

Iowa's NEVI Program

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Agenda

- › What is NEVI?
- › Community & Stakeholder Engagement
- › Round 1 Program Implementation & Status

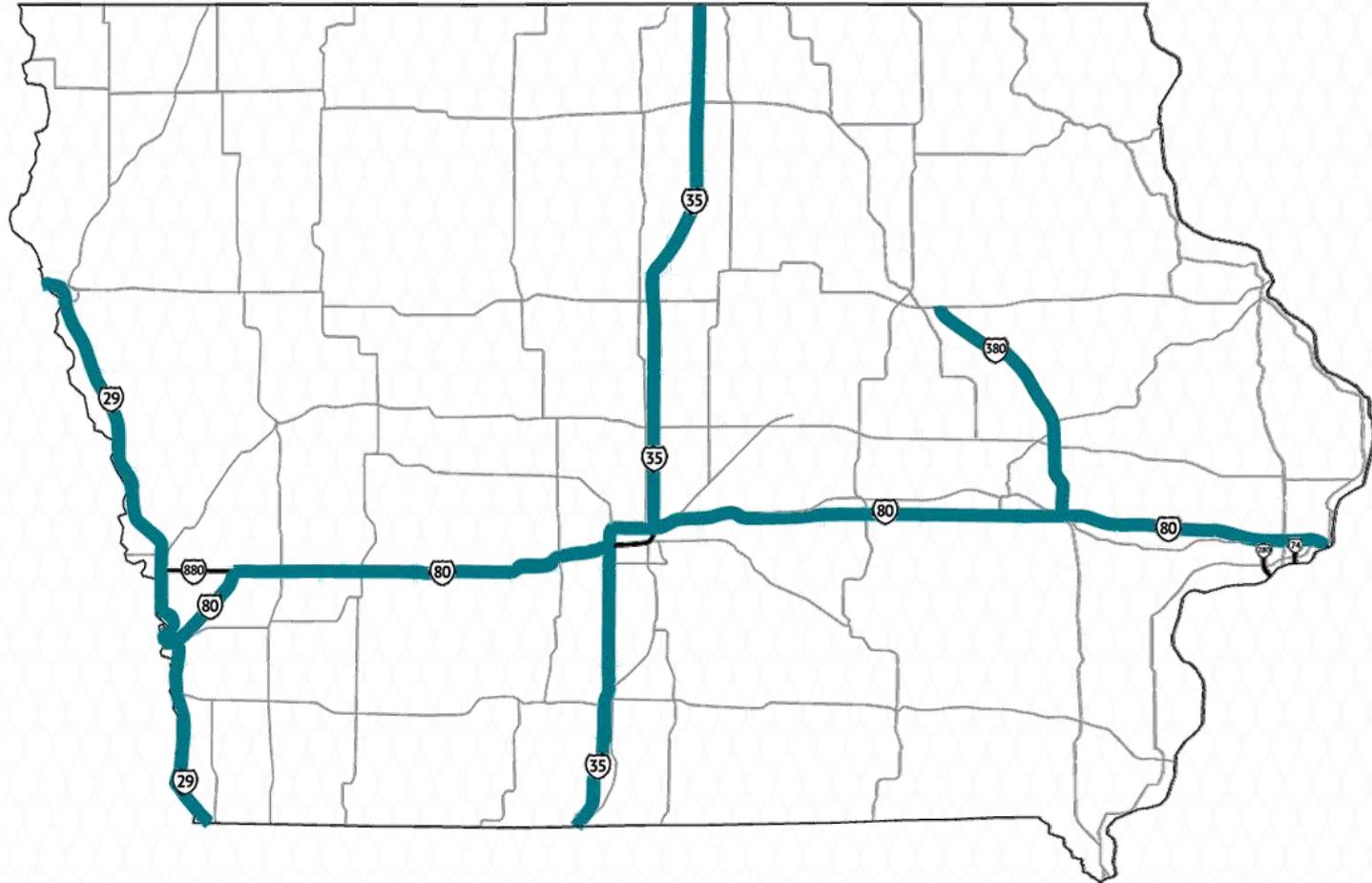
What is NEVI?

