

# **REQUEST FOR APPLICATIONS**

**District Department of Transportation  
Government of the District of Columbia**

## **National Electric Vehicle Infrastructure (NEVI) Program Funding Round #1**

**With this Request for Applications (RFA), the District Department of Transportation invites you to apply for NEVI Program grant funding to design, install, operate, and maintain Electric Vehicle Supply Equipment (EVSE) under the Authorization of the U.S. Department of Transportation.**

**Announcement Date: February 13, 2026**

**RFA Release Date: March 3, 2026**

**Application Submission Deadline Date: May 26, 2026**

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## SECTION I GENERAL INFORMATION

### **Introduction**

The District Department of Transportation (DDOT) invites organizations, businesses, and District of Columbia property owners to apply for a competitive grant to design, install, operate, and maintain federally compliant Direct Current (DC) fast charging stations. Under the National Electric Vehicle Infrastructure (NEVI) Formula Program, DDOT is receiving \$16.7 million over five (5) years to invest in electric vehicle (EV) charging infrastructure throughout the District of Columbia (District) in accordance with the program's guidance, specifications, and requirements. These first round of stations must be within one (1) travel-mile of federally designated Alternative Fuel Corridors (AFCs) for the District to achieve fully built out status. The District currently has six (6) AFCs. The total funding available for this Request for Applications (RFA) is \$9.6 million. Some of this amount will be used by DDOT for planning, outreach, and administration as allowed by NEVI guidelines.

### **Purpose**

DDOT invites you to submit Applications for the NEVI Program. The NEVI-compliant DC fast charging stations must be maintained and operated for a five-year period from the date of operation. The Period of Performance begins with the Notice of Grant Agreement (NOGA) through installation (up to one (1) year) plus five (5) years of operation and maintenance.

### **Eligibility**

Eligible entities include organizations, businesses, or property owners capable of installing, maintaining, and operating DC fast charging stations and registered and in good standing with the [Corporations Division](#) at the Department of Licensing and Consumer Protection (DLCP) in the District of Columbia.

### **Grant Funding Source**

Funds were made available by the Federal Highway Administration (FHWA) on January 30, 2026. The funding source is the NEVI Formula Program.

### **Award Period**

The NEVI Program is funded through FY26 and DDOT will be awarded approximately \$16.7 million dollars over five years. This is the first round of funding.

### **Grant Award and Amounts**

An amount not to exceed \$9.6 million is available for this first round of funding. DDOT will determine the awarded amounts based on Applications. Some of this amount will be used by DDOT for planning, outreach, and administration as allowed by NEVI guidelines. DDOT reserves the right to not award the entirety of the available grant amount in this initial funding round.

### **Use of Funds**

Grant funds shall only be used to support activities in Section II: Program Scope of this RFA. A detailed list of eligible expenses is in FHWA's [NEVI Formula Program Final Rule](#). Some of this amount will be used by DDOT for planning, outreach, and administration as allowed by NEVI guidelines.

### **Demand Charge Incentive**

A demand charge incentive will be granted as part of the award for all five (5) years of operation and maintenance. This incentive will reimburse the grant recipient for 100% of Pepco’s delivery distribution demand charges incurred, up to a cap of \$100,000 combined total. The incentive will be reimbursed at the end of each year.

To be eligible for this incentive, the DC fast charging station must be metered separately from other loads. In the event additional chargers are added to this separately metered load, the demand charge incentive will be limited to the demand charges associated with the load of original NEVI-funded charger(s) on the meter.

### **Contact Information**

For further information, please contact:

**Tasin Malik**  
NEVI Program Manager  
District Department of Transportation  
250 M Street SE  
Washington, DC 20003  
E-mail: [nevi@dc.gov](mailto:nevi@dc.gov)

Sign up to receive email updates for the District NEVI Program, including updates or revisions to this RFA. To sign up, fill out this [form](#).

### **Definitions**

Unless specifically provided otherwise or the context otherwise requires, when used in this RFA:

“Date of Operations” means the date that an EV Charging Station begins operation for public use.

“Notice of Grant Agreement” means the grant agreement that is signed by DDOT and the Grantee selected to design, install, operate, and maintain EVSE.

