



INDUSTRY FORUM: Georgia's National Electric Vehicle Infrastructure (NEVI) Deployment Program, Round 2

P.I. Nos. Various

May 30, 2024



Today's Agenda

- **Welcome** – Darryl D. VanMeter, PE
Assistant P3 Division Director/State Alternative Delivery Administrator
- **Opening** – John Hibbard, PE
Director, Operations Division
- **NEVI Project Overview** – Christina Barry
Assistant State Traffic Engineer Project Manager
- **Contracting Structure** – Matthew Fowler, PTP
Planning, Tolling, and Finance Program Manager
- **Project Procurement and Closing Remarks** – Karen Oaks
P3 Procurement Program Manager

Disclaimer Statement

During this industry forum, Georgia Department of Transportation (Georgia DOT) will provide information about the project's delivery goals, anticipated scope, anticipated Public Private Partnerships (P3) procurement process, and contractual structure.

This is a recorded presentation. **Any information provided by Georgia DOT shall be considered as informational only and is subject to change.**



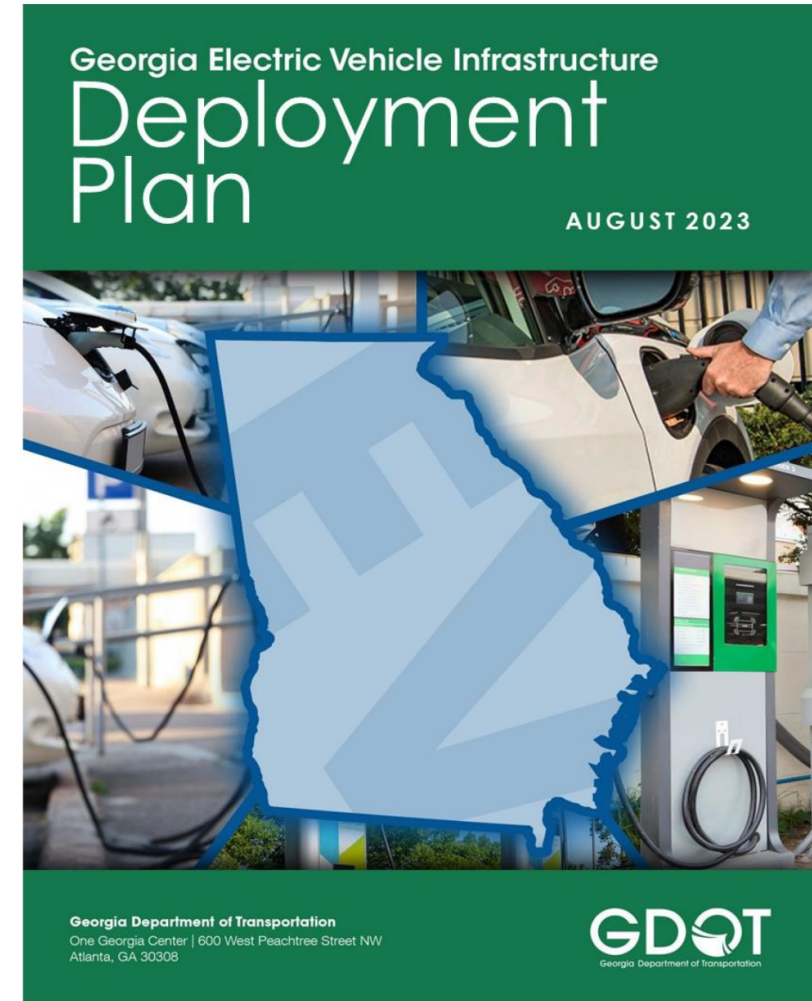
Georgia NEVI Deployment Program, Round 2 Overview

Christina Barry
Assistant State Traffic Engineer
Project Manager

2023 Georgia Electrical Vehicle Infrastructure Deployment Plan

- Describes the stakeholders, industry, and general public outreach approach.
- Identifies gaps in the Alternative Fuel Corridors (AFCs).
- Outlines state's approach to using the \$135 million apportionment of federal funding.
- Explores contracting approaches and market potential for electric vehicle (EV) charging infrastructure deployment.

Website: <https://nevi-gdot.hub.arcgis.com/>



Vision and Goals in Georgia



Compliance with federal requirements:

Sites will be developed in accordance with federal rules and requirements and result in 100% of Georgia's Interstates and AFCs being fully built out to NEVI Program standards.



Customer-driven deployment:

Convenient and sufficient charging investment where EV drivers prefer to charge, regardless of whether private sector investment can fully fund.



