

Regional Electric Vehicle Plan for the West (REV West)
Request for Information: Voluntary Minimum Standards for DC Fast Charging Stations

DATE: October 25, 2018

SUBJECT: Request for Information (RFI)

BACKGROUND: In October, 2017, the Governors of Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming signed a Memorandum of Understanding (MOU) to establish a Regional Electric Vehicle Plan for the West (“REV West Plan”). Through the REV West Plan, the Signatory States will work together to create an Intermountain West Electric Vehicle (EV) Corridor that will make it possible to seamlessly drive an EV across the western states’ major transportation corridors. The MOU outlines several substantive and procedural activities that the Signatory States will undertake as a region to support the goals of the REV West Plan, one of which is to develop voluntary minimum standards related to administration, interoperability, operations, and management of publicly-available DC fast charging stations.

The REV West states have formed a Voluntary Minimum Standards Working Group, comprised of leads from the REV West states, to learn about existing standards in the states, seek input from the private sector, and develop a set of voluntary minimum standards for the region, which may or may not be adopted by individual states. Through this RFI, the states invite input from the public and private sectors on factors that should be considered when developing voluntary minimum standards for DC fast chargers in the REV West region.

PURPOSE: The eight signatory states of the REV West MOU are seeking input on what factors the states should consider when developing minimum standards for DC fast charger installations. Respondents are invited to provide information on factors that may influence standards related to administration, interoperability, operations, and management. The REV West states will consider input from this RFI when developing voluntary minimum standards for the region, which may or may not be adopted by individual states.

REQUEST FOR INFORMATION:

The REV West states seek comments from interested parties on the following issues:

- Factors to consider when developing administrative, interoperability, operations, and management standards for publicly-available, publicly-funded DC fast charging stations in the REV West region.

In this context, interested parties are encouraged to answer any of the following questions. Please select from the questions below and respond in-depth to those you see as the most important questions.

1. What is the maximum distance that should be allowed between DC fast charging (DCFC) stations on major highway corridors?
2. What is the maximum distance from a highway interchange that a DCFC station should be placed?

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3. How may elevation changes be factored in as they differ when getting to and from a destination?
4. What considerations should be included when selecting and maintaining a site (snow removal, seismic, sun exposure, flood potential etc.)?
5. What is the minimum number of DCFC stations or ports that should be made available at a given location?
6. What should be the minimum level of charge at a DCFC station site (50kw, 150kw, etc.)?
7. What amenities should be required at a DCFC station site?
8. What safety elements should be required at a DCFC station site?
9. What process should be required to verify the appropriate amount of energy is delivered?
10. What equipment and electrical standards should be set for DCFC stations?
11. What payment options should be allowed/required at DCFC stations?
12. What siting and design specifications should be considered at DCFC station locations?
13. What networking requirements (if any) should be required?
14. What operations and maintenance standards should be required of hosts?
15. What signage should be required at station sites? Along highways?
16. What emergency signage should be placed on or near the stations?
17. What future-proofing requirements should be considered? Please provide information on new charging technologies that should be considered, if appropriate.
18. What should states consider when investing in DCFC in remote locations? (e.g., requirements for distributed generation, storage, network connections etc.)
19. What business models exist for DCFC investments in rural or remote areas?
20. Please provide any additional feedback or considerations that states may consider when developing voluntary minimum standards for DC fast charging stations.

REQUEST FOR INFORMATION RESPONSE GUIDELINES: Responses to this RFI must be submitted electronically to Cassie Powers, NASEO Managing Director of Programs (cpowers@naseo.org), no later than November 26, 2018. Responses must be provided as attachments to an email. It is recommended that attachments with file sizes exceeding 25MB be compressed (i.e., zipped) to ensure message delivery. Responses should be clear and concise, and respondents are strongly encouraged to limit their responses to 5 pages. Only electronic

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responses will be accepted. Please identify your answers by responding to a specific question or topic if possible. Respondents may answer as many or as few questions as they wish.

Responses to this RFI will not be confidential, and may be made publicly available.

A response to this RFI will not be viewed as a binding commitment to develop or pursue the project or ideas discussed.

Respondents are requested to provide the following information at the start of their response to this RFI:

- Company / institution name;
- Company / institution contact;
- Contact's address, phone number, and e-mail address.

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