

NEVI OIRA 12866 Meeting

February 1, 2023

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LAST EDITED

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Agenda

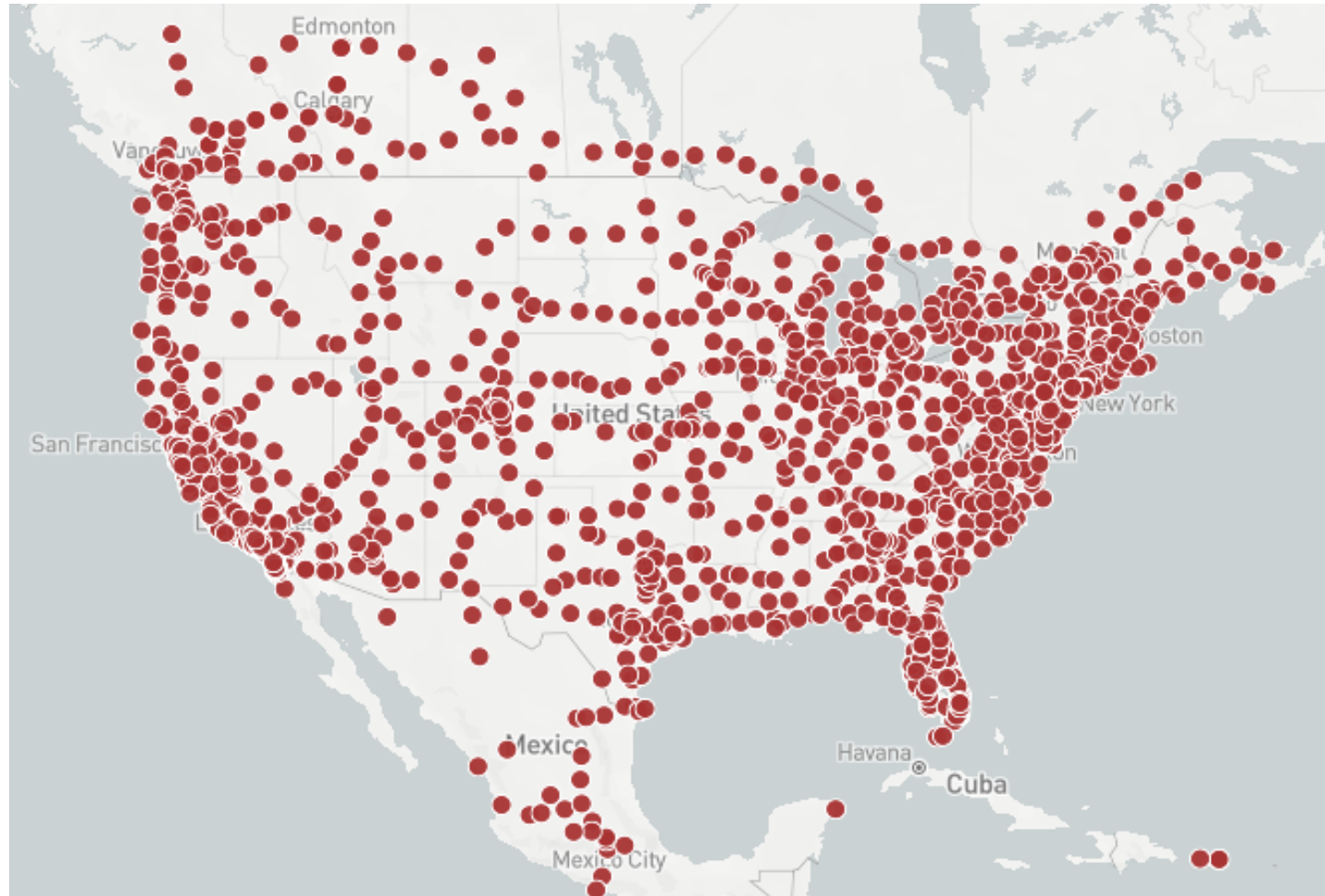
- Recommended principles for NEVI
- About Tesla and Supercharger Network
- Connector requirements
- Payment requirements
- Communication of price
- Software standards
- Qualified technicians



Recommended Principles

- **Simplicity**
 - Effective program design, requirements and implementation
- **Urgency**
 - Transparent scoring metrics prioritizing near-term scalability and cost effectiveness
- **Customer experience**
 - Seamless and reliable driver experience
- **Transparency**
 - Accelerated charger deployment timelines unlinked to funding application timelines and processes
- **Collaboration**
 - Alignment and partnership with existing charging infrastructure programs
- **Reliability**
 - Evolving metrics to ensure reliable and quality equipment and network

