

## **New Jersey Electric Vehicle Infrastructure Deployment – Request for Information (RFI)**

RFI Release Date: December 2, 2022

RFI Submission to be returned by: January 10, 2023 @ 10:00 AM Eastern Time

RFI Responses to be submitted in Adobe format to:

The New Jersey Department of Transportation

Email: [PSPD@dot.nj.gov](mailto:PSPD@dot.nj.gov)

RFI Stakeholder Sessions are tentatively scheduled for:

December 13, 2022 @ 10:30 AM Eastern Time

December 15, 2022 @ 10:30 AM Eastern Time

### **Objective**

The New Jersey Department of Transportation (NJDOT), in collaboration the New Jersey Department of Environmental Protection (NJDEP), the New Jersey Board of Public Utilities (NJBPU), and the New Jersey Economic Development Authority (NJEDA), is issuing this Request for Information (RFI) to gather feedback and information to assist in developing a solicitation for the deployment of electric vehicle fast chargers in New Jersey, in accordance with the requirements of the National Electric Vehicle Infrastructure (NEVI) Formula Program. By sharing New Jersey's context and approach, the RFI seeks comments toward developing an effective solicitation, focusing on those opportunities and challenges that are specific to New Jersey.

New Jersey's intention is to seek a share in program revenues to explore how the State could be compensated for the loss in gas tax revenue resulting from the increased use of electric vehicles in the state. The RFI seeks input on possible mechanisms to ensure such compensation.

### **Background**

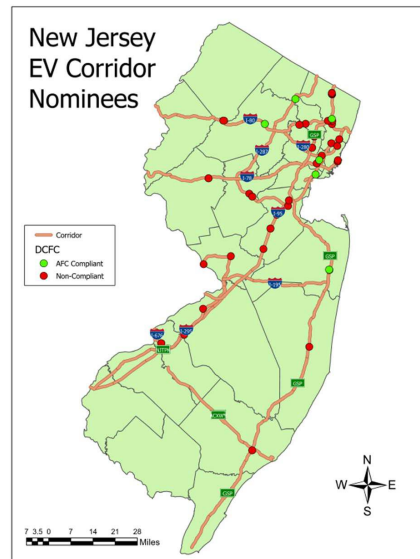
Under the Bipartisan Infrastructure Law (BIL) enacted on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) initiated the \$5 billion NEVI Formula Program. This program is authorized under the Highway Infrastructure Program and provides dedicated funding to states to strategically deploy Electric Vehicle (EV) charging infrastructure.

NJDOT in partnership with NJDEP, NJBPU, NJEDA, and the Governor's Office submitted to the Federal Highway Administration (FHWA) and the Joint Office of Energy and Transportation (JOET) the New Jersey NEVI Deployment Plan (the NJ EV Plan) on July 30, 2022. The NJ EV Plan was approved on September 27, 2022.

The NJ EV Plan is found at: [NJDEP | Drive Green NJ | Infrastructure Investment and Jobs Act](#)

In addition, each state was asked to update their nominations for roadways to be designated as alternative fuel corridors (AFCs). In May 2022, New Jersey updated its AFCs to include all interstate

roadways within the State, the New Jersey Turnpike, the Garden State Parkway, and the Atlantic City Expressway.



### ***Approach and Implementation***

New Jersey has developed a multi-phased, multi-year approach toward implementing EV charging stations. The plan for implementation of electric vehicle service/ supply equipment (EVSE) includes:

- Phase 1: 50 and 25-mile Spacing for EVSE Chargers
- Phase 2: Address Gaps on Nominated Corridors
- Phase 3: Flexible Implementation Based on Community Needs

In keeping with the NEVI Formula Program guidance, New Jersey has prioritized establishing electric vehicle charging stations along the alternative fuel corridors in order to achieve “fully built out” status. “Fully built out,” as determined by the FHWA, is achieved when a state’s interstate highways are equipped with NEVI-compliant EV charger stations every 50 miles or less. The NEVI Formula Program guidance describes compliant EV charger stations as those with:

- 4 Combined Charger System (CSS) Type 1 charger ports
- Each charger port having a minimum capacity of 150kW/h
- All 4 ports capable of charging at full capacity simultaneously
- Public access at all times
- Site capacity no less than 600kWh
- Within 1 mile of an alternate fuel corridor
- Spaced no more than 50 miles from the next EV charging station along the alternate fuel corridor

Achieving “fully-built out” status will be the first phase of EV charger installations utilizing NEVI funds. Consistent with NEVI guidance, subsequent phases are planned to fill gaps between EV charging stations and install community EV charging stations.