## **SECTION II            PROGRAM SCOPE**

### **Background**

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) was signed into law. IIJA includes a total of up to \$5 billion in dedicated funding for the NEVI Program. The NEVI Program will advance the deployment of EV charging station infrastructure throughout the country, enable a convenient, reliable, and equitable charging experience for all users, and set the United States on a path to a nationwide network of 500,000 EV charging stations by 2030. DDOT is expected to receive approximately \$16.7 million across five years under the NEVI Program.

Under the NEVI Program, each state was required to submit a Deployment Plan that describes how it will use allocated NEVI Program funds. The District’s Deployment Plan was approved by FHWA on September 14, 2022. The Deployment Plan is required to be updated on an annual basis and the [District’s updated Plan](#) was approved by FHWA on September 22, 2025. To meet NEVI Program requirements, the District’s Deployment Plan outlines the intent to use initial funding to prioritize achieving fully built out status. The fully

built out certification requires NEVI-compliant DC fast charging stations be installed within one travel-mile of all AFCs in the District unless a discretionary exception has been granted. Future rounds of funding will consider sites outside of AFCs for the community build out plan.

### **Mandatory Tasks**

You, the Applicant, must clearly and succinctly explain how you will accomplish each task, which must be completed during the period of the grant agreement. You are encouraged to design additional tasks that address the expressed needs of the program and the State but also capitalize on your strengths. A single proposal must not include more than one candidate site; however, you may submit multiple proposals.

Some of the mandatory tasks below require your certification. This certification is completed by acknowledging and signing the Application Checklist in Attachment B. In addition, the tasks listed below are intended to provide you with an overview of the specific standards and requirements. Please see the [NEVI Formula Program Final Rule](#) for comprehensive details.

If any of the following requirements are not provided or are incomplete, the Application will be deemed ineligible for further evaluation.

- 1. Distance from AFC** - Proposed EV charging stations must be located within one (1) travel mile from the designated alternative fuel corridor, measured as the shortest driving distance from the start of a highway exit or intersection to the entrance of the parking facility where the station is proposed. The eligible locations can be found in this map: <https://dcgis.maps.arcgis.com/apps/mapviewer/index.html?webmap=2a139e962243440fb34f80e5202e1a35>.
- 2. EV charging station** - You must certify that the station equipment will meet the following requirements per [23 CFR §680.106 \(a-d\)](#).
  - a. Transparency on how the pricing will be determined for charging,
  - b. Minimum of four (4) network-connected DC fast charging ports and be capable of simultaneously charging at least four EVs,
  - c. Must be capable of charging any CCS-compliant vehicle, with each DC fast charging port having at least one permanently attached CCS Type 1 connector.
  - d. DC fast charging ports must support output voltages between 250 volts DC and 920 volts DC with a continuous power delivery rating of at least 150 kilowatts (kW) simultaneously from each charging port.
- 3. Operating Hours** - You must certify that the EV charging station will be available for use by the public 24 hours a day, seven (7) days a week, and on a year-round basis. Isolated or temporary interruption to service or access for maintenance and repairs would not constitute a violation of this requirement.
- 4. Payment** - You must include the following procedures as part of the payment process: provide details on how you will comply with the requirements regarding the multiple payment options, including but not limited to:
  - a. Multiple payment options, including but not limited to:
    - i. Credit or debit cards (contactless or otherwise),
    - ii. Smart cards, or smart phone applications, and
    - iii. Either an automated toll-free phone number or short message system (SMS) provides the option to initiate charging and payment.
  - b. Payment options must not be restricted by membership,