Economic development:

Sites should be placed so that they optimize the economic development opportunity from electric vehicles.



Private sector ownership and operation (including non-profits):

Sites will be delivered and operated by non-state entities.

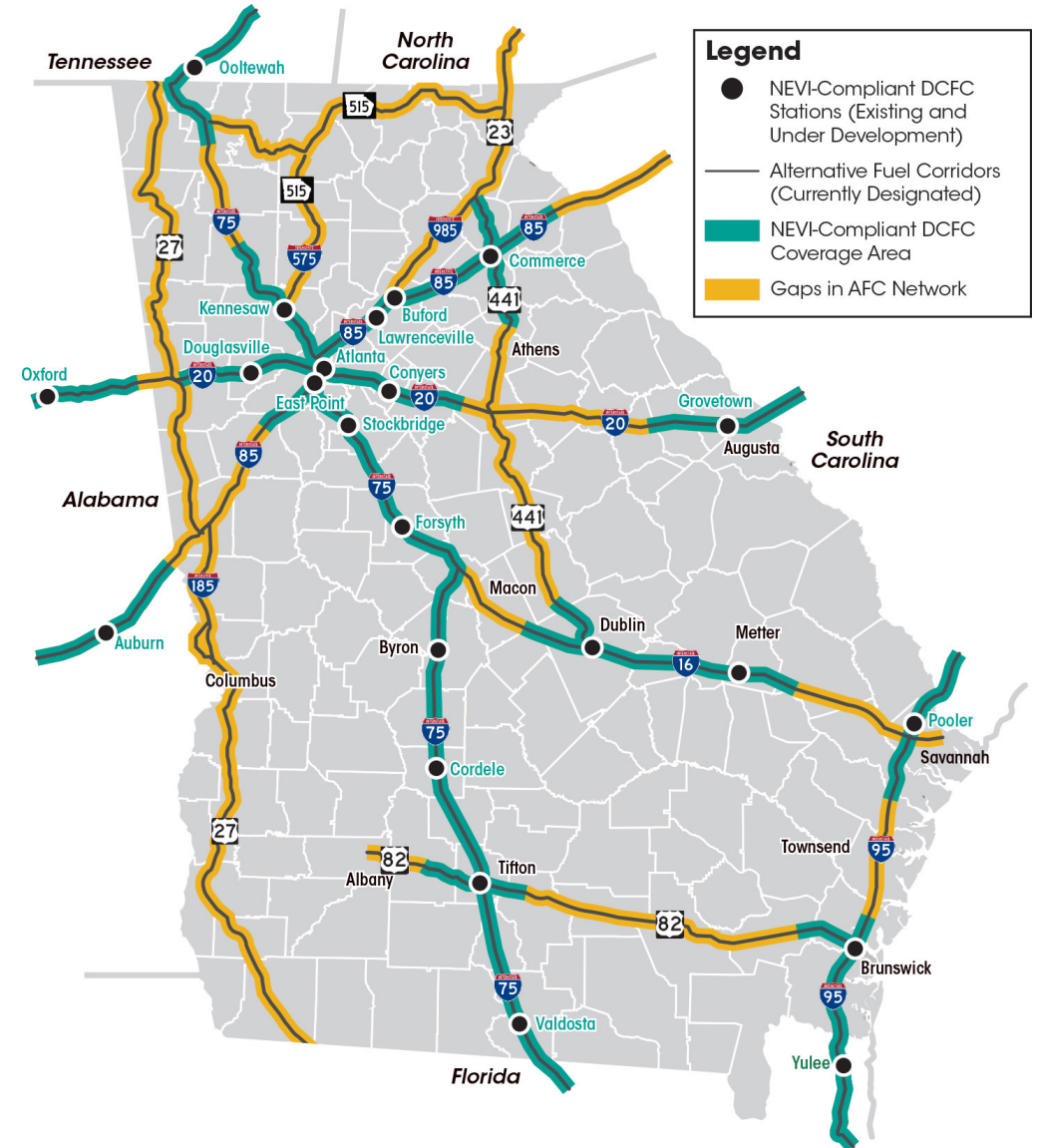


Sustainability and reliability of operations:

Sites will be developed to ensure that charging achieves high operational performance.