National
Electric
Vehicle
Infrastructure Program

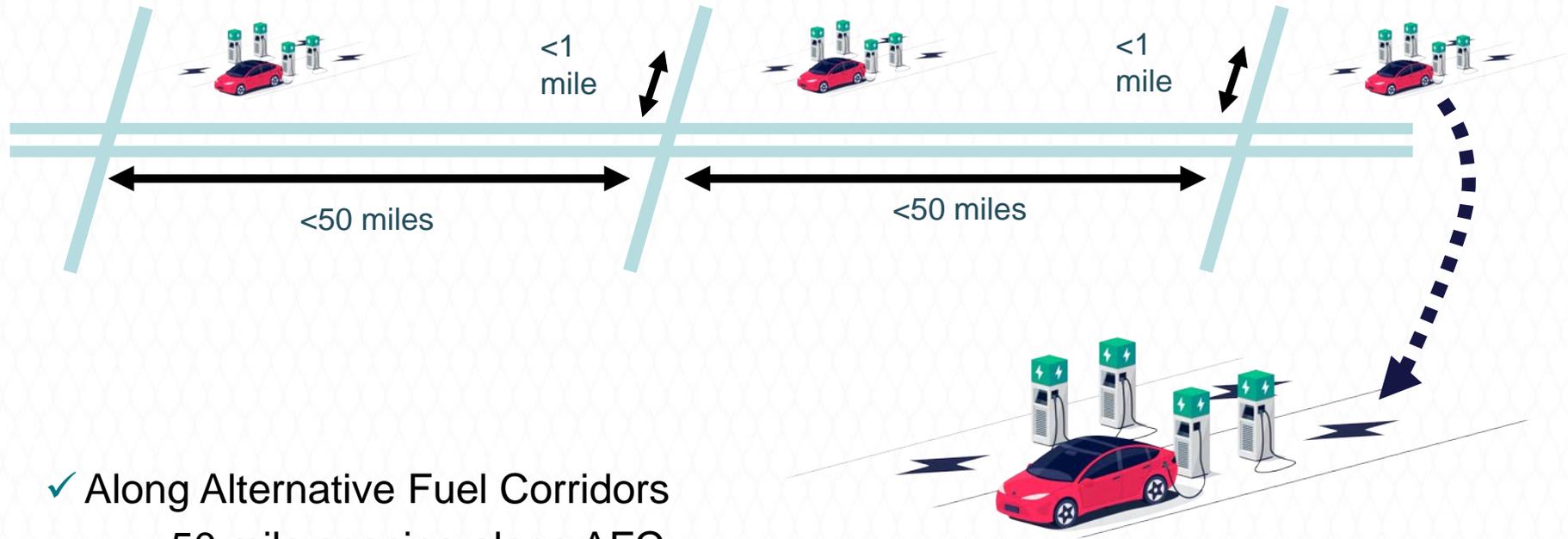
New National Electric Vehicle Infrastructure (NEVI) Program

- › New core formula program – approximately \$10.3M per year for five years
- › Also a discretionary program component – \$2.5B
- › Funding for acquisition, installation, and network connection of chargers; operations and maintenance
- › “...To strategically deploy electric vehicle charging stations and establish an interconnected network...”