- c. There must be no delay, limit, or curtailing of power flow to EVs based on the payment method or membership, and
  - d. Multilingual access and access for people with disabilities will be provided in the creation of payment options.
- 5. Equipment Certification** – You must provide details on the equipment certification requirements listed below.
- a. Chargers must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory, and
  - b. Chargers are certified to the appropriate Underwriters Laboratories’ (UL) standards for EV charging system equipment.
- 6. Security**
- a. **Cybersecurity** – You must detail how cybersecurity will be addressed to safeguard:
    - i. User identity and access management,
    - ii. Cryptographic agility and support of multiple PKIs,
    - iii. Monitoring and detection,
    - iv. Incident prevention and handling,
    - v. Configuration, vulnerability, and software update management,
    - vi. Third-party cybersecurity testing and certification, and
    - vii. Continuity of operation when communication between the charger and charging network is disrupted.
  - b. **Physical Security** – You must detail how the Site’s physical security will be addressed to enhance driver and vehicle safety, including the following:
    - i. Overhead safety lighting in the EV charging station area,
    - ii. Security cameras that monitor the EV charging station area,
    - iii. Fire prevention and safety,
    - iv. EV charging station tampering (charger and payment devices), and
    - v. EV charger locking mechanisms.
- 7. Long-term stewardship** – You must detail how the EV charging station will be maintained for a period of not less than 5 years from the Date of Operations in an Operations & Maintenance Plan.
- 8. Workforce, Training & Certifications** - You must certify that the workforce installing, maintaining, and operating the chargers have appropriate licensure, certifications, and training to install and maintain the EV charging station in compliance with [23 CFR §680.106\(j\)](#).
- 9. Customer Service** - You must provide details on the customer service to be provided and how you will notify the public of the availability and status of each EV charging station.
- 10. Customer Data Privacy** - You must certify that collection, processing, and retention of personal information is only what is strictly necessary to provide charging services to a customer.
- 11. Use of Program Income** - You must certify that any net income from revenue from the sale, use, lease, or lease renewal of property shall be used for Title 23, United States Code, eligible projects, and that program income or revenue earned from the operation of

an EV charging station will be used in compliance with [23 CFR §680.106 \(m\)](#).

The Grantee is not allowed to make more than a Reasonable Return on Investment (RRI) on the project. RRI on the project is defined as no more than 25% annual profit on the project. This profit is defined as the remainder of all revenue received from the operation of the project and reimbursements (total revenue) after all eligible expenses have been deducted. The calculation for annual profit is provided in **Attachment G**.

- 12. EV Charging Infrastructure** - You must certify that charging infrastructure will conform to the following requirements in compliance with [23 CFR §680.108 \(a-d\)](#).
  - a. ISO 15118-3 and have hardware capable of implementing both ISO 15118-2 and ISO 15118-20,
  - b. Open Charge Point Protocol (OCPP) 1.6J or higher,
  - c. Meet additional standards and requirements set to take effect one year after the date of publication of the NEVI Standards and Requirements, and
  - d. Be designed to securely switch charging network providers without any changes to hardware.
  
- 13. Traffic Control Devices** - You must certify that all traffic control devices for streets and highways or for on-premises signs will comply with the requirements of [23 CFR §680.110 \(a-b\)](#).
  
- 14. Data Reporting** - You must certify that data for EV charging stations will be provided to DDOT on a quarterly and annual basis in compliance with the requirements set in [23 CFR §680.112](#).
  
- 15. Charging Network Connectivity** - You must certify that charging network will conform to the following requirements:
  - a. Chargers must communicate with a charging network securely,
  - b. Chargers must have the ability to receive and implement secure and remote updates and network communication protocols,
  - c. Support remote monitoring and management,
  - d. Securely measure, communicate, store and report energy & power data,
  - e. Support network-to-network communication,
  - f. Support secure communication with energy providers, and
  - g. Remain functional if the charging network is temporarily disrupted.
  
- 16. Pricing** – You must detail how the pricing for charging will be determined and displayed prior to the initiation of a charging session. Include a breakdown of any fees, demand or peak charging, state and local consumption taxes, locality utility taxes, and any other tax or fee assessed in addition to the pricing for kW/h of charging.

You must detail how real-time pricing and fee information will be displayed on the unit, payment screen, or associated phone or vehicle-based application.

You must certify the following:

- a. The price for charging will be provided in real-time and not change during the charging session.
- b. The charging port will have an average annual uptime of greater than 97%.
- c. Data fields detailed in [23 CFR §680.116 \(c\)](#) will be made available, free of charge, to third-party software developers, via application programming interface.

**17. Other Federal Requirements** - You must certify that compliance will be met with the following as detailed in [23 CFR §680.118](#):

- a. Statutory and regulatory requirements applicable to funds apportioned under chapter 1 of Title 23, United States Code, and the requirements of 2 CFR part 200, including the Buy America requirements detailed in Section 18.
- b. The David Bacon Federal wage rate requirements must be paid for any project funded with NEVI Formula Program funds,
- c. The Americans with Disabilities Act of 1990 (ADA) applies to EV charging stations by prohibiting discrimination on the basis of disability,
- d. Title VI of the Civil Rights Act of 1964 ensuring that no person shall, on the grounds of race, color, or national origin, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance,
- e. All applicable requirements of Title VIII of the Civil Rights Act of 1968,
- f. The Uniform Relocation Assistance and Real Property Acquisition Act related to the acquisition of real property or the displacement or relocation of persons from their homes, businesses, or farms, and
- g. The National Environmental Policy Act of 1969 (NEPA) ensuring that Federal agencies consider the consequences of their proposed actions on the human environment and inform the public about decisions that that significantly affect the quality of the human environment.