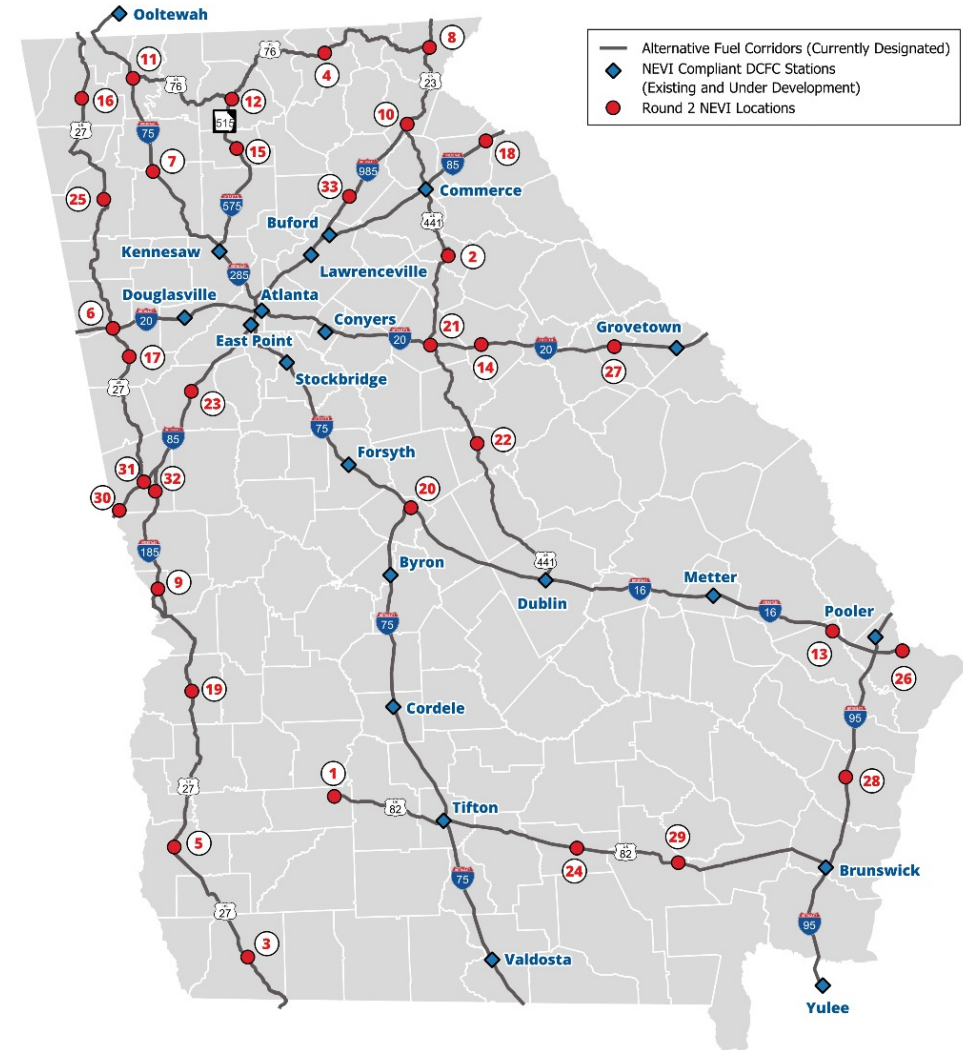
AFC Gaps

- Georgia Electrical Vehicle Infrastructure Deployment Plan identified gaps that are required to be addressed to build out the AFCs.
- **AFC Gap** is an approximately 50-mile stretch of an AFC where a charging station is required to be constructed to make that stretch NEVI-compliant.
- Georgia DOT has awarded five (5) Project Sites for the Georgia NEVI Deployment Program, Round 1 procurement.
- Georgia DOT plans to address the remaining 33 AFC Gaps in the **Georgia NEVI Deployment Program, Round 2 procurement.**



Georgia NEVI Locations

- **Georgia NEVI Locations** represent a radius around the AFCs where Proposers can identify Project Sites and charging stations that could be in these areas.
- There are 33 Georgia NEVI Locations for Round 2 across the AFCs driven by:
 - Average annual daily traffic as a proxy for potential charger station utilization
 - Connections to major cross highways
 - Assessment of each location to validate the presence of potential site hosts

