State Plan for Electric Vehicle Infrastructure Deployment

National Electric Vehicle Infrastructure Program (NEVI)
Objectives

- Inform about the National Electric Vehicle Infrastructure (NEVI) program
  - Program objectives
  - Eligibility criteria

- Inform about the Designation of Alternative Fuel Corridors
  - Selection criteria
  - Designation proposal on the island

- Inform about the process of the development of the State Plan for Electric Vehicle Infrastructure Development

**Abbreviations**

- NEVI – National Electric Vehicle Infrastructure
- EV – Electric Vehicles
- PRHTA – Puerto Rico Highway and Transportation Authority
- FHWA – Federal Highway Administration
- NHS – National Highway System
The National Electric Vehicle Infrastructure (NEVI) Program is authorized under the Highway Infrastructure Program of the Bipartisan Infrastructure Law (BIL).

States are required to submit an EV Infrastructure Deployment Plan that describes how it intends to use its apportioned formula funds.

Any EV charging infrastructure acquired or installed with NEVI Formula Program Funds shall be located along a designated Alternate Fuel Corridor.

NEVI Objectives

EQUITABLE Adoption of Electrical Vehicles

- Reduce transportation related greenhouse gas emissions
- Position US Industries to lead global transportation electrification
- Goal of 2050 Net Zero Emissions
- Help create family sustaining union jobs
Funding Available

- Formula Program
  - $5 Billion Nationwide
  - ($2 Million/Yr for 5 Years for PR)

- Discretionary Grant
  - $1.25 Billion for Corridor Charging Grant
  - $1.25 Billion for Community Charging Grant

= $7.5 Billion
Funds Use Eligibility

- **Construction and installation** of EV Charging Infrastructure including parking facilities and utilities
- **Workforce development and training** related to EV Infrastructure
- **EV acquisitions** and engine conversions
- **Planning** for EV Charging Infrastructure related projects
- **Construction and installation** of EV charging infrastructure to support operational, resiliency, national energy security, environmental, and community goals for freight transportation.
Funds Use Eligibility (Cont.)

- **Installation** of EV Charging infrastructure as part of transit capital projects eligible under Chapter 53 of title 49 USC.

- **Maintenance and operation** of EV Charging Infrastructure (minimum standards and requirements associated will be provided)

- **Renewable energy generation and storage**, such as on-site solar panels would be considered directly related if it leads to lower overall construction and operation costs, and therefore would be eligible.
Eligible Locations

- Because NEVI Formula Program funds are directed to designated Alternative Fuel Corridors to build out a convenient, reliable, affordable, and equitable public charging network, States should first prioritize investments along the **Interstate Highway System**.

- As necessary, States may also use NEVI Formula Program funding elsewhere on designated corridors along the National Highways System (NHS) to ensure a convenient, affordable, reliable, and equitable national network.

- The objective is to ensure a convenient, affordable, reliable, and equitable network.

Alternative Fuel Corridors

Those corridors, as approved by FHWA, where alternative fueling facilities are or will be located.
Corridor Selection requisites

- Corridor designated as Interstate Highway System
- Requires DC Fast Charging
- Separated by no more than 50 miles
- Location of station/site no more than 1 mile from Interstate exits or highway intersections along the corridor
- Exceptions are permitted if justified

Corridors by Categories

**Corridor Ready**
A segment that currently has several alternative fueling facilities that allow for travel along the corridor.

**Corridor Pending**
A segment that currently does not have enough alternative fueling facilities to allow travel along the corridor.
All funding distributed under the NEVI Formula Program shall be for projects directly related to the charging of a vehicle and only to support EV Charging infrastructure that is open to the general public or to authorized commercial motor vehicle operators from more than one company.

Public Accessible locations may include public parking facilities, parking at public buildings, public transportation stations, park and rides, public schools, public parks, private parking facilities available for public use, visitors' centers, and other public locations on federal lands.
Approved Corridors (as corridor pending):
- PR-2
- PR-22
- PR-52

In future rounds will nominate the following:
- PR-18
- PR-3
- PR-53
- PR-54
- PR-66
EV Charging Requirements

- Each EV Charging infrastructure includes at least four (4) 150kW Direct Current (DC) Fast Chargers with Combined Charging System (CCS) ports capable of simultaneously DC charging 4 electrical vehicles.

- EV Charging infrastructure has minimum station capability at or above 600kW and supports at least 150kW per port simultaneously across four ports for charging.

- Maximize opportunities for US-made EV supply equipment.