**18. Buy America** - You must provide details if equipment used for EV charging complies with both the Title 23 Buy America clause (23 U.S.C. § 313) and the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927). FHWA has provided a phased waiver to the Buy America provisions for NEVI EV charging equipment (88 FR 10619) to allow for a smoother transition while the market adjusts to the Buy America conditions. This waiver is broken into two phases. The first phase includes equipment manufactured before July 1, 2024, and installed before October 1, 2024. The second phase includes equipment manufactured or installed after these dates until a future date to be determined by FHWA.

### **SECTION III            GENERAL PROVISIONS**

#### **Insurance**

Applicant must show proof of all insurance coverage required by law prior to receiving awarded funds under this RFA. The District can ask for proof that you have insurance at any time while you're working for them, and you must provide it when asked.

#### **Audits**

At any time before the final payment, and up to three (3) years after that, the District can review and audit your expenditure statements and source documentation.

#### **Nondiscrimination in the Delivery of Services**

In accordance with Title VI of the Civil Rights Act of 1964, as amended (Pub. L. No. 88-352, 42 U.S.C. § 2000a *et seq.*), no person shall, on the grounds of race, color, religion, nationality, sex, or political opinion, be denied the benefits of, or be subjected to discrimination under, any program activity receiving federal TANF funds.

In accordance with the DC Human Rights Act of 1977, as amended (D.C. Law 2-38, D.C. Official Code §2-1401.01 *et seq.*), the District of Columbia does not discriminate on the basis of race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, status as a victim of an intra-family, offense, and place of residence or business. Sexual harassment is a form of sex discrimination, which also prohibited by the DC Human Rights Act. Discrimination in violation of the DC Human Rights Act will not be tolerated. Violators will be subject to disciplinary actions.

In accordance with the DC Language Access Act of 2004 (D.C. Law 15-167, D.C. Official Code § 2-1931 *et seq.*), District government programs, departments, and services must assess the need for, and offer, oral language services and provide written translations of vital documents into any non-English language spoken by a limited or no-English proficient population that constitutes 3% or 500 individuals, whichever is less, of the population served or encountered, or likely to be served.

During the performance of the grant, the Applicant and any of its sub-applicants shall comply with the Americans with Disabilities Act of 1990 (ADA). The ADA makes it unlawful to discriminate in employment against a qualified individual with a disability. See 42 U.S.C. §12101 *et seq.*

## **SECTION IV APPLICATION SUBMISSION**

### **Submission Date and Time**

You must submit your Application by 5:00 p.m. EST on May 26, 2026. DDOT will record all Applications upon receipt. DDOT will not consider any Applications received after the deadline. If you need to update your Application, you can send a complete Application with all the changes included before the deadline. We will not consider revisions sent as partial Applications. If you are submitting a revised version, you must include “REVISED - [month day, 2026]” in the file name and on the cover page of the Application. No changes are allowed after the deadline.

### **Location to Submit Application**

You must submit your Application via email to [nevi@dc.gov](mailto:nevi@dc.gov).

## **SECTION V APPLICATION REQUIREMENTS**

### **Application Format**

Applications must be complete and follow the prescribed organization and format to be evaluated for Award(s).

Applications should be as thorough and as detailed as possible so that DDOT may accurately evaluate Applications. Applicants are required to submit the following items as a complete Application:

1. Consolidated PDF file containing the following:
  - Attachment A: Applicant Profile (not counted in page total)
  - Table of Contents (not counted in page total)
  - Application (maximum 15 pages)
    - Application Summary (maximum 1 page)
    - Application Contents: Details of specific subsections can be found under Application Contents in this section.
  - Attachment B: Application Checklist (not counted in page total)
  - Attachment C: NEPA Checklist (not counted in page total)
  - Attachment D: Certifications (not counted in page total)
  - Attachment E: Assurances (not counted in page total)
  - Appendices (if applicable; Not counted in page total)
2. Submit as a separate Excel file:
  - Attachment F: Price Proposal (not counted in page total)

The maximum number of pages for the total Application is 15 pages on 8 ½ by 11- inch paper. Margins must be 1 inch, and font must be size 12-point (Times New Roman or Courier type recommended). Pages should be numbered. The review panel will not review Applications that do not conform to these requirements.