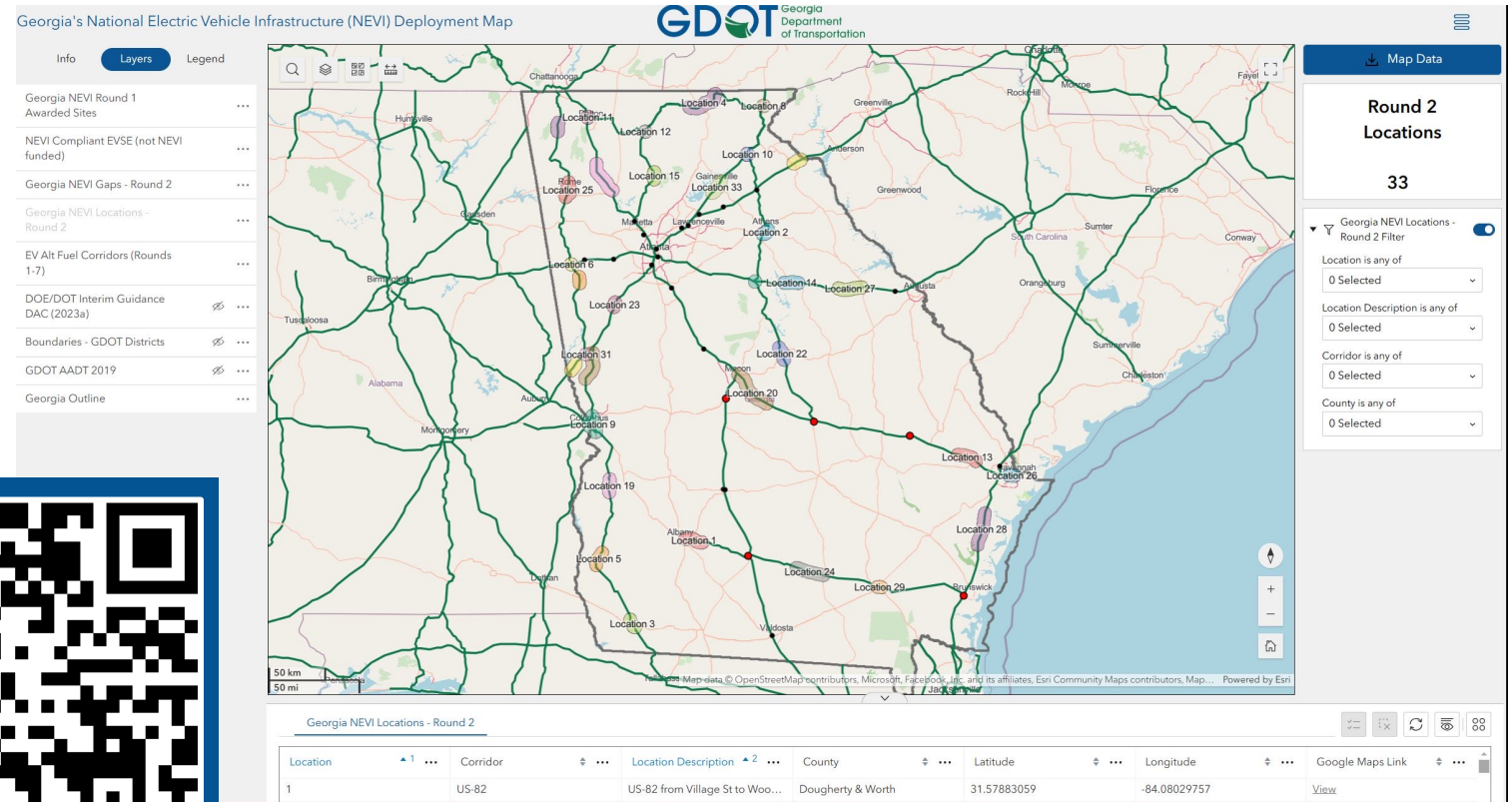


Georgia NEVI Deployment, Round 2 Mapping Tool

- Interested Proposers should refer to the **Georgia NEVI Deployment, Round 2 Mapping Tool** for further details.