## Contracting Principles

Effective contracting is crucial to the success of our Deployment Plan. Outlined in this section you find criteria to be used in our contracting strategy and development; planning and outreach will refine the contracting approaches. Also, in this section is the description of equitable workforce training opportunities and educational outreach programs to promote EV adoption. Our contracting approach will also include programs to benefit small and disadvantaged owned businesses. Disbursement of funds will be through multiple competitive solicitations that use a transparent scoring rubric and meet the following guiding principles:

1. Ensure NEVI corridors will be 'fully built-out' as early as possible (maximize the number of segments funded).
2. Identify priority areas/segments while allowing flexibility for site choice to ensure maximum viability of sites.
3. Avoid over-reliance on any single entity (site host, developer, EVSE manufacturer, Network, etc.) using guidance from the utility make-ready programs which have limits on site hosts.
4. Maximize coordination with utilities and promote private investment by allowing utility incentives to count towards the required 20% match (NJBPU requires that utilities ensure all federal and state funding is reported and calculated into funding as part of EV infrastructure deployment).
5. Provide incentives for workforce development and supply chain localization including small and disadvantaged business enterprises associated with emerging technology firms.
6. Provide incentives for strategies and technologies that mitigate grid impact.
7. Incentivize proposals that accommodate charging by medium and heavy-duty vehicles.
8. Encourage cost sharing beyond the required 20% and/or that contemplate financing rather than grant support.
9. Provide bonus points for sites located in overburdened communities or near high concentrations of multi-unit dwellings.
10. Ensure all FHWA requirements will be met.
11. Require proposals to include a Justice40 Compliance Plan.

In addition, the State will investigate the potential to use the funds for workforce training programs, including the Electric Vehicle Infrastructure Training Program (EVITP), in coordination with local colleges. Further, outreach to communities and local authorities will include informative, educational, and training programs to foster an inclusive adoption of EV vehicles and infrastructure. Additionally, the State is considering a pilot program, using NEVI funding, which coordinates with utilities to pre-qualify sites along nominated corridors based on projected grid capacity. As part of the solicitation process, we look for input and feedback on opportunities for small and disadvantaged owned businesses to promote:

- Access to chargers that serve the commercial vehicle classes they own/operate, within reasonable distance of home or business.
- Access to education on electric vehicle-related fields.
- Access to financing to enable growth of ownership of chargers, either for own use or for a business model.
- Chargers within downtowns, to attract customers to small businesses.

Prospective EV installers should be familiar with all requirements for federal aid projects, including but not limited to the Davis Bacon Act and Prevailing Rate of Wage.

## Solicitation Approach

For solicitation purposes, New Jersey proposes to identify “groups” of interchanges whereby each group represents a single continuous segment of a single EV corridor and contains multiple interchanges, as explained below. Select groups will be prioritized for funding in each phase.

## Proposed grouping and award order

- Each group represents a single segment of a single EV corridor. The group is defined by the interchanges that it contains.
- New Jersey expects that between seven and 11 new sites will be required to achieve “fully built-out” designation for New Jersey’s interstate highways with less than 50-mile spacing.
- In total, New Jersey expects that between 21 and 31 new sites will be required on EV corridors to meet New Jersey’s EV Law requirement of less than 25-mile spacing on those roads.

## Exit Group Priority

Four priority levels are assigned to groups of exits. Priority 1 will be funded first, then Priority 2, and so on.

- **Priority 1** groups are necessary to fully build-out the interstates.
- **Priority 1a** Priority 1a sites will be reassigned to Priority 1 or 3 once final guidance is issued by Joint Office to clarify whether we need a site only with 50 miles of each endpoint (or some other value) and whether we consider a network versus road-by-road analysis when determining 50 miles spacing.
- **Priority 2** groups are necessary to achieve 50-mile spacing on non-interstates.
- **Priority 3** groups are necessary only for EV Law compliance.
- **Second awards:** Depending upon the spacing of first awards, some groups may require only one site for NEVI compliance, but subsequently require a second Priority 3 site for EV Law compliance.