Iowa's Alternative Fuel Corridors



NEVI charging station requirements

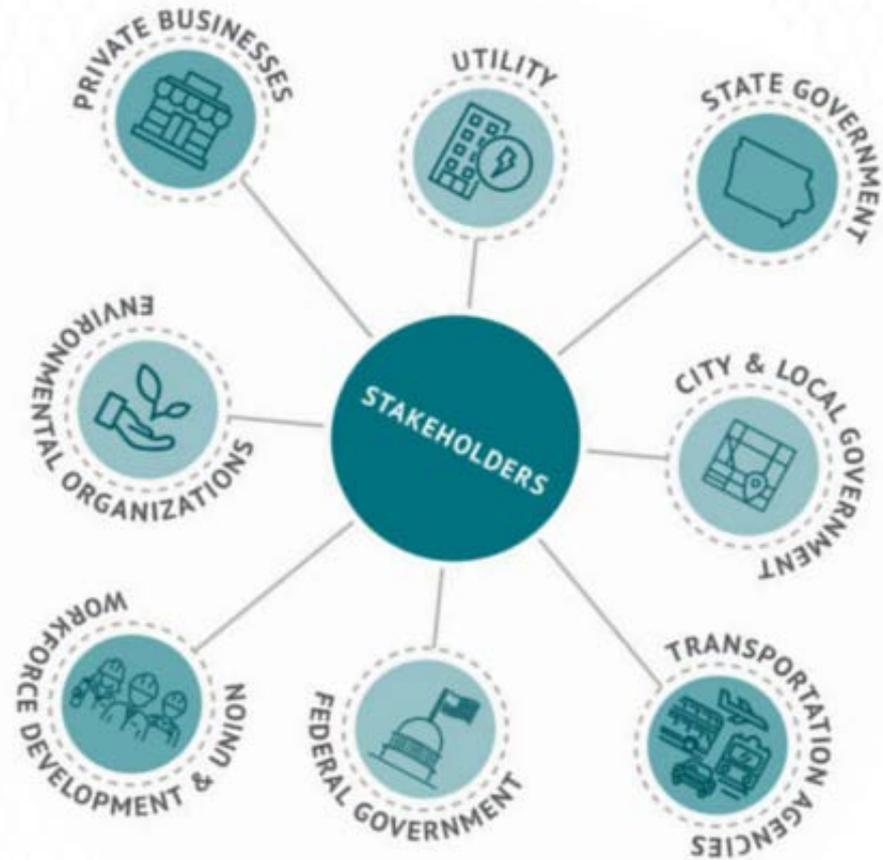


- ✓ Along Alternative Fuel Corridors
 - <50 mile spacing along AFC
 - <1 mile off AFC
- ✓ At least four 150 kW DC Fast Charging ports
- ✓ Open to general public
- ✓ Need to build out corridors before going off-corridor

State Deployment Plan

- › Approval by FHWA required to access funds
 - › Initial plan submitted August 1, 2022
 - › Required annual updates submitted August 2023/24
- › Content: stakeholder/public engagement, vision/goals, contracting, existing & future conditions, charger deployment & implementation
- › Iowa DOT and Iowa Economic Development Authority have coordinated on these plans

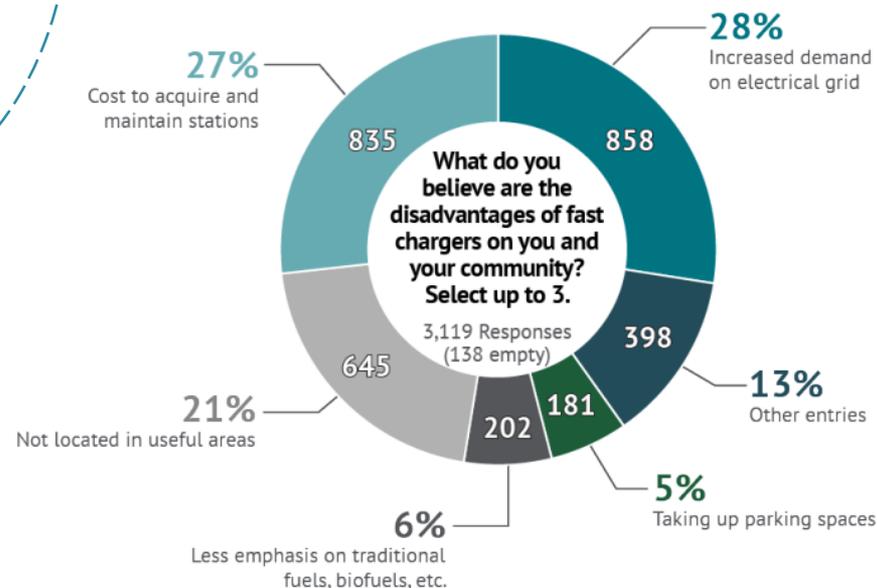
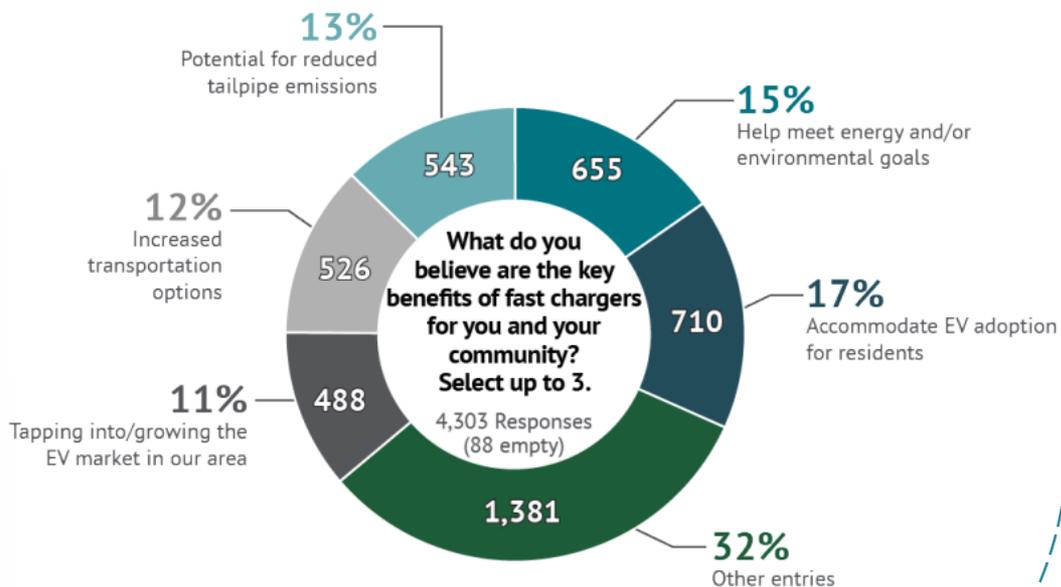
Community & Stakeholder Feedback