**Georgia NEVI
Deployment Map**



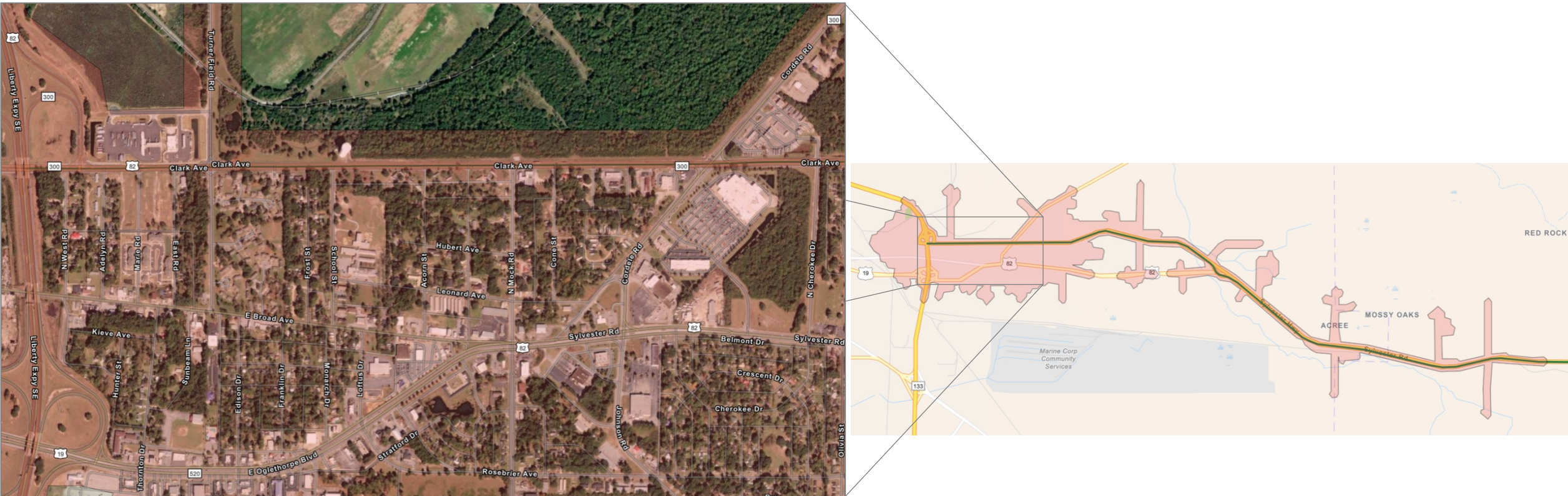
Project Sites (1/2)

- **Project Site(s)** will be identified by Proposers and **must be within the applicable shaded polygon(s)** in each Georgia NEVI Location.
- Each Proposer may **only** identify **one (1) Project Site in each Georgia NEVI Location**.
- There are numerous possible parcels in a Georgia NEVI Location polygon(s) that can accommodate a Project Site.
- As shown in the image on this slide, AFC Gap #23 near Newnan, GA, the polygon encompasses all potential eligible Project Sites within a 1-mile driving distance of the I-85 AFC.



Response	Percentage
Yes	45%
No	55%

-
- | Response | Percentage |
|----------|------------|
| Yes | 45% |
| No | 55% |