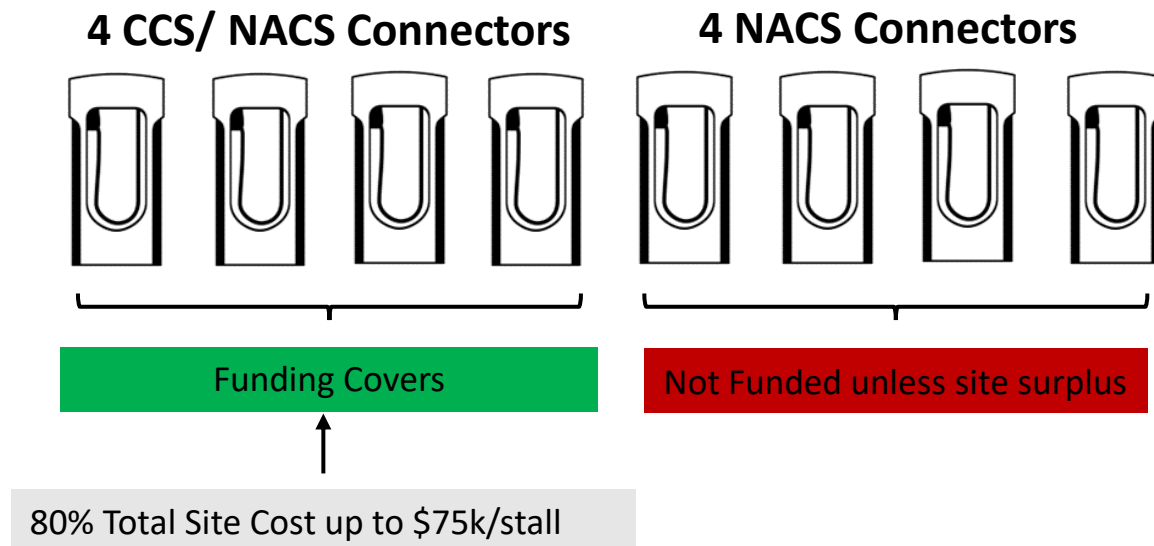
Tesla Supercharger Network



- Deploying and operating the largest fast charging network in the world since 2012
- More than 4700 locations and 42,500 Supercharger Stalls globally
- Over 19,100 Supercharger stalls in the US

NEVI Connector Recommendation – Section 680.106(c)

- Supportive of minimum standard that CCS1 be included at charging stations receiving NEVI funding
- Cap incentive at 80% of total site cost up to \$75k/stall
- To serve as many vehicles as possible, EV station operators should be allowed to:
 - Include additional charging connectors or capabilities beyond the minimum CCS requirement on the charging equipment receiving funding.
 - Install additional charging equipment at the location that doesn't receiving the incentive funding if they choose.



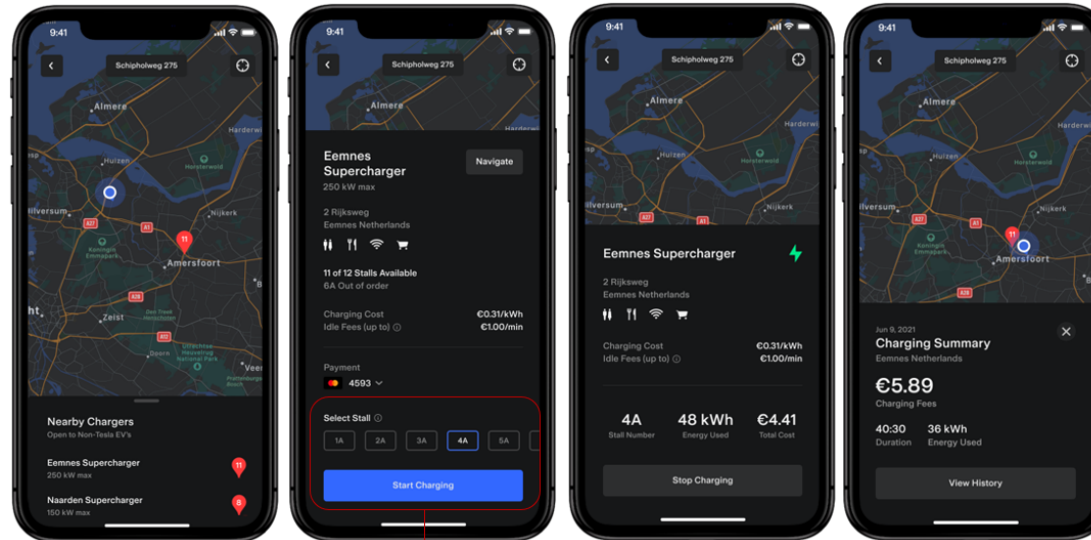
This site would be eligible for up to \$300k in funding (4 stalls x \$75k/stall)