Public Engagement

Opportunities

- › Surveys
- › Networking list
- › Email updates
- › Industry survey
- › Website
- › Dedicated email



- » Station Amenities and Location
- » General Support
- » General Opposition
- » Affordability
- » Cost/Funding of Infrastructure
- » Range Anxiety

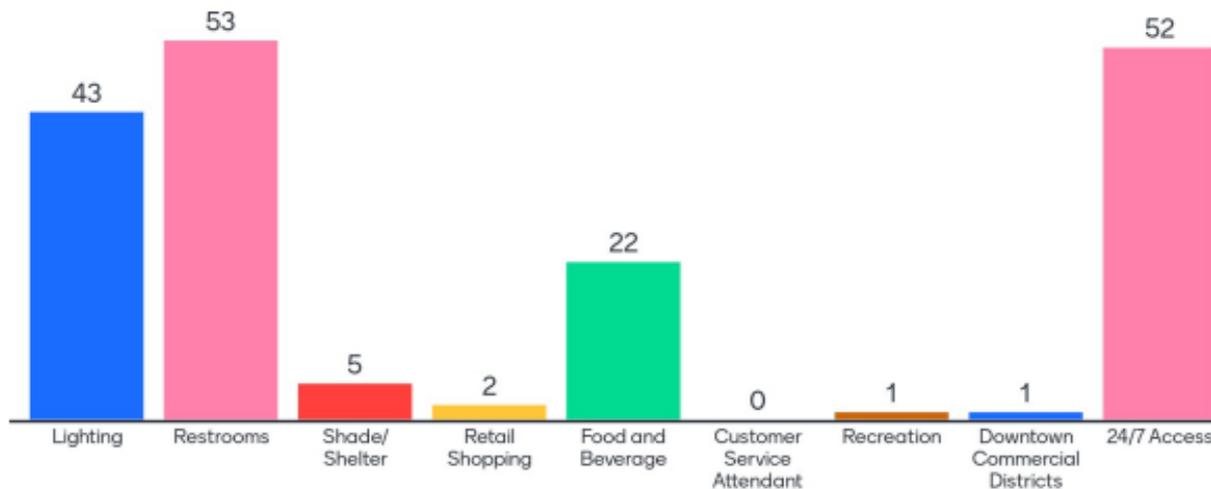
Comment Themes

Large Group Meetings

How important do you find each criterion when considering site selection?



What amenities do you think are the most important at potential EV charging sites? Choose three.



Organizations Involved

- » Iowa Metropolitan Planning Organizations and Regional Planning Agencies
- » Convenience Stores and Other Private Businesses
- » Cities and Public Transit Authorities
- » Utilities and Utility Associations/Co-Ops
- » Tourism and Economic Development Professionals
- » State Agencies
- » Researchers and Environmental Professionals
- » Neighboring State DOTs
- » Unions and Workforce Development Professionals