### **Description of Application Sections**

The purpose and content of each section is described below. You, the Applicant, must include all the information needed to adequately describe your objectives and plans for services. It is important that Applications reflect continuity among the goals and objectives, program design, work plan of activities, and that the budget demonstrates the level of effort required for the proposed services.

#### **1. Applicant Profile**

You must include an Applicant Profile, which identifies the applicant, type of organization, project service area and the amount of grant funds requested. See **Attachment A**.

#### **2. Table of Contents**

Your Table of Contents should list major sections of the Application with quick reference page indexing.

#### **3. Application Summary**

This section of the Application should be brief and serve as the cornerstone of your Application. The Application Summary should highlight the major aspects of the objectives that are discussed in depth in other sections of the application.

#### **4. Application Contents**

This section of the Application should contain the project narrative that justifies and describes the project to be implemented. The Application Contents should include the following:

1. **Staffing Plan** – You must provide qualification details of all members of your project team including contractors. Prior EV charging station installation experience must be clearly indicated. Resumes may be included in the Submission package Appendices.

2. **Equipment Specification Sheet** - You must provide relevant details showing compliance with the NEVI Final Rules and Requirements.
3. **Concept Site Plan** – You must provide an aerial map of the proposed site location and provide a close-up or call-out for the proposed EV charging station installation area.
4. **Project Schedule** - You must detail by the number of weeks and/or months, as applicable, the following:
  - a. Planning,
  - b. Site design,
  - c. Applicable local, state, and/or federal permitting,
  - d. Procurement of EVSE,
  - e. Construction,
  - f. Utility coordination and connection,
  - g. Station testing and inspection,
  - h. Date of operation, and
  - i. Other applicable schedule events not listed above.
5. **Operations & Maintenance Plan** – You must provide details on how the software, hardware, and overall EV charging station will be maintained during five (5) years from Date of Operations.
6. **Price Proposal** – You must include in the Price Proposal the total cost of planning, engineering design and installation as well as operation and maintenance of the proposed Site. The Price Proposal must be broken into the categories defined below.
  - a. **Attachment F** provides a template and can be adjusted for any additional eligible costs. You must submit the Price Proposal as an Excel Spreadsheet showing all calculations.
  - b. You are required to fund at least 20% of the total price, and the maximum requested grant amount cannot be more than 80% of the total price proposal.
  - c. All expenses incurred in preparation of and response to this RFA shall be borne by you, the Applicant. In no event shall DDOT be responsible for any such expense, nor shall the preparation of the Application be an eligible reimbursable expense if an Award is received from your respective Application.
7. **Price Proposal Justification** - The Price Proposal for this Application shall contain detailed, itemized cost information that shows personnel and other direct costs. The detailed budget narrative shall contain a justification for each category listed in the Price Proposal. The narrative should clearly state how you arrived at the budget figures.

8. **Proof of Utility Support** – You must provide a letter of support from PEPCO acknowledging the service territory and that utility connection of the proposed Site location is feasible and that the charging station will be operational within one year of the grant agreement.
9. **Proof of Property Owner Support** - You must provide a letter of support from the Property Owner establishing permission to install, operate, and maintain the EV charger at the proposed site for the duration of the grant agreement.
10. **Application Checklist** – Applicants must complete **Attachment B** and indicate all Application materials are included and federal requirements are met.
11. **NEPA Checklist** - Applicants must complete **Attachment C** and indicate if all of the statements are true to meet the requirements for a Programmatic Categorical Exclusion (PCE) per the National Environmental Policy Act (NEPA).
5. **Certifications and Assurances** The Applicant must provide the information requested in **Attachments D and E** and return them with the Application. If you are not incorporated, a representative from the incorporated, collaborating organization must sign the Certifications and Assurances.
6. **Appendices**  
The Applicant shall use this section to provide technical material, supporting documentation and endorsements.

**SECTION VI APPLICATION EVALUATION AND SCORING**

**Review Panel**

The DDOT Grant Review Panel will review, score, and rank each Applicant’s proposal and make recommendations to the Grant Review Board.