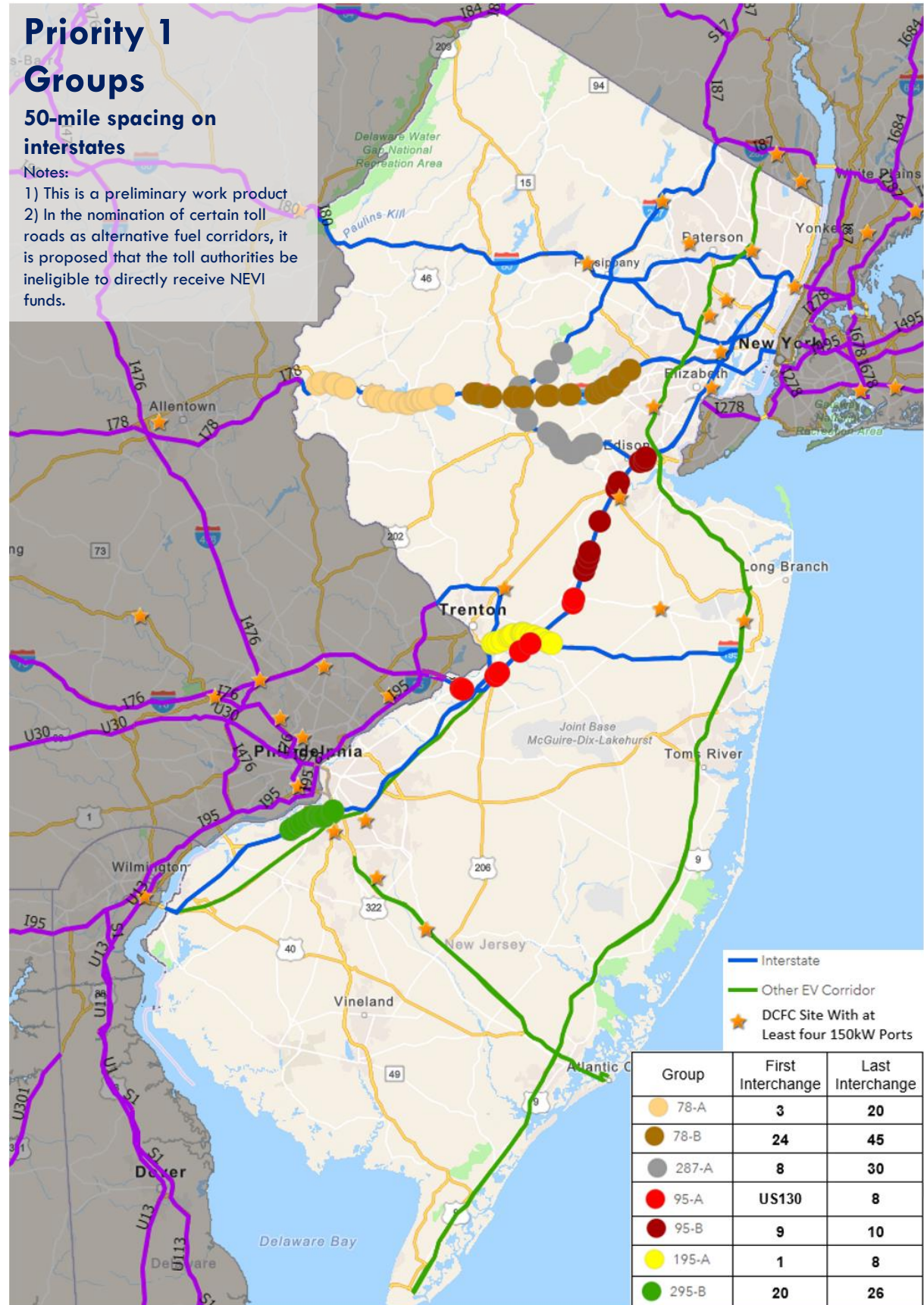
## Award Order:

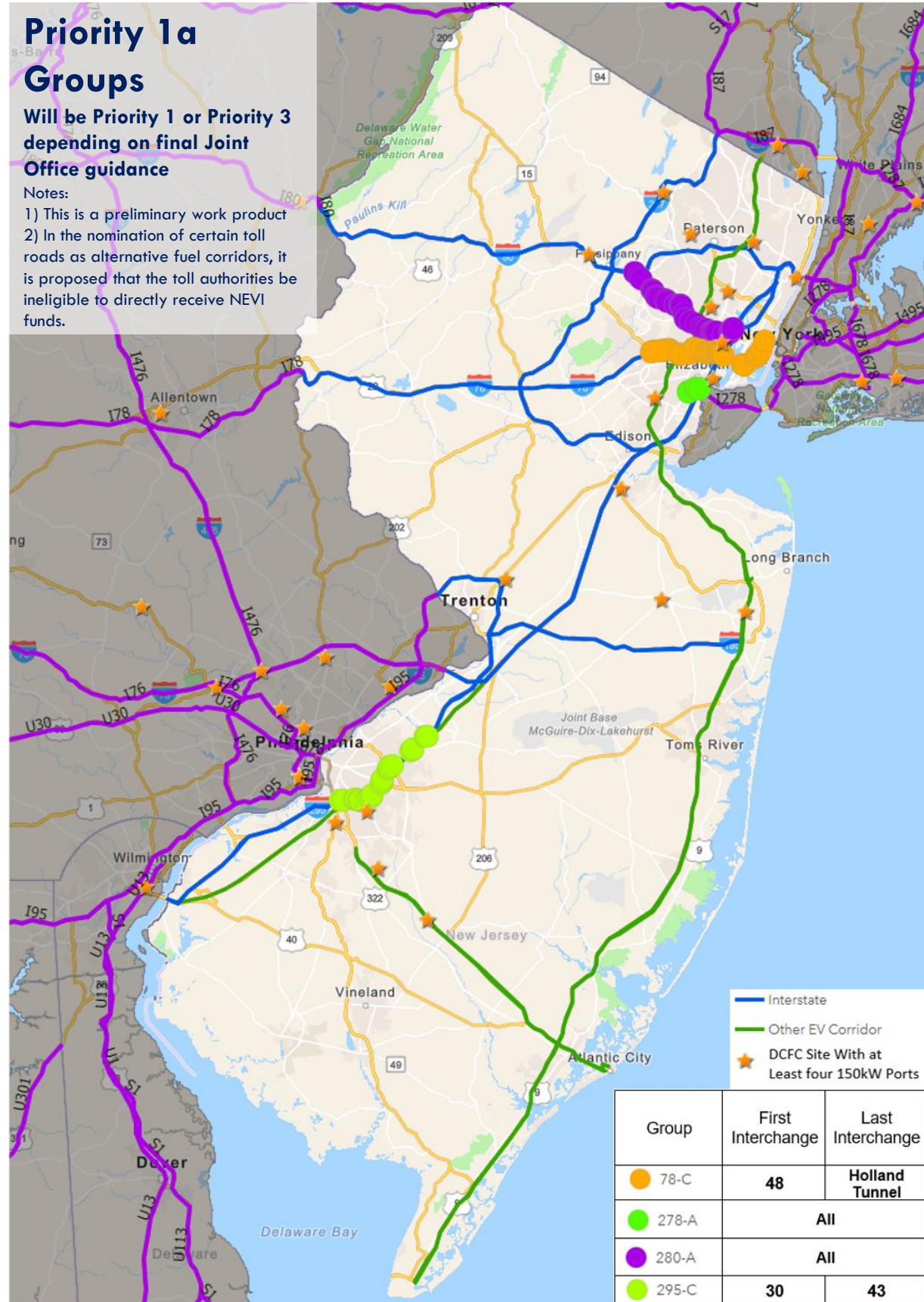
NJ anticipates that the award process will proceed as follows:

