Nebraska 2019 EV Charging Equipment Rebate Program

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Webinar Technology

- All participants are muted
- Webinar will be 45 minutes in length followed by question period
- Please use the chat feature to ask questions
- This webinar is being recorded
- A link will be available on the NDEE website to view or download the recording
- Thank you for joining us!

EV Charging Equipment Rebate Program

NDEE is providing $1.2 million in rebates as incentives to install electric vehicle (EV) charging equipment that will be available to the public at qualified locations in Nebraska.

- Highway corridor, community/destination, and workplace locations
- Payments will be made as reimbursements after work is completed
- Application deadline is 15 November 2019
- Awards anticipated in early January 2020
- Funding is the result of the court settlement of Volkswagen's diesel emission test violations

VW Court Settlement

Three parts to the VW Diesel Emission Settlement:

- Vehicle repair/buyback program ($10 billion)
- Zero Emission Vehicle Investment ($2 billion):

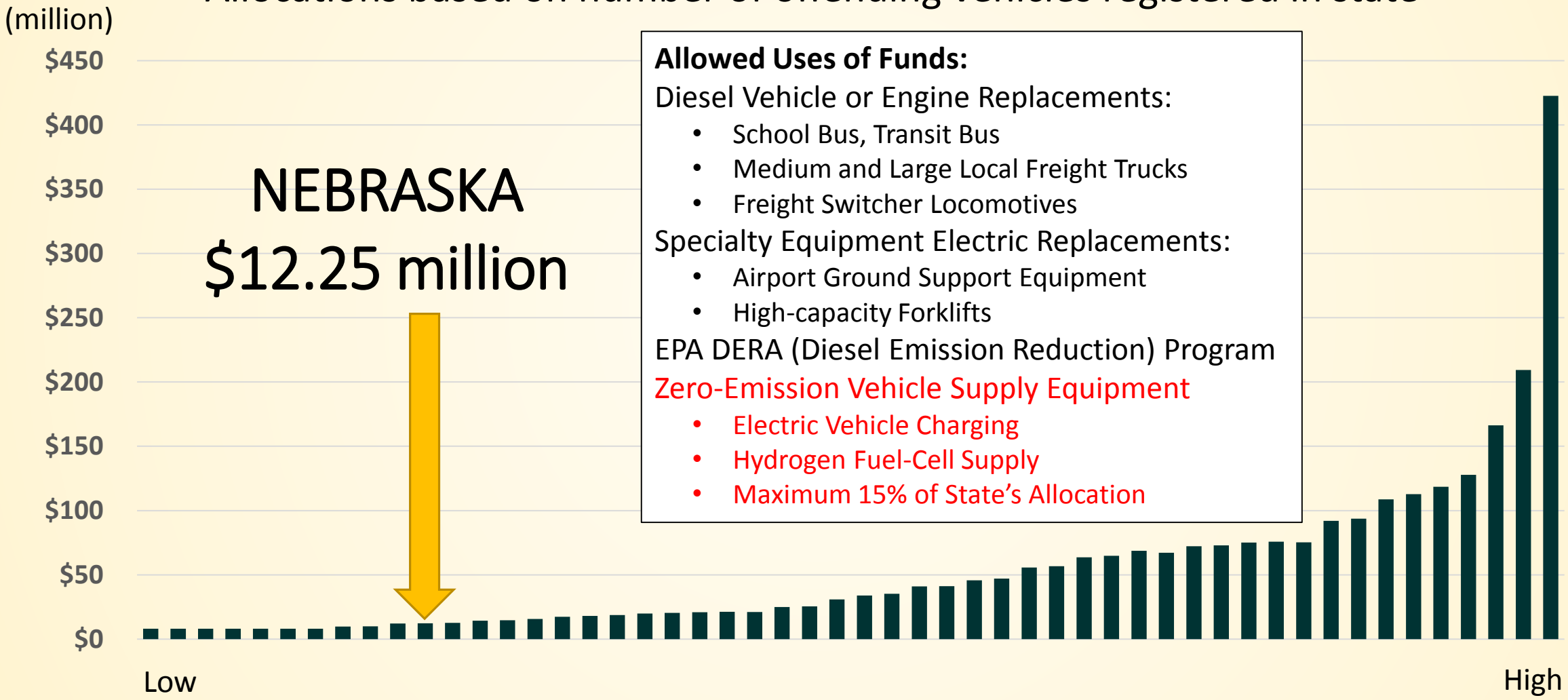
  Charging infrastructure and promotion (Electrify America)