**Scoring Criteria**

Any attempts to state untrue claims within their application will automatically disqualify an applicant. Proposals will be evaluated on project readiness as it pertains to the project meeting all the requirements in the Application Checklist in **Attachment B**. If a proposal does not fully pass this section, it is deemed ineligible and should not proceed for further evaluation.

<p><b>Site Attributes:</b> Proposals will be evaluated on the ability to address charging needs for Alternative Fuel Corridors, proximity to and availability of amenities, presence of safety and security features, and presence of existing infrastructure.</p>	<p><b>Access to Amenities</b></p>	<p><b>20</b></p>
	<p><b>Presence of Safety Features</b></p>	<p><b>15</b></p>
<p><b>Team Readiness:</b> Proposals will be evaluated on team readiness as it pertains to the applicant’s and project partners’ qualifications and experience and incorporation of local workforce.</p>	<p><b>Qualifications and Experience</b></p>	<p><b>20</b></p>
	<p><b>Local Workforce</b></p>	<p><b>10</b></p>
<p><b>Future Proof:</b> Proposals will be evaluated on the project’s ability to prepare for future uses as it pertains to ability to add more power per port, inclusion of additional site prep for future expansion, and inclusion of additional chargers where need is demonstrated.</p>	<p><b>Charger Power Capacity</b></p>	<p><b>5</b></p>
	<p><b>Additional Site Prep</b></p>	<p><b>5</b></p>
	<p><b>Additional Chargers</b></p>	<p><b>5</b></p>
<p><b>Sustainability:</b> Proposals will be evaluated on the project’s ability to generate renewable energy, use renewable energy sources, use battery energy storage systems (BESS) and related equipment dedicated to reducing grid demand, and incorporate environmental best practices.</p>	<p><b>Battery Storage</b></p>	<p><b>10</b></p>
	<p><b>Renewable Energy</b></p>	<p><b>5</b></p>
	<p><b>Other Environmental Best Practices</b></p>	<p><b>5</b></p>
<p><b>Total Points Available</b></p>		<p><b>100</b></p>

## **Decision on Awards**

For the first round of funding, DDOT has advanced appropriations of \$9.6 million through the District NEVI Formula Program. It should be noted that this is the total NEVI funding available through this grant opportunity. DDOT is not obligated to award all these funds to Round 1 projects. The recommendations of the review panel are advisory only and are not binding on the Department of Transportation. The final decision on awards rests solely with DDOT. After reviewing the recommendations of the review panel and any other information considered relevant, DDOT shall decide which applicants to award funds and the amounts to be funded. The Period of Performance begins with the Notice of Grant Agreement (NOGA) through installation (up to one (1) year) plus five (5) years of operation and maintenance.

## **Grant Award Administration**

Grantees must submit progress reports to demonstrate work completed and compliance with all applicable standards and requirements under [23 USC Chapter 1](#) and [2 CFR 200](#). Standards and requirements for projects funded under the NEVI program are in [23 CFR 680](#).

During the one (1) year installation period, Grantee must submit monthly progress reports. Monthly progress reports must include relevant information, as detailed below.

- The progress report must include the status of installation but not limited to the following stages of:
  - Planning,
  - Design,
  - Permitting,
  - Construction,
  - Utility connection, and
  - Station testing and inspection.
- If no action has occurred since the last monthly progress report, the progress report must include the reason for the lack of progress.
- If the project implementation schedule has changed, the progress report must include an updated project schedule.
- If installation is complete, the progress report must include the following:
  - Date operations began and
  - Up-time of each charging port.

Once installation is complete and the EV charging station is operational, Grantee will begin submitting only quarterly progress reports. In addition, annual progress reports summarizing activities and associated lump-sum reimbursement invoices are required. The annual report should also reflect whether the Grantee has met the goals and performance measures, as stated in the NOGA. If Grantee has not met the goals and performance measures, then Grantee must state in the report the reason for not meeting the goals and performance measures, in addition to any statistical information pertinent to the Project.

- Copies of invoices and receipts that represent lump-sum costs shall accompany reimbursement claims in the annual progress report. All costs claimed for reimbursement and payment, including the final payment, must be submitted to the Grant Administrator for review and will be reimbursed annually.

Further, 23 CFR 680.112 requires the submission of a quarterly, annual, and one-time data submittal to DDOT.