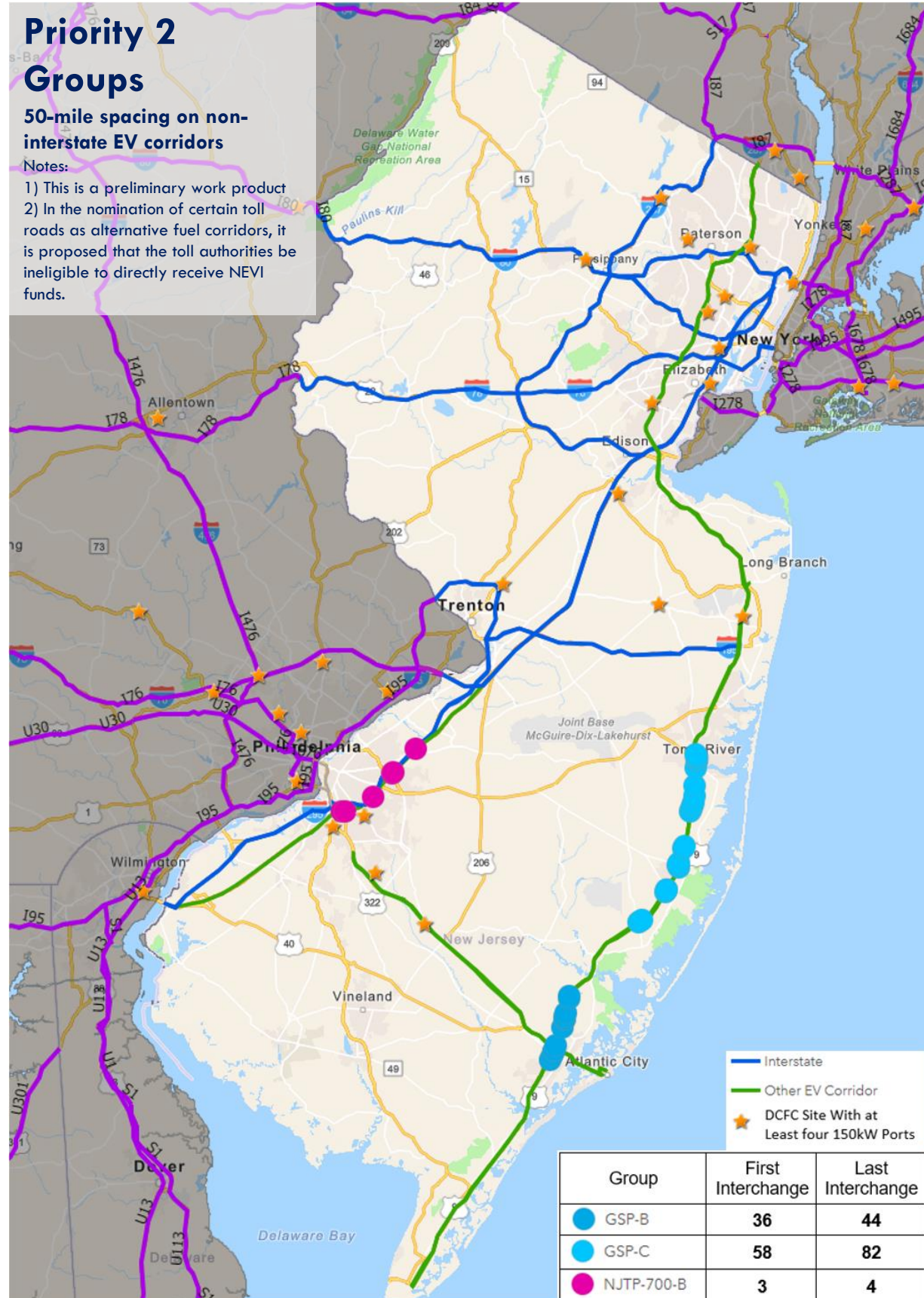
1. Award the single highest-scoring site among all Priority 1 groups. This site’s group will be removed from consideration.
2. Next, award the single highest-scoring site among all remaining Priority 1 groups. This site’s group will be removed from consideration.
  - a. Repeat this step until all Priority 1 sites are awarded or available funds are fully allocated, whichever comes first.
3. Repeat steps (1) and (2) for any Priority 1a groups not yet reassigned to category 1 or 3.
4. Repeat steps (1) and (2) for Priority 2 groups.
5. Based on the specific locations awarded in Priority 1, 1a, and 2 groups, the review committee will identify which groups will need second awards to comply with EV-law 25-mile spacing. These groups (if any) are re-assigned Priority 3 for their second awards.
6. Repeat step (2) for Priority 3 groups. Some Priority 3 groups may require two sites.

