

National Electric Vehicle Infrastructure (NEVI) and DCFC Plazas Program

FAQs

This document addresses both the NEVI and the DCFC Plazas Program. This document was last updated on March 2, 2023.

General FAQs

- 1. Since the NEVI Plan is a statewide initiative, what is the involvement of CDOT? Will there be any additional programs launched as a joint inter-agency effort to deploy charging infrastructure or deliver any of the other components of the NEVI plan?**

CDOT and CEO work closely together on multiple grant programs, and we are taking the same approach to NEVI. CDOT will provide oversight and ensure compliance with federal requirements while CEO will manage grant solicitation, awards, and grantee support. Both agencies will be involved in every stage of program development, assessment, and tracking.

- 2. Is there a layer on the CDOT map that covers the disproportionately impacted areas that are eligible for enhanced incentives?**

The Enhanced Incentive map is included as a layer on the [NEVI Project Planning Resource Map](#).

- 3. Will these map layers be updated as more projects are completed? If so, how often?**

We are hoping to update the map at least twice per year (prior to each DCFC Plazas funding round) but we could increase that cadence in the future if there is demand for it.

- 4. Are Tribal Lands considered as Disproportionately Impacted Communities (DACs)?**

Yes, and as such Tribal lands are eligible for enhanced incentives.

- 5. Do you include Tesla Supercharging stations as “DCFC Charging Stations” in your map?**

Currently Tesla Supercharging locations are not open to the general public, and as a result we do not include them in our map of the statewide charging network. If in the future Tesla were to make their facilities available to all users then we would start showing them on the map, and the gap analysis of federally designated corridors may also shift accordingly.

- 6. How do we get added to the Partnering List?**

You can add yourself to the Team Partnering List [here](#).

- 7. Could you speak to or offer a link to more information on the CAE funding program and its requirements? Will it continue to have separate requirements from NEVI or are you merging everything?**

You can find more information on the Community Access Enterprise (CAE) funding [here](#).

Application and Qualification FAQs

- 8. Will the DCFC Plazas Program and the NEVI Program have different application processes?**

The DCFC Plazas Program is going to be used to award NEVI funding as well as other state funds via a single application process. This will allow applicants to propose projects in all parts of the state rather than needing to complete parallel applications based on funding eligibility.

- 9. When applying for funding do we need to specify whether we are seeking state or NEVI funds?**
Applicants will not need to indicate a particular funding source. The CEO and CDOT staff reviewing proposals will make that determination based on the eligibility of the proposed location.
- 10. Can you qualify for both the NEVI funding and the Charge Ahead Colorado grants?**
We are not planning to fund any given project with both DCFC Plazas Program grants (which include NEVI funding) and Charge Ahead Colorado grants. As an applicant you could apply for those programs separately - for instance DC fast-charging through the Plazas program and separate Level 2 charging through Charge Ahead Colorado.

Program FAQs

- 11. Do we know what percentage of each station will be funded by NEVI funds versus other state funds?**
Awarded grantees would receive either NEVI dollars or state dollars, but not both at once.
- 12. Regarding DAC analysis for the Justice 40 targets, are you only looking at the location of the site or also conserving material, equipment & contracting spends?**
We are considering geography in our DAC analysis but also encouraging project proposals to include additional commitments and project elements that address other non-geographic project benefits.
- 13. Will the charging stations have to be free to the public?**
Free charging is not a requirement of the program.
- 14. Is Colorado contemplating funding for charging sites that would have on-site solar or that would accommodate any larger vehicles?**
Project proposals that incorporate on-site solar, charging for larger vehicles, and other features are eligible. We anticipate that applicants will propose those sites rather than Colorado defining specific locations or features in advance.
- 15. Is there a rough estimate for how much funding will be available for the DCFC program for the first round?**
We are working on the specifics of that right now. Our first year of NEVI funding allocated by the federal government is \$8.3 million, but we will have two rounds this year. That does not include the state funding that will also be available.
- 16. Regarding Davis-Bacon, is it required for all projects funded through the DCFC Plazas Program, or only those funded with NEVI dollars? If so, is there a reference point for that requirement that we can review?**
Davis-Bacon is a requirement on federal funds so it would apply to projects that receive NEVI funding. CEO and CDOT will share Davis-Bacon guidance with those awardees and also post resources on our NEVI Plan page.
- 17. Has the Joint Office of Energy & Transportation issued any guidance on when funds will become more flexible to fund other projects (i.e. locations greater than 1 mile from designated corridors, Level 2 chargers, etc.)? I am aware that all AFC must be "built out", but do the projects have to be completed or just the contracts issued? How is Colorado thinking about ways to use leftover funds once the AFC corridors have been built out?**
Our current understanding is that the flexibility increases when a corridor is "built-out", and that JOET would receive requests for such status and make determinations yearly. Fortunately in Colorado we have non-NEVI funding available for all other project types locations already and will

continue to in the future, so we are not dependent on reaching "built-out" status before doing other projects using those state funds.

18. Will pre-contract expenses be eligible for reimbursement?

No. Costs incurred prior to contracting are not eligible for reimbursement.

19. How will the funds be reimbursed?

Grantees will be required to submit supporting documentation clearly indicating the costs incurred for the site development. Milestone payments will be eligible for reimbursement as well. CEO is currently determining the appropriate milestones for reimbursement. These milestones will be clearly outlined in the RFA.

20. Is the incentive per 150kW+ port? i.e. a dual port charger capable of 300kW+ total is eligible for 2x the incentive amount.

Incentive amounts are per 150 kW port (i.e. plug), provided that they can be used to power individual vehicles simultaneously.

21. Are you offering operational support or availability payment for DCAs/Rural or other low utilization locations?

At present Colorado is not planning to offer operational cost support in the form of payment for electricity, staffing, or the like. The purchase of charging equipment with multi-year warranties and service plans is eligible.

22. Any clarification on the 150 kW requirement as it relates to power-share setups for chargers? Does it require 150 kW minimum at all times?

150kW is the minimum power requirement at all times. If a station is capable of power sharing, both ports need to be capable of delivering the minimum 150kW.