- Environmental Mitigation Trust

  $2.95 billion to states and tribes for projects to reduce nitrogen oxide (NOx) emissions to fully offset VW diesel emissions

VW Trust Initial State Allocations Ranked

Allocations based on number of offending vehicles registered in state



Allowed Uses of Funds:

Diesel Vehicle or Engine Replacements:

- School Bus, Transit Bus
- Medium and Large Local Freight Trucks
- Freight Switcher Locomotives

Specialty Equipment Electric Replacements:

- Airport Ground Support Equipment
- High-capacity Forklifts

EPA DERA (Diesel Emission Reduction) Program

Zero-Emission Vehicle Supply Equipment

- Electric Vehicle Charging
- Hydrogen Fuel-Cell Supply
- Maximum 15% of State's Allocation

Nebraska's Selected Mitigation Actions

School Bus Replacements, 25% (~ $3 million)

EV Chargers, 10% (~ $1.2 million)

Transit Bus Replacements, 10% (~ $1.2 million)

Administrative, 5% (~ $0.6 million)

Eligible Actions Based on Demand, 25% (~ $3 million)

Clean Diesel DERA Program, 25% (~ $3 million)

NDEE VW Trust Project Timeline

Project Category	2018	2019	2020	2021	2022	2023	Total
School Bus Replacements	$1,717,454	$1,344,633					$3,062,087
Transit Bus Replacements	$1,244,835						$1,244,835
EV Charging Stations			$1,224,835				$1,224,835
Eligible Actions Based on Demand		$1,297,348 School Bus	$588,246	$588,246	$588,246		$3,062,087
DERA (Clean Diesel)	$257,743	$738,297	$519,250	$515,599	$515,599	$515,599	$3,062,087
Admin Costs	$149,944	$96,915	$106,371	$107,640	$55,192	$25,780	$516,062
Total: $12,248,348	$3,349,976	$3,477,193	$1,826,285	$1,823,903	$1,159,038	$541,379	$12,177,774

EV Charging Equipment Rebate Program

- $1.2 million allocated for charging equipment that will be available to the public
- Chargers at single-unit residences are not eligible
- Highway corridor, community/destination, and workplace locations will be eligible
- Funds may be increased by 50% (from the Eligible Actions allocation) if there is sufficient demand
- Application period 1 August – 15 November 2019

EV Charging Equipment Rebate Program

Eligible Applicants:

- Businesses
- Federal, State, Local, or Tribal Governments
- Educational institutions
- Metropolitan Planning Organizations
- Public Utilities
- Nonprofit Organizations

Eligible Charging Equipment

Level 2 Chargers

DC Fast Chargers

Eligible Charging Equipment

LEVEL 2 240 VOLT OUTLET

- Faster charging for longer drives
- Provides a full charge for most EVs in:

100% Electric

4-8 hours
empty to full charge

Electric & Gas

1-2 hours
empty to full charge

25 miles
per hour of charging

DC FAST CHARGE

- Much faster charging at public locations
- 3 different connectors depending on vehicle:

CCS Combo
65 miles
in 20 minutes

CHAdeMO
67 miles
in 30 minutes

Tesla Supercharger
130+ miles
in 20 minutes

0 to 80%
30-40 minutes

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Cost-Share Requirements / Eligible Costs

Charging Station	Max. Reimbursement	Min. Recipient Match
DC Fast Charging Station	80%	20%
Level 2 Charging Station	50%	50%

- Charging equipment, shipping, and installation
- Electric service upgrades and connection costs
- Site preparation, signage, and lighting
- Networking costs and equipment warranties for 5 years
- Administrative costs (maximum 5% of project costs)

Costs NOT Eligible for Reimbursement

- Purchase or rental of real estate
- Construction of buildings or parking facilities
- General maintenance (other than of the chargers)
- Permit costs or fees
- Cost of electricity to power the chargers
- Battery storage serving the charging equipment
- Solar panels providing power to the chargers