Note: Toll roads (Turnpike, Parkway, AC Expressway) are not eligible to directly receive NEVI funds.

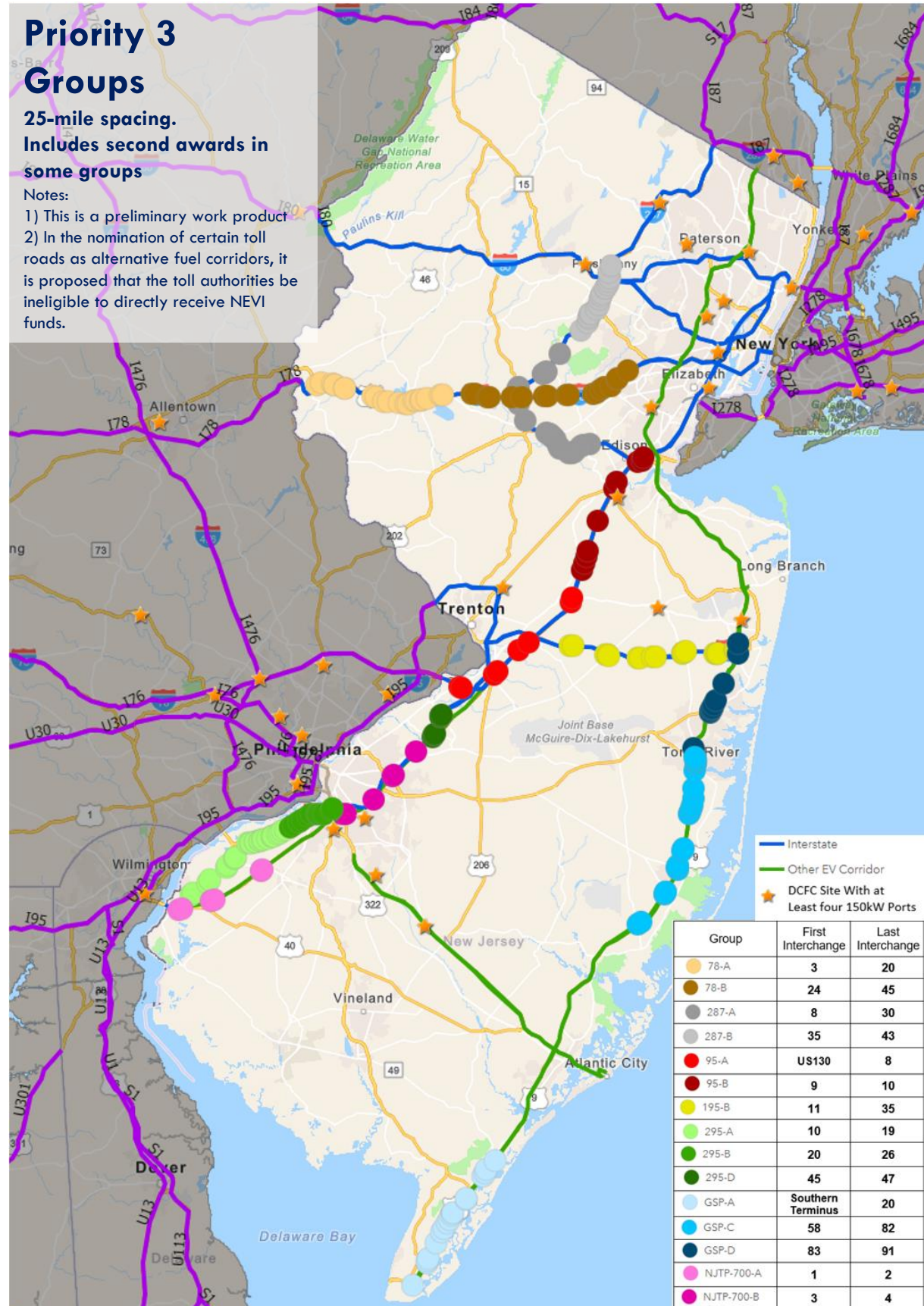
Group	First Interchange	Last Interchange	Priority 1 Sites	Priority 1a Sites	Priority 2 Sites	Priority 3 Sites * = if needed based on spacing of prior site selections
78-A	3	20	1			1*
78-B	24	45	1			1*
78-C	48	Holland Tunnel		1		
278-A	All			1		
280-A	All			1		
287-A	8	30	1			1*
287-B	35	43				1
95-A	US130	8	1			1*
95-B	9	10	1			1*
195-A	1	8	1			
195-B	11	35				1 + 1*
295-A	10	19				1
295-B	20	26	1			1*
295-C	30	43		1		
295-D	45	47				1
GSP-A	Southern Terminus	20				1 + 1*
GSP-B	36	44			1	
GSP-C	58	82			1	1*
GSP-D	83	91				1
NJTP-700-A	1	2				1
NJTP-700-B	3	4			1	1*
<b>Total Sites</b>			<b>7</b>	<b>4</b>	<b>3</b>	<b>7 to 17*</b>