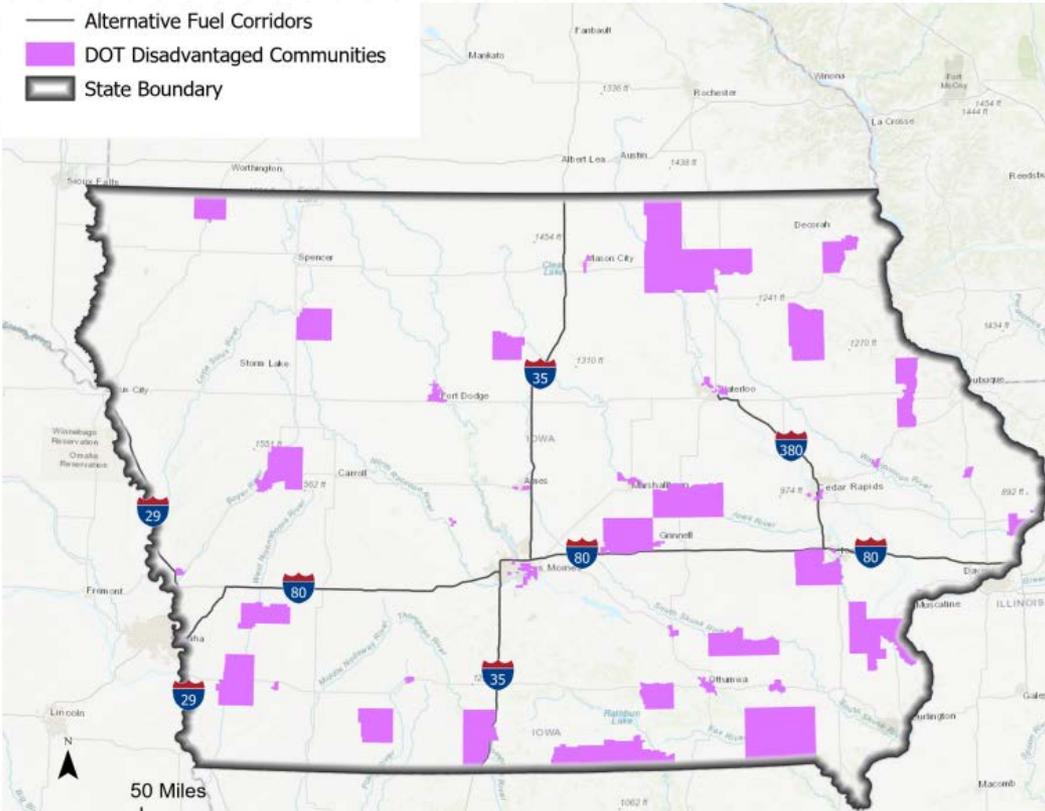
Small Group Meetings

- › Neighbor States
- › Site Host/Industry
- › Utilities
- › DACs
- › Workforce



Utility Type	# of Utilities
IOU	2
Municipal	136
REC (2)	43
Total	181

Disadvantaged Communities



City (County)	City (County) Population	DAC Census Tract I.D.	DAC Census Population	USDOT ETC Overall Disadvantage Component Score (Highest Percentile Ranked)
Ames (Story)	66.4K (98.5K)	19169001000	5.2K	51% Climate & Disaster Risk Burden 69% Environmental Burden 27% Health Vulnerability 85% Social Vulnerability 43% Transportation Insecurity
Cedar Rapids (Linn)	137.7K (230.3K)	19113002900 19113001700 19113002700 19113001900 19113002600	4.7K 6.9K 1.8K 2.5K 2.3K	98% Climate & Disaster Risk Burden 96% Environmental Burden 91% Health Vulnerability 80% Social Vulnerability 36% Transportation Insecurity
Grinnell / Oakland Acres (Poweshiek / Jasper)	9.7K (56.5K)	19099040100 19157370400	3.8K 4.3K	48% Climate & Disaster Risk Burden 77% Environmental Burden 88% Health Vulnerability 67% Social Vulnerability 66% Transportation Insecurity
Lamoni (Decatur)	2K (7.6K)	19053960200	3.6K	29% Climate & Disaster Risk Burden 6% Environmental Burden 75% Health Vulnerability 60% Social Vulnerability 73% Transportation Insecurity
Newton (Jasper)	88.9K (37.8K)	19099040300 19099040400 19099040100	2.5K 5.9K 3.8K	60% Climate & Disaster Risk Burden 46% Environmental Burden 87% Health Vulnerability 59% Social Vulnerability 66% Transportation Insecurity
Osceola (Clarke)	5.4K (9.7K)	19039960100	5.3K	23% Climate & Disaster Risk Burden 66% Environmental Burden 41% Health Vulnerability 76% Social Vulnerability 67% Transportation Insecurity
Sergeant Bluff (Woodbury)	5K (105.9K)	19193003600	3.1K	25% Climate & Disaster Risk Burden 70% Environmental Burden 12% Health Vulnerability 89% Social Vulnerability 89% Transportation Insecurity
Sioux City (Woodbury)	85.8K (105.9K)	19193001100 19193001400 19193001500 19193003600 19193002000	4.9K 4.2K 2.2K 3.1K 5.1K	73% Climate & Disaster Risk Burden 96% Environmental Burden 78% Health Vulnerability 94% Social Vulnerability 89% Transportation Insecurity

