

## Request for Letters of Interest

### VW Settlement Funding for Direct Current Fast Charging (DCFC) Electric Vehicle Supply Equipment (EVSE)

The New York State Department of Environmental Conservation (DEC) and the New York Power Authority (NYPA) are proposing to use Volkswagen Settlement funds to develop an electric vehicle direct current fast charging (DCFC) program at several locations across New York State. Eligibility under the proposed program would be limited to the following:

- a) Rural electric cooperatives (RECs), as defined in the New York State Rural Electric Cooperative Law. See <https://www.nysenate.gov/legislation/laws/REL>.
- b) Government entities listed as electric utilities by New York State Department of Public Service that do **not** qualify as "municipalities" under 6NYCRR Subpart 492-1.1(j). See <http://www3.dps.ny.gov/W/PSCWeb.nsf/All/03627EFC626529EE85257687006F39CD?OpenDocument> and <https://www.dec.ny.gov/regulations/112052.html>

Note that NYPA municipal electric utility customers that do not meet the criteria above may be eligible for other state funding and are encouraged to apply under DEC's Zero-Emission Vehicle Municipal Infrastructure Rebate program. See: <https://www.dec.ny.gov/energy/109181.html>

The purpose of this initial outreach effort is to determine the level of interest from potentially eligible charging site hosts. The conceptualized DCFC EVSE program would include the following:

1. The eligible rural electric cooperative or government entity would maintain and ideally own the site location. Sites not owned by the cooperative or municipal utility will be considered if the utility has a letter from the site owner expressing interest in entering into a long-term site access agreement.
2. Site locations must be publicly accessible and remain operational for at least 10 years.
3. Funded projects must include at least two 50kW DCFC dual port (CHAdeMO, SAE CCS) pedestals. On a site-specific basis, site hosts could propose additional DCFC ports, DCFC ports with a higher kW rating, or include additional Level 2 ports.
4. NYPA and DEC desire DCFC charging locations to
  - a. fill current DCFC "gaps" within NYS Priority EV Corridors (see map below);
  - b. provide DCFC charging locations in underserved, predominately rural "destination locations," such as tourist attractions, commercial business districts, athletic facilities; parks, beaches, etc.; and
  - c. provide locations with easily accessible DCFC with desirable site characteristics (e.g., safe, well-lit, signage, adequate snow removal, etc.), and nearby amenities such as restaurants and public bathrooms within walking distance. Ideally, these amenities will have long operating hours.
5. Funding priority would be given to locations located within, or near, DEC designated Potential Environmental Justice Areas. Potential environmental justice areas, by county, can be viewed at: <https://www.dec.ny.gov/public/911.html>
6. Recipients will be required to report EVSE use to NYPA and DEC, most likely through the network provider.

7. It is anticipated that NYPA will complete the procurement for the charging hardware, network provider, and extended warranty.
8. The program will require site hosts to provide a cost-share.

VW Settlement funds may be used for costs associated with:

- a. EVSE hardware;
- b. Up to 4 years of EVSE network management; and
- c. Up to 4 years of EVSE extended warranty.

VW Settlement funds may not be used for the following, but these items can be used as part of the site host's required cost share:

- a. Installation costs, including but not limited to, concrete pad, wire, conduit, and labor;
- b. Signage;
- c. Permitting and design fees; and
- d. Leasing of parking spaces.
- e. Insurance

Recipients will need to document all eligible cost share items.

VW Settlement funds may not be used for the following costs, and these items cannot be used as part of the site host's cost share:

- a. Land acquisition;
  - b. Overhead lighting;
  - c. Electric utility upgrades (e.g., transformer);
  - d. Network provider for years five through ten; and
  - e. Electricity.
9. The recipient government entity or REC will be able to assess a user fee for charging using the network software.

DEC and NYPA request that interested RECs and governmental entities submit a letter of interest to [VWsettlement@dec.ny.gov](mailto:VWsettlement@dec.ny.gov) by **June 3, 2020**. Please include the following information:

- Name and contact information for the rural electric cooperative or municipal electric utility;
- Location of the proposed EVSE project (description, GPS coordinates);
- Owner of the proposed EVSE location. Include letter of interest from landowner if it is not the utility;
- Proposed number of DCFC and Level 2 charging ports and power level (kW) for each port (if known). (For reference, 50 kW DCFC can accept 208V or 480V, three phase. 150 kW DCFC require 480V, three phase. Level 2 charging stations accept 208V or 240V, single phase, and are usually rated at 40A.)  
[The landowner must commit to a parking space for each DCFC or Level 2 charging port and install signage stating "EV Charging Only" and enforce the policy. Landowner shall also commit to snow plowing services for these parking spaces.];
- Distance to a DEC defined Potential Environmental Justice Area (if applicable). Potential environmental justice areas, by county, can be viewed at:  
<https://www.dec.ny.gov/public/911.html>;