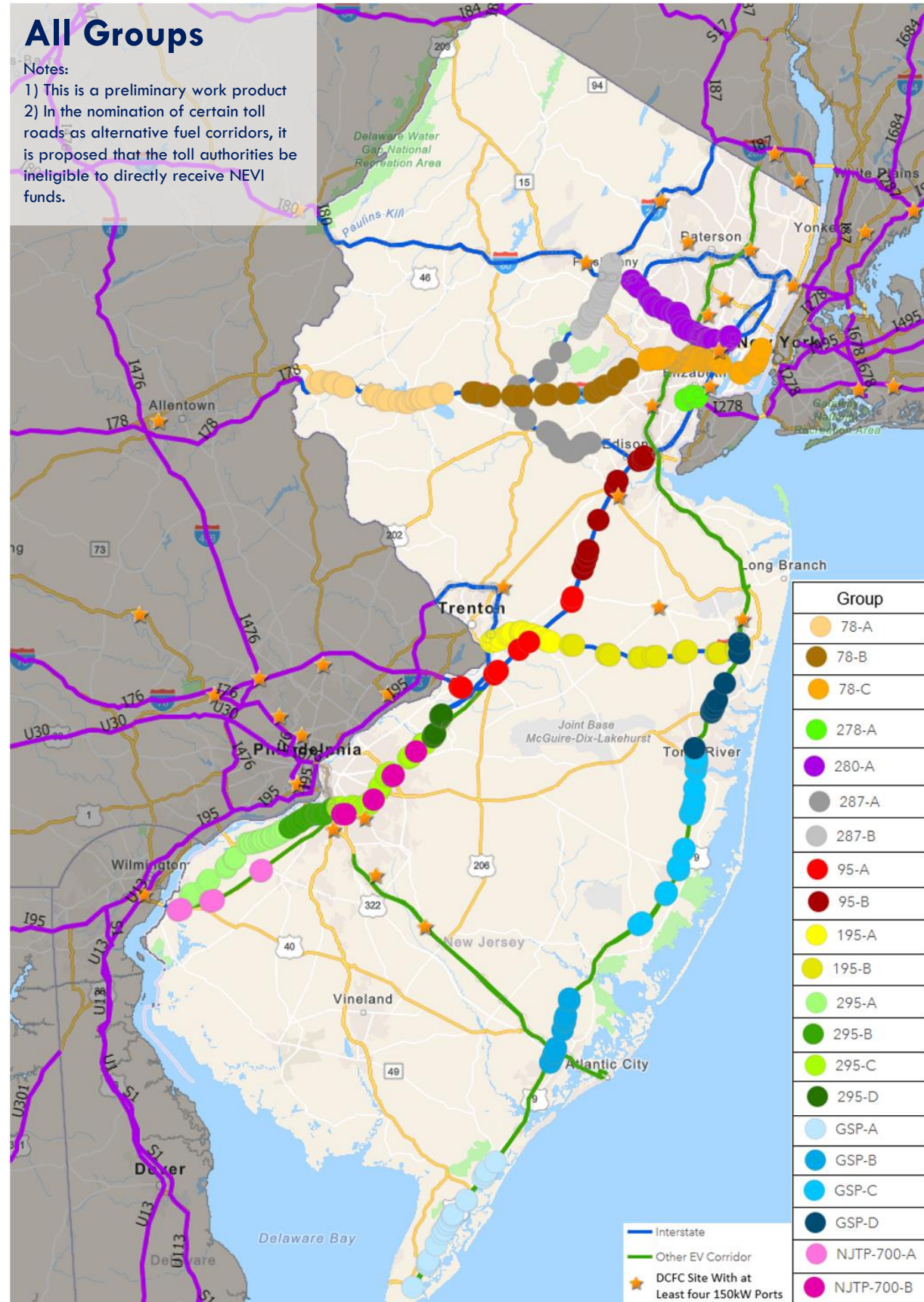












**Proposed Scoring Rubric**

The bidder will be required to meet current NEVI requirements including criteria established in the Notice of Proposed Rule Making relating to NEVI. In addition to meeting NEVI specified requirements at a minimum, bids will be evaluated via a rubric that will include weighted scoring. We are looking for respondents' feedback on the priorities for the categories and the criteria:

- In the first column, kindly prioritize Categories from 1 to 4 in order of importance
- In the last column, kindly indicate the level of importance of each Criterion from 1 to 5