- High level % of reliability > 97%
Existing Charging Stations within 1 mile radius of PR-22

Note: Existing stations do not meet program requirements because they are not DC Fast chargers. Tesla chargers do not qualify because they are considered a proprietary network that does not meet the criteria for public access designation.
Existing Charging Stations within 1 mile radius of PR-52

**Note:** Existing stations do not meet program requirements because they are not DC Fast chargers. Tesla chargers do not qualify because they are considered a proprietary network that does not meet the criteria for public access designation.
Existing Charging Stations within 1 mile radius of PR-2

Note: Existing stations do not meet program requirements because they are not DC Fast chargers.

Tesla chargers do not qualify because they are considered a proprietary network that does not meet the criteria for public access designation.
Plan Development Strategy

- Plan has fourteen (14) sections

- Sections have been prioritized based on:
  - level on effort required
  - stakeholders that are involved
  - Relevance to other sections

- Review by Stakeholders
- Section preparation
- Data analysis
- Data collection
Public Engagement

- The Puerto Rico Energy Bureau, as the independent and specialized body created by Act 57-2014*, is responsible for regulating, monitoring, and enforcing the energy public policy of the Government of Puerto Rico.

- As part of the implementation of the energy policy, the Bureau initiated a citizen participation process to begin to identify the necessary requirements to promote the efficient and orderly deployment of electric vehicle charger infrastructure to allow and facilitate their proliferation on the island.

- These participation efforts will be incorporated into the development of the State Plan for the Development of Electric Vehicle Infrastructure.

- A public engagement Section will be developed in the Plan to continue with outreach efforts and information gathering from stakeholders and the general public.

* Know as Puerto Rico Energy Transformation and RELIEF Act, as amended.
Plan Content

- **Introduction**
  - Plan Overview
  - Plan Development Process
  - Plan Milestones
  - Plan Adoption Authority

- **State Agency Coordination**
  - Coordination with other state agencies

- **Public Engagement**
  - Public Involvement Plan
  - Involvement of Stakeholders
    - MPO/Regional Transportation Planning Organizations
    - State Energy and Environmental Departments

- **Plan Visions and Goals**
  - PR’s vision to strategically deploy EV Charging Infrastructure
  - Goals: data collection, equitable access, and reliability

- **Contracting**
  - Contracts with Private entities
  - Contracting Strategies
  - Ongoing operation and maintenance
  - Community engagement
  - SBE/MBE participation

- **Existing and Future Conditions Analysis**
  - State Geography, terrain, climate (temperature and precipitation patterns)
  - Industry and market conditions
  - Land Use patterns (JP)
  - Extreme weather events (hurricanes)
  - State travel patterns, public transportation needs, Freight Chain Needs
  - AFC Corridor Pending information
  - Existing Locations
Plan Content (cont.)

- EV Charging Infrastructure Deployment
  - Strategy for EV Charging Infrastructure Installations
  - State, Regional and Local Policies
  - Funding Sources: Non-federal Match
  - Infrastructure Deployment or Upgrades
  - Maps
  - Electric Vehicle Freight Considerations
  - Public Transportation Freight Considerations
  - FY23-26 Future Deployments

- Implementation
  - Ongoing operation and maintenance of EV
  - Strategies for identifying Vehicle Charger Services Providers and Station Owners
  - Data Collection and Sharing Strategies
  - Strategies to address resilience & seasonal needs
  - Strategies for Strong labor safety, training, and installation standards
Plan Content (cont.)

- Civil Rights
  - Compliance with state and federal civil rights laws (Title VI)
- Equity Considerations
  - Justice 40 Initiative
  - Outreach and benefits to Disadvantaged Communities
- Labor and Workforce Considerations
  - Training Strategies/ Diversity of Workforce
- Cybersecurity
  - How to address cybersecurity at EV Stations

- Program Evaluation
  - Strategy to monitor and report progress of AFC network
- Discretionary Exceptions (if Any)
- Supporting Material
  - Support Letters
  - Contracts/Agreements
Next Steps

- **July 6, 2022**: Electrical system capabilities to meet the 600kW requirement.

- **Currently**: Initiatives currently in planning phase that meet the NEVI Requirements.

- **July 18, 2022**: NEVI Plan Draft.

- **July 22, 2022**: Comments and review of Plan.

- **August 1st, 2022**: Plan submission to FHWA.

Outreach and Public Engagement activities
For further information and/or comments please write to the following e-mail address:

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