

VW Update - EVSE Infrastructure along the Statewide Contiguous Road System

Good afternoon.

I would like to provide an update of where we are with establishing an Electric Vehicle Work Group (EVWG) and disbursing the Volkswagen settlement trust funds for electrical vehicle charging infrastructure (EVSE). AEA appreciates all of the input we have received from the utilities, Municipality of Anchorage, Southeast Conference, electric vehicle (EV) owners, and EVSE vendors. Based on this input and what we have learned from other states, we have modified how we are going to disburse the funds and will proceed with a multi-pronged approach as follows:

RFP to Establish Electric Vehicle Work Group – November 2019

AEA opened an RFP, using federal State Energy Program funds, for a contractor to facilitate and develop an Alaska Electric Vehicle Working Group (EVWG) and to conduct public outreach and education activities for the group. The RFP closes December 3. The contractor will develop an official EVWG that will meet on a quarterly basis in Anchorage. The goal is to have an EVWG Facilitator under contract by the end of December and to hold the first quarterly EVWG meeting in early February 2020. We welcome the participation from the representatives of the utilities, government, and other stakeholders that have already been meeting to formulate EVSE plans. Smaller break-out groups may form and meet with greater frequency depending on the needs of the group and/or outreach opportunities and events.

RFP for EVSE Contractor – November 2019

AEA will open an RFP in late November for a contractor to secure suitable Host Sites; procure and install all required electric vehicle charging equipment; arrange for necessary utility and service connections; and operate and maintain the equipment and charging stations, providing customer support for a period of 5 years. The contractor will coordinate site selection with AEA, Alaska Department of Transportation and Public Facilities (DOT&PF), the Alaska EVWG, utilities, and local government planners. The intent is to have the contractor under contract with AEA late January 2020. We developed this approach based on our consultations with other states and the concerns that have been expressed to us regarding EVSE ownership, maintenance responsibility, and lack of resources to procure for EVSE equipment and installation. VW funds can be used for the purchase, installation and maintenance of EVSE. By including maintenance in the contract, there will be less funds available to purchase EVSE, but there will be a guarantee of its operability over a period of 5 years. All of the site selection work that has already

been completed will be incorporated as well as the Community EVSE Plans (see below). The contractor will assist in selecting sites as needed, but approval of the selected sites rests with the utilities, local government planners, EVWG and finally AEA. AEA will allocate up to \$875,000 of VW Trust funds for the EVSE Contractor for infrastructure throughout the statewide contiguous road system as follows:

- o Approximately two thirds of the funds will be dedicated to 50 kW DCFC chargers
- o A combination of 50 kW DCFC chargers and Level 2 chargers will be installed at ~5-7 sites along the most traveled highway segments
- o All DCFC must have both SAE CCS Combo standard and the CHAdeMO standard; however, these VW-funded chargers can be co-located with TESLA chargers, and co-location is encouraged if cost-effective
- o Approximately one third of the funds will be dedicated to Level 2 chargers within communities
- o Level 2 chargers will be located within communities
- o A maximum incentive per Level 2 dispenser will be applied
- o Level 2 chargers will be accessible to all members of the public, with no membership required to a specific network for access
- o Out-of-state travel expenses for continued routine maintenance of the equipment will not be eligible for reimbursement with VW funds

RFP for Community Plans for EVSE – November 2019

AEA will put out an RFP for Community-wide EVSE Plans. This falls in line with our previous discussions and ensures that all of the work completed thus far will be integrated. This is not intended to be a heavy lift. We will ask for the designation of a Lead Entity for a defined geographic area; description of goals of the plan; criteria/rationale for choosing site locations; known and potential site locations; energy portfolio for the given area, etc. This will help AEA allocate the limited funding that we have amongst communities and will inform the EVSE Contractor where community members, utilities, and government planners would like to see charging locations in their area.

RFA for EVSE Site Hosts – November 2019

AEA will request applications for potential Site Hosts. This information will be provided to the relevant Lead Entities, the EVSE Contractor, and the EVWG.

Thank you for all of the input you have provided. With consideration of all that we have heard, we believe this process is the best way to initiate the development of an EVSE network for the State of Alaska.

If you have any questions or concerns, please contact us. We would be happy to set up a meeting to discuss this in more detail.

Regards,
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