Prioritize Each Category (1-4)	Category	Evaluation Criterion	Indicate importance level for each evaluation criterion within the Category				
			1	2	3	4	5
N/A	<b>Cost Criterion</b>	<b>NTE Funding Request</b>	1= very important 3= important 5= least important				
			1	2	3	4	5
(#_)	<b>Team Criteria</b>	<b>Project Team Qualifications</b>					
		<b>Readiness and Capacity</b>					
		<b>First Award to This Team</b>					
		<b>Use of DBE</b>					
		<b>NJ Workforce</b>					
(#_)	<b>Design Criteria</b>	<b>Pull-Through Stall(s)</b>					
		<b>300+kW Port(s)</b>					
		<b>Grid Peak Reduction</b>					
		<b>Net DC Capacity Gain</b>					
		<b>Additional ADA Access</b>					
		<b>Data Sharing</b>					
(#_)	<b>Site Readiness Criteria</b>	<b>NJ-Sourced Materials</b>					
		<b>Site Access Readiness</b>					
		<b>Utility Readiness</b>					
(#_)	<b>Site Proximity Criteria</b>	<b>Stakeholder Engagement</b>					
		<b>Nearby Amenities</b>					
		<b>Environmental Justice Area</b>					
		<b>Multi-Unit Dwellings</b>					
		<b>Second NEVI Corridor</b>					
		<b>Other NJ Priority Corridor</b>					

### Cost Criterion

Evaluation Criterion	Criterion Details
Funding Request Not to Exceed (NTE)	Total NEVI funding requested construction and 5-year operation NTE total

### Team Criteria

Evaluation Criterion	Criterion Details
Project Team Qualifications	Team experience deploying and operating DCFC, experience meeting requirements for federal aid projects, including but not limited to the Davis Bacon Act and Prevailing Rate of Wage. General completeness of proposal, including demonstrated understanding of federal requirements.
Project Organization and Team Capacity	Approach and ability to meet delivery schedule. 20% or greater match quantified, and sources of match funds identified. Supply chain secured. Clearly articulated and realistic project timeline. Clearly articulated O&M Plan. Clear delineation of Proposer's roles and responsibility versus that of NJDOT.
First Award to this Team	If no member of the proposed team has been part of a team that has yet been awarded a group, the proposal gets a bonus.
DBE	DBE share of construction and O&M work, above the minimums.
NJ Workforce	Workforce development activities, including but also beyond NEVI-required training (EVITP or apprenticeships).

### Design Criteria

Evaluation Criterion	Criterion Details
Pull-Through Stall(s)	Ports with <b>pull-through access</b> for large vehicles and trailers. <i>(16 ft width and clear with unobstructed height of 13.5 feet to accommodate BUS-40 turning radius for most buses, motor homes, and trailer pull-throughs).</i>
300+kW Port(s)	Ports that can provide <b>300+kW</b> when all ports are in use simultaneously and all vehicles are requesting maximum power.
Grid Peak Reduction	Energy Storage, Photovoltaic, or other technologies that can reduce coincident peak demand. Must demonstrate utility readiness if special interconnection rules for distributed generation apply.
Net DC Capacity Gain	Difference between 600 DC kW and any pre-existing site simultaneous DC kW capacity including all connector types.
ADA Access	Ports that are fully ADA accessible in excess of federal, state, and local requirements.
Data Sharing	Data Interface Plan (ability to exceed the Data Requirements, data security measures, limitations on State usage of data).
NJ-Sourced Materials	Supply chain localization efforts.

### Site Readiness Criteria

Evaluation Criterion	Criterion Details
<b>Site Readiness</b>	Agreement with a site host at a specific site for construction of a charging station, access, and operation for at least 5 years. Environmental clearance to build at site.
<b>Utility Readiness</b>	Demonstrated engagement with utility, clear availability of sufficient capacity at the planned site, and credible, accurate interconnection cost and timeline estimates. Highest scores given to sites with some utility infrastructure already in place and minimal upgrades required.
<b>Stakeholder Engagement</b>	Plans for engagement with local government, nearby residents and businesses, and other stakeholders. Proposals with stakeholder engagement that is already underway or complete will receive the highest scores. Completeness of Justice40 Compliance Plan.

### Site Proximity Criteria

Evaluation Criterion	Criterion Details
<b>Nearby Amenities</b>	Amenities within 1/4-mile walking distance. Restroom must be accessible, permanent, and be open 24/7 for full credit. "Store" is a convenience or grocery store. Restaurants also add value.
<b>Environmental Justice Area</b>	<b>Environmental Justice Areas</b> (either Justice 40 or New Jersey Environmental Justice Area) at the interchange.
<b>MUDs nearby</b>	Proximity to <b>Multi-Unit Dwellings</b> (as measured by number of total units within 1 mile and determined on a per-interchange basis in advance)
<b>Second NEVI Corridor</b>	Serves a second <b>NEVI corridor</b> at an intersection.
<b>NJ Priority Corridor</b>	Serves a <b>New Jersey Priority Corridor</b> (other than NEVI corridors) at an intersection. These corridors include: State Routes 10, 17, 18, 23, 27, 28, 29, 31, 33, 34, 35, 36, 44, 440, 45, 47, 49, 50, 55, 57, 70, 72, 73, 77, and 94. U.S. Highways 1, 130, 202, 206, 22, 30, 322, 40, 46, and 9.