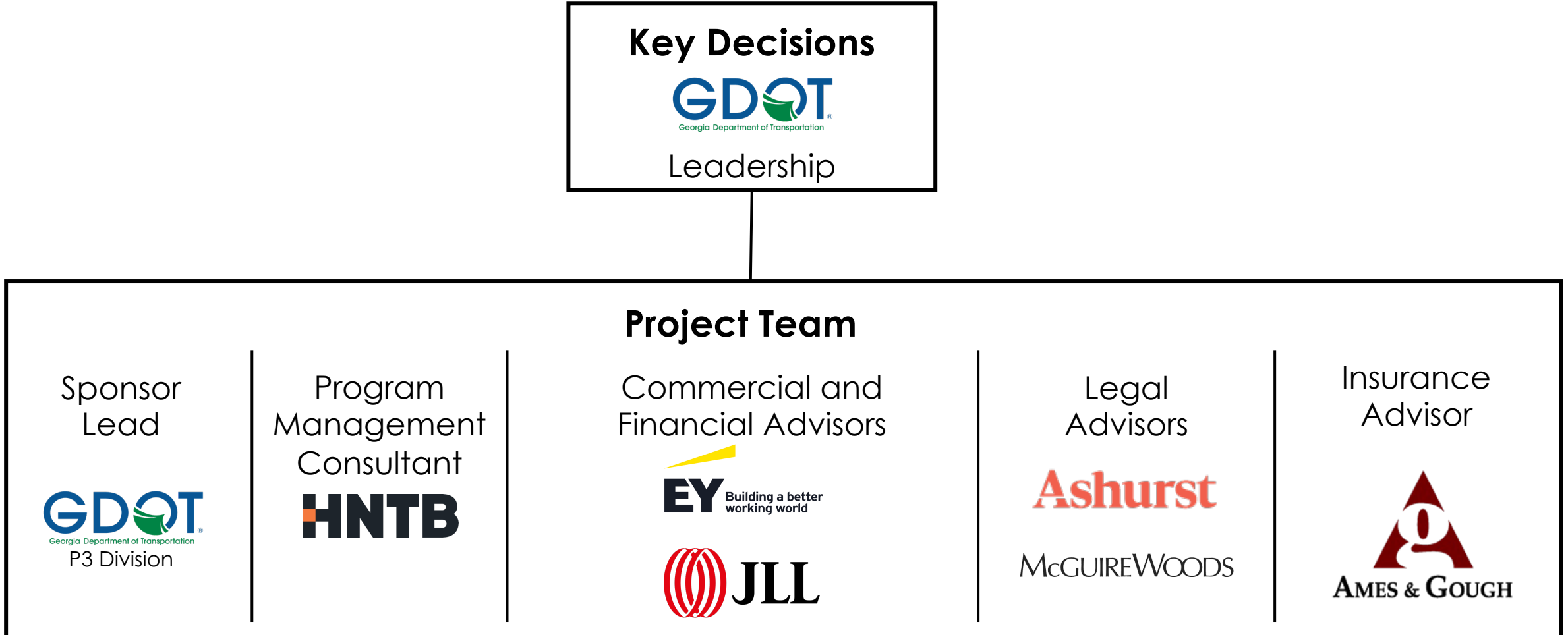




Contracting Structure

Matthew Fowler, PTP
*Planning, Tolling, and Finance Program
Manager*

Project Management Team



Federal Standards and Requirements

The NEVI Federal Formula Program rules will apply and serve as the foundation for implementation, including the following key components:



Minimum of four DCFC high-powered (150 kW) chargers at each Project site



80% max federal funds 20% min private match



97% charger uptime 24/7 availability



Non-proprietary CCS Type 1 connectors



Every 50 miles along AFCs
 ≤ 1 mile from corridor



Quarterly and annual reporting



American with Disabilities Act (ADA) compliance



Collaboration with agency partners and stakeholders



Buy America and BABA Compliance

Additional Requirements

As set forth more specifically in the Request for Proposals (RFP), additional requirements that will apply:



Environmental
Compliance



Power and Data
Communication &
Utility Connection



Property Interest



No Right-of-Way (ROW)
Acquisition



20% Developer
Commitment
(fund/finance)



Payment and
Performance Security



Operations and
Maintenance



Non-compliance
regime



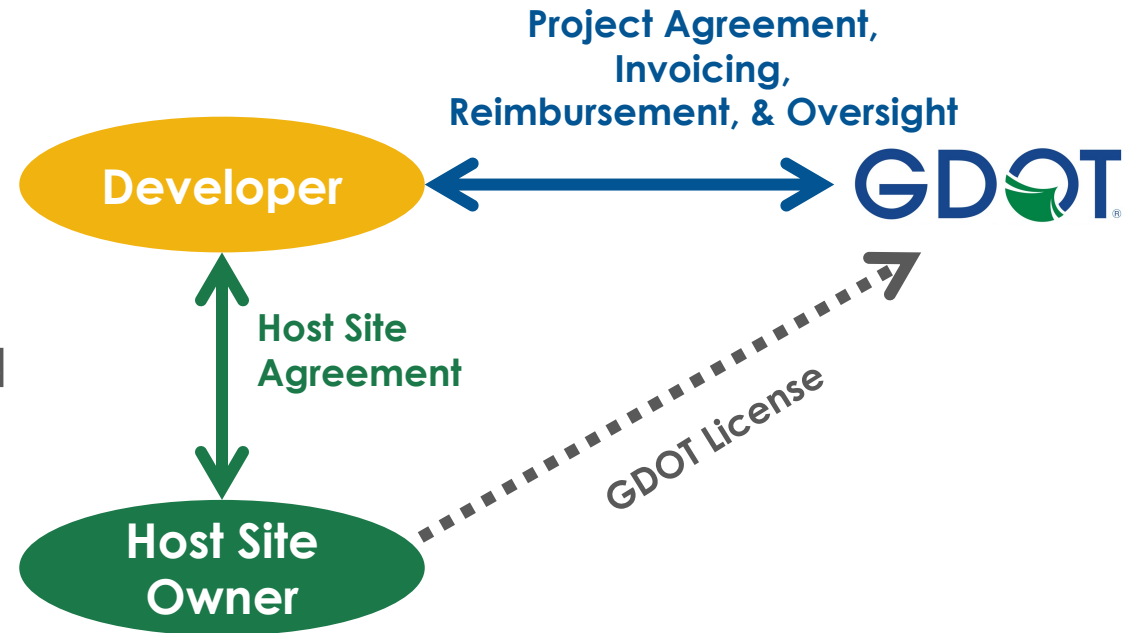
Contract Expiration

Property Interest

- Developer will need to demonstrate that it has appropriate rights to use the Project Site for the required scope of work and for the term of the Project Agreement, either through:
 - Ownership of the Project Site; or
 - Rights with a Host Site Owner (HSO) through a Host Site Agreement

The Host Site Agreement must include certain key terms including:

- Ability to grant Georgia DOT a license; and
- Acknowledgement by the HSO of the Developer's obligation to comply with the Federal Requirements (23 CFR 680).