Eligible Charging Sites

- Highway Corridor Sites

- Public community/destination sites

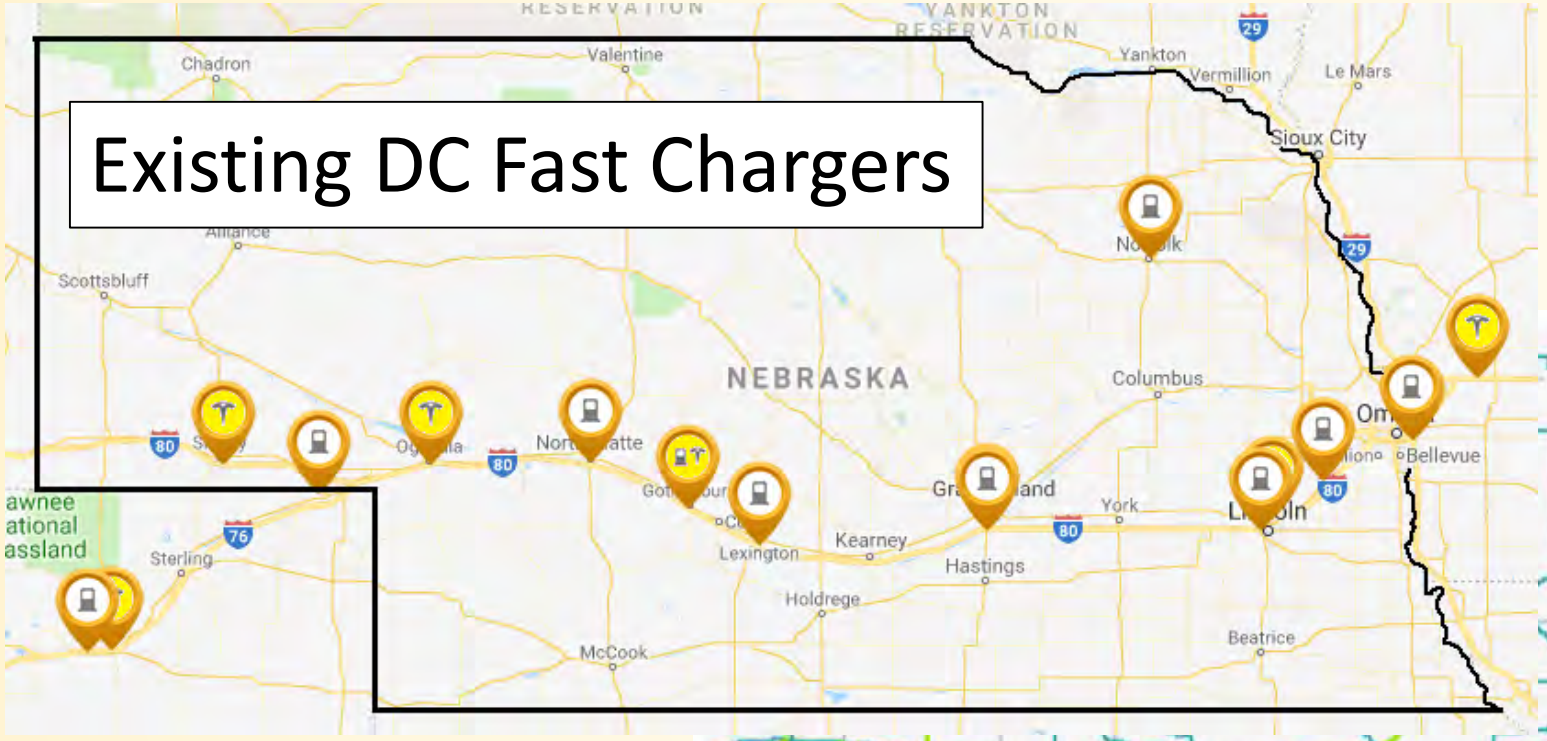
- Workplace sites

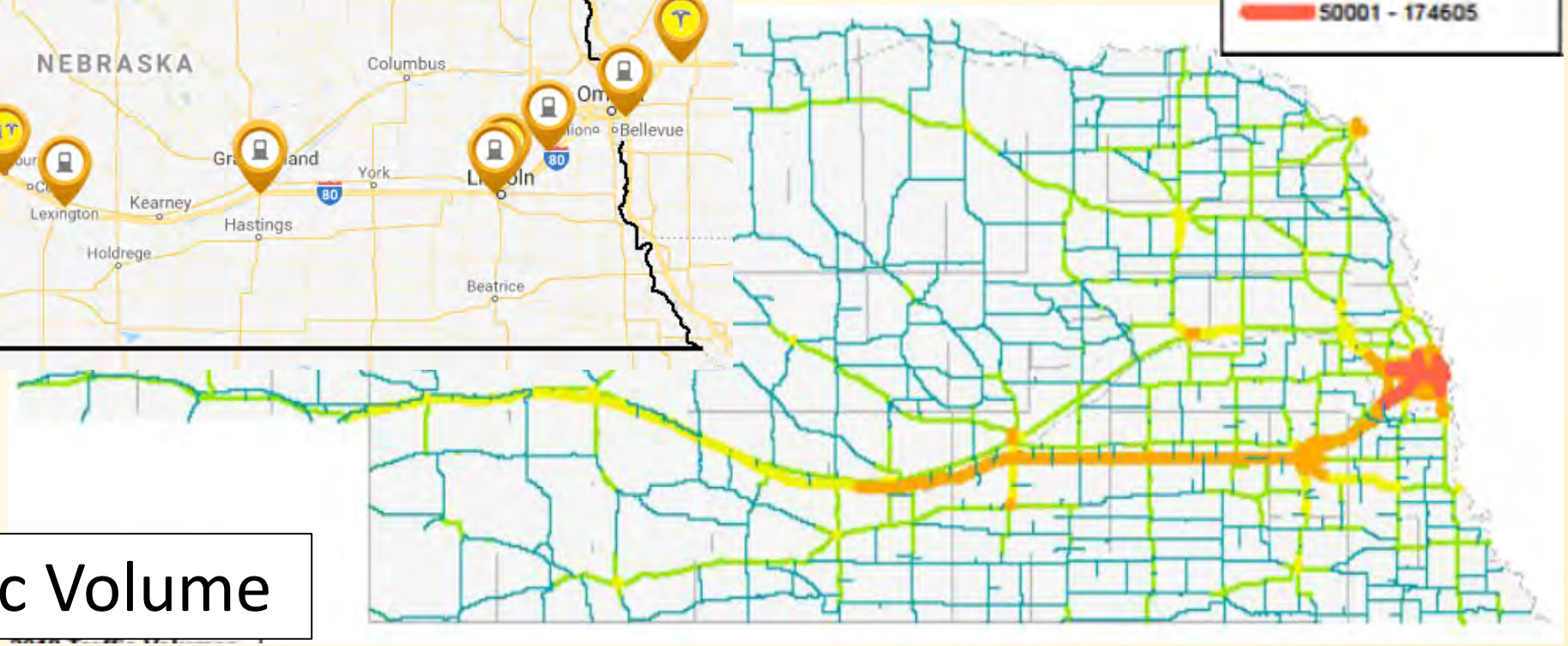
One site may qualify under more than one location category

Highway Corridor Sites

- Within 3 mi driving distance of state/federal highway
- Must include at least 1 DC fast charger and 1 Level 2 charger; both 80% reimbursement
- Hotel sites are not required to install DC charger (Level 2 OK) (50% reimbursement)
- Sites along priority highway corridors preferred