To ensure robust and consistent data collection among all state funded EVSE, New Jersey has established a compliant list of EV Network Service Providers: [NJDEP | Drive Green NJ | Network Service Providers](#). Information on the data requirements specific to New Jersey may be found at: [NJ Electric Vehicle Charging Data Requirements & Agreement](#)

A principal factor in effectively siting EVSE is being “capacity-ready”, which involves potential EV charging station installers planning with the utility service provider for the power requirements at the

site. For sites that will require significant upgrades, applicants must indicate a willingness to assume those costs or propose alternative solutions. Local grid capacity and equipment supply are crucial components. Some tools indicating available capacity are:

- [PSEG EV Hosting Capacity Map](#)
- [First Energy Available Capacity Mapping Tool](#)
- [PHI Distribution Feeder Hosting Capacity Map](#)
- [O&R Hosting Capacity Web Application EV Charging](#)

### **Disclaimers, Conflict of Interest and Responses to be State Property**

Respondents are advised that information is being gathered for the State's use and is not to be construed as part of a solicitation or a basis for future claim. Respondents should identify with reason which parts of their responses are considered confidential or proprietary. Respondents shall identify potential conflicts of interest. Respondents are advised that responses to this RFI are considered State property.

### **Respondent Information**

Respondents should complete applicable questions to the best of their ability. Please put "N/A" for any response that cannot be provided.

Organization Name:

Organization Type

- Site host – property owner who may or may not also operate and maintain the EV charging station
- Developer – entity who facilitates the development of the EV charging station (not the property owner or EV charging station operator)
- Owner/operator – entity that owns and operates the charging equipment
- Other (please specify)

Street Address:

City: State: Zip:

Contact Person (authorized to answer questions about your organization's submission)

Name:

Email:

Phone:

## **Information Requested**

Questions 1. through 6. are general questions for all stakeholders and questions 7. through 17. are for prospective bidders. Please provide responses to those questions below that are appropriate for your area of expertise. Respondents should provide answers for each of the prompts/questions below. Please reply "N/A" for any information that cannot be provided or is not applicable. Please explain an "N/A" response if possible.

We will review all RFI responses; note that supplementary information that does not pertain to this RFI will not be reviewed. We may contact the respondents to follow up with additional questions and/or clarifications. Please structure your responses with reference to the number and letter outlined below for each item.

## **General**

1. What suggestions do you have for New Jersey to maximize private sector investment in electric vehicle corridors?
2. To meet NEVI requirements and maximize the funding available along our AFCs and in our communities, a per-site or per-charger cap on available funds may be established. Please provide comments or concerns about this approach.
3. What do you think could be the biggest barrier to installing EVSEs with NEVI Funding in New Jersey? Are there ways NJ could help to reduce or eliminate this barrier?
4. Describe performance requirements that your organization considers to be important that are not covered, or not adequately covered, by the NEVI Guidance and/or related NPRMs.
5. What strategies or innovative solutions should be considered? For example:
  - a. Technology solutions – solar power, storage, microgrid, and mobile / emergency charging.
  - b. Utilization – efforts to increase usage in all communities and specifically in rural and/or disadvantaged communities.
  - c. Others?
6. Do you plan to utilize utility funding for NEVI projects? Have you had any experience with utility programs? Please share any experiences.

## **For Prospective Bidders**

### **Approach and Implementation**

7. Please provide feedback on New Jersey's approach outlined above.
8. Please provide feedback on New Jersey's evaluation criteria. Are there additional evaluation criteria you recommend?
9. Is your organization interested in submitting one application for an entire corridor or region, or would you prefer site-by-site applications? Do you plan to partner with others?
10. Describe your approach to meet or exceed Justice40 goals including local workforce training, community outreach and employment opportunities for the installation and maintenance of charging stations. How do you propose measuring Justice40 benefits including at a minimum; locations of chargers, access to chargers, and workforce training?

### **Organization**

11. If your organization does not have a presence in New Jersey, please tell us why.
12. Describe your organization's plans beyond the 5-year in service requirement for NEVI funding.
  - a. In service capability
  - b. Ownership
  - c. Reporting
  - d. Other
13. Are you or your partners registered as small or disadvantaged businesses in New Jersey?
14. Are you currently able to meet the requirements of Buy America for DCFC infrastructure projects? If not, please explain your plans and timelines to meet the requirements and any potential issues.

### **Contracting**

15. Please share your experience working with New Jersey's small and disadvantaged businesses. How can we build upon this experience?

### **Opportunities and Challenges**

16. Regarding workforce training, would you prefer utilizing an existing program or developing/owning your own?
17. Noting that supply chain, labor availability, and utility coordination issues are clear risks in the current market environment, how would you specifically address these risks?



***Additional Information***

Please provide any additional information you consider beneficial to New Jersey in developing a Request for Proposal for the deployment of NEVI funding.