Workforce Engagement

Iowa DOT Civil Rights Bureau

IEDA Targeted Small Business Program

IBEW Local Unions (International Brotherhood of Electrical Workers)

Iowa AFL-CIO (American Federation of Labor and Congress of Industrial Organizations)

Iowa Department of Education

State Fire Marshall Division Electrical Bureau

Iowa Workforce Development

EVITP (Electric Vehicle Infrastructure Training Program)



Workforce Requirements Factsheet

ELECTRICAL INSTALLATION REQUIREMENTS

Federal regulations pertaining to workforce requirements for EV charger installation, maintenance and operations under NEVI are found in 23 CFR 680.106 (j). In summary:

- All electricians must either be certified by the *Electric Vehicle Infrastructure Training Program (EVITP)* or hold a continuing education certificate from a registered apprenticeship program meeting the NEVI requirements
- If more than one electrician is required per site, at least one must meet the requirements above and at least one must be enrolled in an electrical registered apprenticeship program
- All other on-site, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State
- Prevailing wages (Davis-Bacon) must be paid and certified payrolls provided for review
- All other applicable state permitting and licensing requirements

ELECTRIC VEHICLE INFRASTRUCTURE TRAINING PROGRAM

The Electric Vehicle Infrastructure Training Program (EVITP) curriculum was developed through collaboration of industry stakeholders. A state-licensed electrician may take the online course, which takes 20 hours and is followed by an online test. The training costs \$275 and is updated based on industry trends. EVITP certification expires three years after the date of completion. To recertify, the latest version of the class must be taken and passed.

COURSE TOPICS

- Utility interconnect policies and requirements
- Utility grid stress precautions
- Charging station fundamentals
- National Electrical Code standards and requirements
- First responder safety and fire hazard measures
- Electric vehicle supply equipment troubleshooting, repair and commissioning

Additional Resources:

- EVITP website: <https://evitp.org>
- Iowa Electrical Licensing and Inspection website: <https://iowaelectrical.gov/>
- Contractors in Iowa which employ EVITP-certified electrician(s): <https://evitp.org/iowa>
- Iowa NEVI website: <https://iowadot.gov/iowaevplan>
- Registered apprenticeship programs: <https://www.earnandlearniowa.gov/apprentice>
- Federal Requirements (23 CFR 680.106): <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680>
- Build America Buy America: <https://www.fhwa.dot.gov/construction/cqit/buyam/implementation.cfm>
- Davis-Bacon Act: <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>

Workforce Metrics

June 2023

- › **22** Iowa-based EVITP-affiliated contractors
- › **161** EVITP-certified electricians in Iowa
- › **2,217** active registered electrical apprentices in Iowa.

June 2024

- › **23** Iowa-based EVITP-affiliated contractors
- › **258** EVITP-certified electricians in Iowa
- › **2,361** active registered electrical apprentices in Iowa.

Iowa NEVI
Program
Implementation
& Status

Program Implementation

- › Each charging site will require design, specialized equipment, utility upgrades, construction/installation, workforce requirements, technical compliance, etc.
- › This means sites will be developed by **teams** of property owners, vendors, contractors, and utilities

Program Implementation (cont.)

- › Competitive procurement process is required
- › Developed a competitive Notice of Funding Opportunity (NOFO) that identified requirements, specific scoring criteria, the selection process, etc.
- › Application deadline was April 19
- › Robust evaluation included IEDA and support from technical experts
- › Awards based on alignment to scoring criteria, including technical, location, and cost

Current Status

- › 80 applications received
 - › Included sites at 61 unique exits
 - › Sites on all AFCs: Interstates 29, 35, 80, 380
- › Review team completed evaluations mid-August
 - › Recommendation would fund nearly 30 sites across all four AFCs
 - › Would result in just 2 remaining “gaps”
- › Next steps:
 - › Outreach to awardees to confirm acceptance
 - › 10-day notice to all applicants of intent to award
 - › Public announcement & agreement execution
- › Round 2 NOFO will target applications from gaps (perhaps other areas TBD)

Questions?

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