Highway Corridor Site Selection



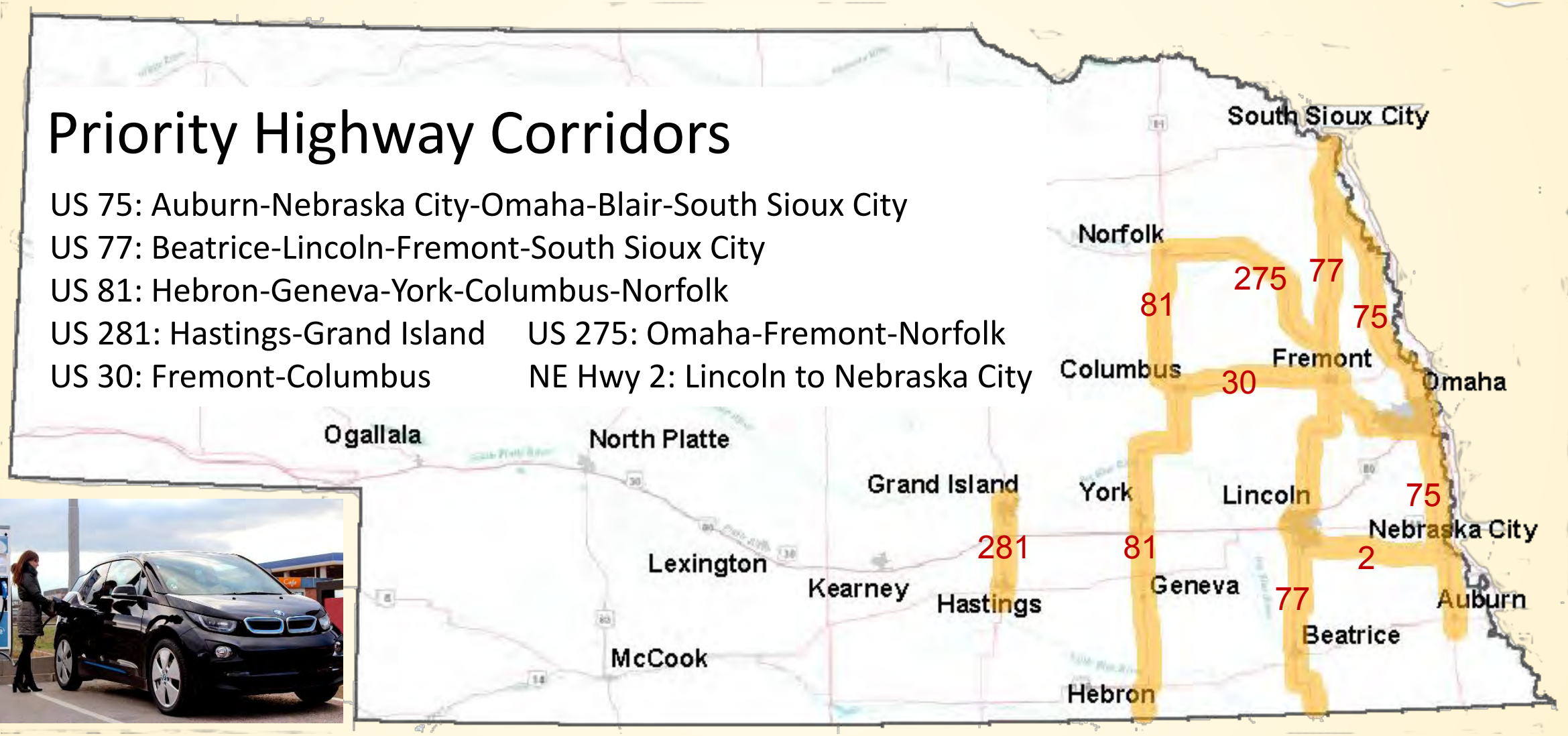


NDOT 2018 Traffic Volume

Highway Corridor Sites

Priority Highway Corridors

US 75: Auburn-Nebraska City-Omaha-Blair-South Sioux City
US 77: Beatrice-Lincoln-Fremont-South Sioux City
US 81: Hebron-Geneva-York-Columbus-Norfolk
US 281: Hastings-Grand Island
US 30: Fremont-Columbus
US 275: Omaha-Fremont-Norfolk
NE Hwy 2: Lincoln to Nebraska City



Public Community and Destination Sites

- Community Sites (public or retail)
- Tourist Destinations (e.g. State Parks, National Monuments)
- DC Fast + Level 2 Charger: 80 % reimbursement
- Level 2 charger only: 50% reimbursement
- Many potential community locations could also qualify as highway corridor sites.

