

DOCKETED	
Docket Number:	24-EVI-01
Project Title:	U.S. Department of Transportation's Charging and Fueling Infrastructure Grant Program
TN #:	256798
Document Title:	Bridgid Chandler Comments - Blink Charging and SolarTech RFI response
Description:	N/A
Filer:	System
Organization:	Bridgid Chandler
Submitter Role:	Applicant
Submission Date:	6/11/2024 5:31:53 AM
Docketed Date:	6/11/2024

*Comment Received From: Bridgid Chandler
Submitted On: 6/11/2024
Docket Number: 24-EVI-01*

Blink Charging and SolarTech RFI response

Additional submitted attachment is included below.

- 1. Please disclose your business type and vehicle class, if applicable. Are you a driver, fleet operator, truck stop operator, installer, manufacturer, utility, public agency, or other? Are you part of a small, veteran-owned, woman-owned, or minority-owned business?**
 - a. SolarTech Energy Systems, Inc. and Blink Charging, Inc. are responding jointly to this RFI. SolarTech Energy Systems is a solar installation company that has been headquartered in California for over 20 years. SolarTech also is an electric vehicle infrastructure installer. Blink Charging is one of the largest electric vehicle infrastructure companies that provides a turn-key solution to charging from manufacturing to operation. They are Buy-America compliant for their Level 2 chargers and have worked on projects extensively in Washington, California, and Oregon.
- 2. Would you consider applying for CFI grant funding for site development if the tri-state agencies are awarded funding?**
 - a. SolarTech and Blink would consider applying jointly with site hosts for this funding. Blink is cognizant of putting the right charger in the right place at the right time and will make a decision on applying to this grant funding based on the final parameters and requirements to be listed in an RFP.
- 3. Do you already operate or are you planning to use zero-emission battery electric MDHD vehicles in the next five years? Please use a 1-5 rating scale where 1= least likely and 5= most likely. Please add additional information regarding your (planned) use of zero-emission battery electric MDHD vehicles as desired.**
 - a. Not applicable
- 4. What type of MDHD ZEV public charging do you anticipate being most important in the next three years (2024-2027) – en route or overnight charging? For what purposes do you anticipate needing public charging infrastructure – drayage, last-mile, delivery, long-haul freight, other?**
 - a. Blink Charging is a strong supporter of using both Level 2 and DCFC chargers (home/community charging and fast charging). Blink can provide charging for Medium and Heavy-Duty fleet vehicles both at longer dwell time locations, such as overnight lodgings, but also for quicker refueling at truck stops, etc. DCFC will be much more crucial for long distance BEV trucks than for light duty passenger vehicles especially on long routes.
- 5. From 2024-2027, what is your first priority for power level and number of charging ports for public en route charging at a station? For public overnight charging? Do you have a second or third configuration preference?**
 - a. We would recommend only DC Level 3 chargers for pull off, shopping, and enroute fill up situations. The overnight Level 2 chargers would be used in any environment where drivers pull up for a few hours- apartments for overnight, business locations for workers.
 - b. Priority for “en route” charging would be 350kW at least 6 to 10 ports per location (or a site future proofed for these numbers). The highest power levels

minimize downtime, a point that is critical for long haul trucking that need quick and efficient charging, additionally having additional ports would prevent congestion.

- c. Second Priority for “en route” charging would be stations from 100-250kW with 10 ports per location (or a site future proofed for these numbers). These stations would still provide relatively fast charging at lower speeds and are cost effective deployments.
 - d. For overnight charging stations there can be stations from 7kW to 100kW depending on route analysis and need. When designing these locations, it is important to assess demand management, scalability, location, technology, and site capacity for large-scale charging deployments.
- 6. Please identify the percentage of pull-in or pull through parking preferred and other desired station configurations at a given site. Describe the vehicle class and vocation considered when making this recommendation if it differs from the information provided in question 1.**
- a. If the facility is solely dedicated for medium and heavy-duty without any mix used charging (light duty) some 60-80% should be considered for pull through parking. For pull in parking we believe the percentage of can be about 20% to 40% depending on the layout.
- 7. What distance should separate charging stations to support zero-emission trucks along the I-5 corridor? Provide description of typical route or use-case considered when making this recommendation. Describe the vehicle class and vocation if it differs from the information provided in question 1.**
- a. Similar to NEVI guidelines, the ideal distance would be somewhere between 50 to 100 miles; most modern zero emission trucks have ranges of 150 to 300 miles (with several factors contributing to that number including battery capacity, weather, vehicle load, etc.). There are a couple of scenarios to consider, for example, long haul freight, regional delivery, vocational trucks, and urban distribution. With each of these scenarios the 50-to-100-mile buffer would ensure that these vehicles are not left stranded and continue with their critical services.
 - b. There are other factors to consider as the states develop these RFP’s and plan for deployments. For example: Do the vehicles frequent high traffic areas with heavy congestion (additional charging may be required)? Do the vehicles transit through mostly rural areas? Where are the key logistics hubs? We would advise that the state continue to have as many conversations as possible with key stakeholders for these deployments to ensure that the needs of medium and heavy-duty drivers are being met.
- 8. What amenities are you seeking at a charging facility? Is there a desire for additional parking at a facility beyond charging stalls? Is there a desire for reservation options?**

- a. No comment
- 9. If possible, provide any general cost estimates for MDHD charging stations you have designed, built, or have experience with, including charger power levels and number of chargers installed. Please provide a range of public cost share as a percentage of total project cost that would be necessary to support more public charging stations to serve zero-emission trucks along freight corridors.**
- a. From Blink and SolarTech's experience we have seen installations for Level 2 cost \$15,000 to \$30,000 and DCFC stations between \$200,000 to \$1,000,000. We would advise the state for these deployments to maintain the 80/20 split that has been seen with NEVI. Medium and heavy-duty electric vehicle adoption is just beginning but is forecast to grow significantly over the next few years. With an 80/20 split private companies are more likely to invest in these necessary projects while developing projects that will be used and reliable.
- 10. Use the maps under the "Corridor Segments" section below to identify locations within the National Zero-Emission Freight Corridor Strategy hubs along I-5 (identified in the map segments below) you anticipate needing EV charging in the next three years (2024-2027)**
- a. No comment
- 11. You may identify sites where you plan to or would be interested in building charging stations or where you would like to see charging as a consumer. Please detail preferred locations across California, Oregon, and Washington. For each location, please provide desired site characteristics including number of chargers, power levels, type of charging desired (overnight or en route), and vehicle class and vocation if the information differs across locations or differs from the information provided in the questions above.**
- a. We would evaluate all sites against RFP parameters and company road map analyses for medium and heavy-duty vehicles to select sites that serve both the public interest and our respective companies' internal goals. We have partners we can work with throughout California, Washington and Oregon for these deployments in order to determine the sites best suited for medium and heavy-duty charging.
- 12. If you represent a utility, please use the maps under the "Corridor Segments" section below to identify locations within the National Zero-Emission Freight Corridor Strategy hubs along I-5 (identified in the map segments below) where there may be capacity for 5 megawatts or more of power in the next five years. This information may be considered in the development for future Requests for Proposals.**
- a. Not applicable