Funding/Financing Considerations



Georgia DOT will make payments to reimburse a maximum of 80% of all eligible capital, operating, and maintenance costs for each Project Site from the NEVI Formula Program subject to eligibility of costs, and the timing and availability of public funds.



It is currently anticipated that Georgia DOT will make reimbursement payments to the Developer at completion of construction and over the five-year operating period.



Developer will be entitled to revenues generated from the Project and must demonstrate the ability to fund or finance all capital, operating, and maintenance costs for each Project Site selected by Proposer, subject to the reimbursement mechanisms in the Project Agreement.



Project Procurement and Closing Remarks

Karen Oaks

P3 Procurement Program Manager

Public-Private Partnerships (P3) Program

- Georgia DOT is responsible for project delivery of approved projects through the P3 Program, under O.C.G.A. §§ 32-2-78 to -80.
- Georgia DOT submits to the State Transportation Board a list of projects that should be considered for pursuit as P3.
- Georgia NEVI Deployment Program was added to the Biennial P3 Project Candidate List in April 2023.
- P3 projects leverage limited transportation funds by partnering with the private sector to utilize innovative delivery methods, and that require a qualifying private contribution to the project.
- The private sector “Developer” will mean each entity that enters into a contract with Georgia DOT to develop a Project Site.

“P3 Projects Tab” at the GDOT P3 Website:
<https://www.dot.ga.gov/GDOT/Pages/P3.aspx>



