain site amenities:
 - Maintenance of restroom facilities, if applicable (daily)
 - Upkeep of grounds including mowing, litter pickup, etc. (daily)
 - Maintenance of food service equipment and supplies, if applicable (weekly)
 - Trash collection service (weekly)
- Investigate and resolve maintenance issues within 2 business days of notification.

Applicants will provide an O/M agreement as a part of the submittal package. The O/M agreement will be included in Application scoring in accordance with the selection criteria section of this document and must contain the following sections:

- Statement of commitment to proper operation and maintenance of EVSE facilities
- Detailed description of how minimum operation requirements will be met
- Detailed description of how minimum maintenance requirements will be met
- Detailed description of how minimum data reporting requirements will be met

EVSE Data Collection & Sharing

Data collection is a key element in the operations and maintenance strategy for EVSE deployment. As a starting point, the following proposed data reporting requirements have been drafted:

- Provide utilization data to NDOT (quarterly):
 - Number and location of EVSE charging facility uses per day
 - Total charge vended (kWh) per location per day
 - Percent uptime of each EVSE charging facility, calculated quarterly basis for the previous 12 months²
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- Mean time between failure (MTBF) of each charging facility
- Provide real-time data to be made available publicly through third-party data sharing/mapping applications.³
- Base price charged to consumers, also made available on-site
- Additional fees, if applicable, also made available on-site
- Additional information on site location, availability, etc.

Labor, Safety, Training, and Installation Standards

During the application process, all applicants will be informed that they must comply with relevant State laws and any local building codes. Training and installation standards are covered in NDOT construction specifications. During the application process, applicants will be informed of the applicable specification sections. Conformance with specifications will be verified during the inspection of the sites described in the Contracting section of this plan.

Section 9: Labor and Workforce Considerations

Nebraska has robust legal protections for workers and the public through the Nebraska Fair Employment Practice Act, Age Discrimination in Employment Act, Providing Equal Enjoyment of Public Accommodations law, and the Equal Pay Act of Nebraska.