If project costs are only \$200k (\$50k/stall), the remaining funds can be used to offset:

- Onsite solar and storage costs
- Installation costs for other charging equipment

Payment Requirements – Section 680.106(f)

- Recommendation: minimum requirement to accept major debit and credit cards but do not prescribe specific payment hardware.
- Mobile payments using phones and apps, and payment within vehicles using plug-and-charge capabilities are increasingly common and should be permitted as a minimum standard.
- Additional physical hardware requirements increase project costs, introduce new points of failure in the charging process, and physical and cybersecurity risks.

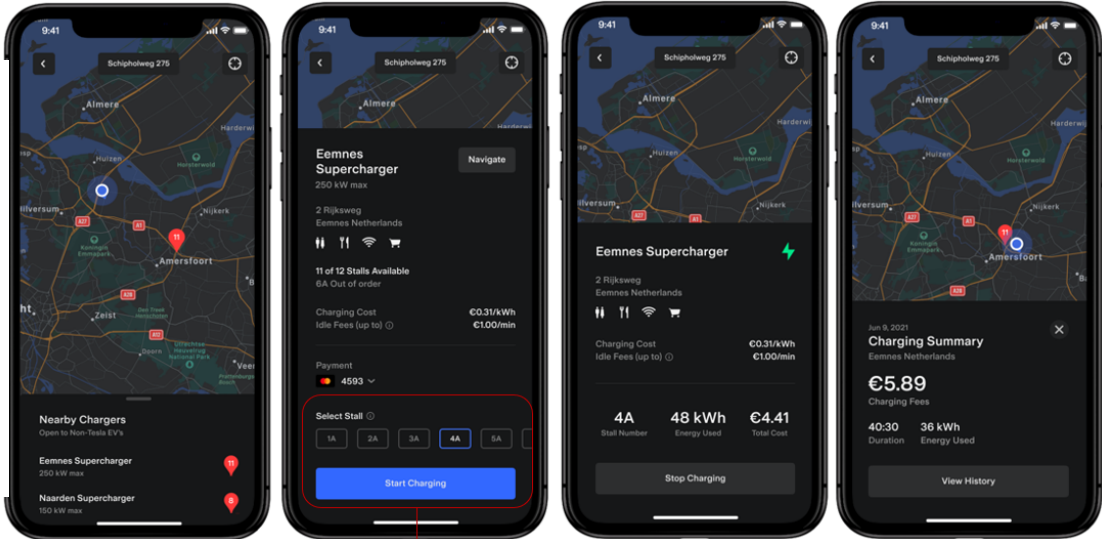


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Communication of Price – Section 680.116(a)

- Recommendation: Customers should be able to see the price for charging before initiating a charge, but the minimum standard should not require physical displays at the charging location or on charging equipment.
- Pricing within vehicle displays, mobile apps, and other web applications where the customer initiates their charge is sufficient
- Outdoor screens add additional costs and are points of failure in the charging process.

- Section 680.116(a) *Communication of Price*
 - (1) Chargers must display and base the price for electricity to charge in \$/kWh.
 - (2) Price of charging displayed on the chargers and communicated via the charging network must be the real-time price (i.e., price at that moment in time). The price at the start of the session cannot change during the session.
 - (3) Price structure including any other fees in addition to the price for electricity to charge must be clearly explained via an application or a website, with instructions for finding the information posted in an accessible manner at the charging station.



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Interoperability – Section 680.108

- Vehicle and EVSE standards are evolving rapidly
- Minimum standard should require equipment be “hardware ready” for ISO 15118

Section 680.106(j) – Qualified Technicians

- Create multiple certification paths for demonstrating a skilled and qualified workforce is being used to construct and install charging stations under the program.
 - Goal: reduce barriers to entry for workers and companies that want to install charging stations.
- If additional certifications are mandated beyond local AHJ requirements, provide a Good Faith Efforts Waiver if sufficient certified workers are not available to construct and install charging stations in a timely manner.
 - Will limit potential project delays and cost increases
 - Good Faith Efforts Waivers broadly exist for Apprenticeship programs
- Labor skill certifications should not be required for operations & maintenance