Current Procurement Schedule for Georgia NEVI Deployment Program, Round 2

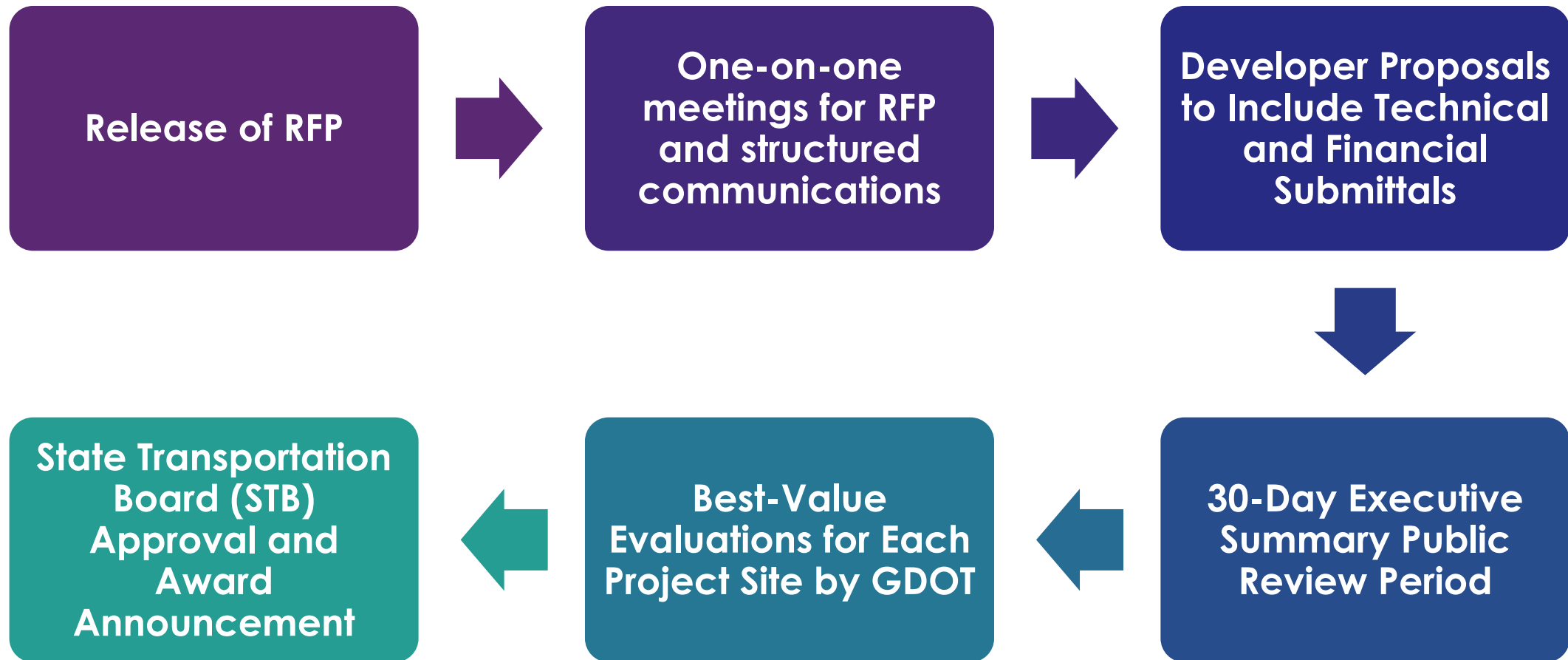
**RESTRICTION ON
COMMUNICATIONS**



Activity	Date
Georgia DOT Issue Notice of Intent to Advertise (NOIA) RFP	May 1, 2024
Industry Forum	May 30, 2024
One-on-One Meetings	June 3 - June 7, 2024
Georgia DOT Issue RFP	July 2024
Receipt of Proposals from Proposers	Q4 CY 2024
Selection of Apparent Best Valued Proposer	Q1 CY 2025
Commercial Close	Q2 CY 2025
Georgia DOT Issues Notice to Proceed	Q2 CY 2025

All general communication of relevant information regarding this solicitation will be made via the Georgia Procurement Registry.

Request for Proposals Process



Proposal Submittal Contents

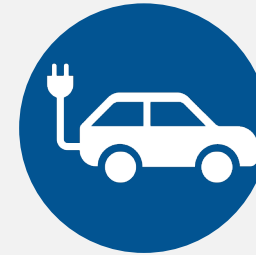
All-Georgia NEVI Location Basis

Individual Project Site Basis

**TECHNICAL
SUBMITTAL
MAY INCLUDE:**



Technical Experience
& Project Approach
Component



Project Site Approach
Component

**FINANCIAL
SUBMITTAL
MAY INCLUDE:**



Financial
Capacity



Project Site Price
Proposal

All-Georgia NEVI Location Basis – Technical Experience & Project Approach Component

- The Technical Experience & Project Approach submittal is evaluated on an All-Georgia NEVI Location basis and will only require one submission by each Proposer.

Typical Technical Experience & Project Approach submittal may include:

- Proposer's past experience and general project approach
- Identification of key contractors and key suppliers
- General approach to construction, and operations and maintenance including technical solutions, utilities and permitting experience, approach to data reporting, cybersecurity, and safety

Individual Project Site Basis – Project Site Approach Component

- The Project Site Approach submittal is on an individual Project Site basis and one submittal is required for each Project Site Proposal put forward by a Proposer.

Typical Project Site Approach submittal may include:

- Narrative describing the current state of the Project Site and development required to prepare for Electric Vehicle Supply Equipment (EVSE) installation
- Estimated project schedule and planned services commencement date
- Completed environmental checklist for NEPA compliance
- Completed electric utility review form
- Evidence of property interest through either (1) site ownership; (2) rights with a HSO

Financial Proposal

- Financial Capacity (All-Georgia NEVI Location Basis)
 - Ability to fund or finance all capital, operating, and maintenance costs for each Project site, subject to the reimbursement mechanisms in the Project Agreement up to a project payment cap
 - Ability to provide security in respect of the Developer's performance of the work and payment to contractors pursuant to O.C.G.A §32-2-80
 - Project Site Price Proposal (Individual Project Site Basis)
 - Identifying a project payment cap, being 80% of eligible capital and operating costs for the Project Site

Typical Financial submittal may include:

- Financial capacity information and funding or financing commitment
- Demonstrated ability to provide security (may include a combination of payment bond, performance bond and/or letter of credit)
- Project Site Price Proposal for each Project Site

Anticipated Best-Value Selection Criteria



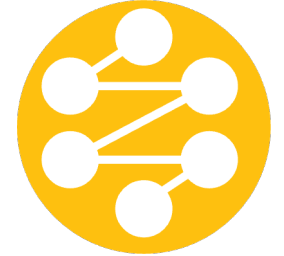
Technical Experience
& Project Approach
Score



Project Site Approach
Score



Project Site Price
Proposal Score



Best-Value Score

Questions?



GeorgiaNEVIRound2@dot.ga.gov



<https://www.dot.ga.gov/GDOT/Pages/P3.aspx>



[Georgia Procurement Registry Website](#)



<https://nevi-gdot.hub.arcgis.com/>

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 www.dot.ga.gov

Thank You

For Viewing