Workplace Charging Sites

- Level 2 for company, employee, customer, and public use
- 50% reimbursement
- Chargers accessible only to the workplace may be funded if at least one charger accessible to the public is included in the project

General Project Requirements

- Applicants must submit 3 written cost estimates/bids for any equipment, contractual services, or supplies costing $2,000 or more
- A vendor's refusal to submit a bid may be counted toward this total
- Rebate recipients are not required to select the lowest bids, but reimbursement will be for the lowest cost estimate/bid
- Recipients will be issued a Commence Work notice when NDEE has received a signed agreement from them
- Expenses incurred prior to issuance of the Commence Work notice will not be eligible for reimbursement

General Project Requirements

- Recipients will have two years from the date of the Commence Work notice to complete the project
- Recipient will pay all project costs as they are incurred
- Upon project completion, recipient will submit a reimbursement request including copies of invoices and proof of payment
- NDEE will maintain an ownership interest in the equipment (via a lien) for a period of 5 years after payment of the rebate
- Recipient will gain full ownership after this period expires

General Site Requirements

The application requires several attachments to provide information about the site:

- Local map or aerial photo annotated to show the charging site and location of amenities (convenience store, restaurant, restrooms)
- For highway corridor site: map showing the charging site and the route and distance to the highway
- An assessment by your electric utility of required service upgrades and changes to electric lines and transformers. Applicants are expected to work closely with the utility.

General Site Requirements

- All electrical work must be performed by electrical contractors licensed in the state of Nebraska
- Applicants who are not owners of the charging site must submit a signed letter from the owner approving the project
- Successful applicants must obtain a site host agreement assuring that the charging station will remain at the site and have the opportunity to remain operational for at least 5 years
- Public access sites must be easily accessible 24 hrs/day, 7 days/week
- Sites must include at least one designated parking stall per charger (or two stalls for dual-connector Level 2 chargers)

General Site Requirements

- Public access sites must be identified by signage directing users to the site

- Each charger parking stall must have “Electric Vehicle Charging Only” or equivalent signs on either side of the charger

- Each charging stall must have “Electric Vehicle Charging Only” stenciled on the pavement

Charging Service Requirements

- Customer Service: sites must post a support telephone number available 24 hrs/day, 7 days/week

- Chargers that do not provide free charging must allow use of a credit or debit card for payment without additional fees

- Chargers may offer additional payment options (subscription, smart phone app, smart cards)

Charging Equipment Requirements

- Networking: Chargers must be networked via Wi-Fi or cellular connection. Recipients must maintain the network service with remote diagnostics, remote start, and collecting and reporting of usage data (reimbursable expense)
- Cord Management: Chargers must have a cord management system for safety and to prevent connector damage
- Warranty: Equipment must have a 5-year warranty and maintenance plan (reimbursable expense)
- Insurance: Recipients must provide proof of insurance after installation of the station

DC Charging Equipment/Site Requirements

- DC Fast Chargers must have two types of connectors:

CHAdeMO

CCS1

Chargers will serve U.S., European, and Japanese EVs. Tesla owners can use with an adapter.

- DC Fast Charger sites must include a Level 2 charger
- Sites must include conduit and electrical service box of adequate size to allow future installation of an additional DCFC and/or upgrade of the power of the charger (“future-proofing”)

Optional Site Enhancements

For additional points during scoring:

- Level 2: Dual-port charger that can serve two parking spots
- Level 2: installation of conduit and service box to allow future installation of at least one additional Level 2 charger
- DC Fast: charger with modular power source to enable easy future power increase
- Battery storage for charger site
- Renewable energy source (e.g. dedicated solar photovoltaic system)

Reporting Requirements

Annual Station Utilization Reported to NDEE:

- Number of charging events
- Unique vehicles connected
- Average charging duration
- Percent charger downtime
- Total kWh dispensed
- Average kWh per charge
- Average peak power/charge
- Peak power demand by month

Application Scoring

- All applications will be reviewed and scored by a Scoring Committee
- Applications will be scored on the basis of location, budget, meeting multiple site criteria, and other criteria

Criterion	Points
Site location: access to amenities, proximity to highway, distance to nearby stations	20
Budget complete, well-documented, realistic; project cost-effective	15
Site meets multiple purposes (e.g. community & highway corridor)	15
Recipient matching funds higher than minimum; local funds included in match	15
Partnerships with community and/or businesses identified	10
Innovative energy solutions (battery storage, renewable energy sources)	10
DC Charger with modular power / Level 2 dual port / Level 2 with extra infrastructure	5 / 5 / 5
TOTAL POSSIBLE POINTS:	100

EV Charging Equipment Rebate Program

- NDEE reserves the right to award less than the maximum reimbursement
- Awards expected to be announced in early January 2020

QUESTIONS?

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More information: http://deq.ne.gov/publica.nsf/pages/19-011