

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 funding to design, install, operate, and maintain Electric Vehicle Supply Equipment (EVSE) under the Authorization of the U.S. Department of Transportation.

Announcement Date: December 15, 2023

RFA Release Date: March 29, 2024

Application Submission Deadline Date: May 24, 2024

Table of Contents

Section I: GENERAL INFORMATION	4
Introduction.....	4
Purpose.....	4
Eligibility	6
Grant Funding Source	6
Award Period	6
Grant Awards and Amounts.....	6
Use of Funds	6
Contact Information	6
Definitions	7
Section II: PROGRAM SCOPE	7
Overview.....	7
Background.....	7
Mandatory Tasks	8
Section III: GENERAL PROVISIONS	12
Insurance	12
Audits.....	12
Section IV: APPLICATION SUBMISSION	13
Submission Date and Time	12
Location to Submit Application.....	12
Section V: APPLICATION REQUIREMENTS	12
Description of Application Sections	13
Applicant Profile.....	13
Table of Contents.....	14
Application Summary	14
Application Contents.....	14
Certifications and Assurances	16
Appendices.....	16
Section VI: APPLICATION EVALUATION AND SCORING	17
Review Panel	17
Scoring Criteria.....	17
Decision on Awards.....	22
Grant Award Administration	22
ATTACHMENTS	24
Attachment A – Applicant Profile	24
Attachment B – Application Checklist	25

Attachment C – NEPA Checklist..... 26
Attachment D – Certifications 28
Attachment E – Assurances 32
Attachment F – Price Proposal Template..... 34
Attachment G – Data Submittal Requirements 35

SECTION I GENERAL INFORMATION

Introduction

The District Department of Transportation (DDOT) invites organizations, businesses, and District of Columbia property owners to apply for a grant to design, install, operate, and maintain Direct Current Fast Charging (DCFC) stations along the District’s Alternative Fuel Corridors (AFCs). DDOT received National Electric Vehicle Infrastructure (NEVI) Program funds to invest in Electric Vehicle Supply Equipment (EVSE) and to build Direct Current Fast Charging (DCFC) stations throughout the District in accordance with the program’s guidance, specifications, and requirements. These stations will be connected to a national network AFCs.

The District currently has five (5) federally designated AFCs. Two (2) are designated corridor-ready, and the remaining three (3) are corridor-pending. You may apply for a location within either corridor-ready or corridor-pending AFCs. Private EVSE companies and other eligible entities are encouraged to apply. DDOT encourages you to apply with potential station sites secured or in partnership with a host site location. The District expects to receive a total of approximately \$16.7 million over five (5) years, including approximately \$3.5 million in Fiscal Year 2024. The amounts awarded to Applicants will be decided at the time of award to provide the best coverage of EVSE and DCFC stations in the District. A small amount of this funding will be used by DDOT for planning, outreach, and administration as allowed by NEVI guidelines.

Purpose

DDOT invites you to submit DCFC charging station proposals for sites along District’s AFCs. DCFC sites must be maintained and operated for at least a five-year period from the date of operation, building out the District’s existing AFC network. 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.



Figure 1. District's AFCs.

AFC	Corridor Limits		Status
New York Ave (US-50)	5 th St NW	DC-Maryland NE Boundary	Ready
I-295 and Anacostia Freeway (DC-295)	DC-Maryland SE Boundary	DC-Maryland NE Boundary	Ready
I-395 and I-695	DC-Virginia SW Boundary	New York Ave and I-295	Pending
Rhode Island Ave (US-1/US-29)	Connecticut Ave NW	DC-Maryland Boundary	Pending
Pennsylvania Ave SE	Independence Ave SE	DC-Maryland SE Boundary	Pending

Eligibility

Eligible entities include organizations, businesses, or property owners capable of installing, maintaining, and operating DCFC 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 October 1, 2023. The funding source is the National Electric Vehicle Infrastructure 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 will be the first round of funding.

Grant Award and Amounts

An amount not to exceed \$3,552,666.00 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 Guidance](#) and [NEVI Formula Program Final Rule](#). Some of this amount will be used by DDOT for planning, outreach, and administration as allowed by NEVI guidelines.

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

Sign up to receive email updates for the District NEVI Program, including updates or revisions to this RFA. To sign up, email the following information to nevi@dc.gov:

Name of interested applicant or organization*
Contact person*
Email address*
Mailing address
Telephone

**required*

Email any questions or requests for clarifications to nevi@dc.gov by May 3, 2024. DDOT will not respond to questions received after May 3, 2024.

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.

“Fiscal Year” or “FY” means the year beginning October 1 of the preceding year and ending September 30 of the referenced year. For example, FY 2026 begins October 1, 2025 and ends September 30, 2026.

“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

Overview

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 over five years under the NEVI Program.

Background

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 29, 2023. The [NEVI Formula Program Guidance](#) indicates that states should initially prioritize funding for EV charging stations and infrastructure along AFCs within the interstate highway system. DDOT has designated five AFCs.

To meet NEVI Program requirements, the District’s Deployment Plan outlines the intent to use initial funding to prioritize achieving fully built out status for its AFC network. The fully built out designation requires EV charging infrastructure be installed every 50 miles along the AFCs and within one travel mile of the AFCs unless a discretionary exception has been granted. The federal plan for NEVI-funded electric vehicle charging sites includes a phased approach over the five-year funding cycle. The first phase will focus on fully building out the AFC corridors. Funds may not be spent on other sites until all AFCs are fully built out as

per federal guidelines. DDOT will be addressing the first phase with multiple rounds of funding through the District's Deployment Plan. The purpose of this first round of funding is to award grantees who can meet the requirements of EV charging infrastructure and meet the fully built out designation. Future rounds of funding may consider sites outside of AFCs once the current AFCs are designated fully built out.

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](#) and the [NEVI Formula Program Guidance](#) 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** - Per NEVI Formula Program Guidance, proposed EV charging stations must be located less than one (1) travel mile from the designated alternative fuel corridor, measured as the shortest driving distance from the highway exit or intersection to the proposed station.
- 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 DCFC charging ports and be capable of simultaneously charging at least four EVs,
 - c. Must be capable of charging any CCS-compliant vehicle, with each DCFC charging port having at least one permanently attached CCS Type 1 connector.
 - d. DCFC 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 on the project. Reasonable Return on Investment on the project is defined as no more than 15% 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. For this calculation only, the total capital costs of the project shall be applied as an expense divided equally between the 5 years of operation.

$$\text{Annual Profit\%} = \frac{(\text{Revenue from Operations} + \text{Reimbursements}) - (\text{Eligible Expenses} + \frac{\text{Total Capital Costs}}{5})}{\text{Eligible Expenses} + \frac{\text{Total Capital Costs}}{5}} \times 100$$

Revenue: Revenue received from the operation of the project and reimbursements

Expense: All eligible expenses (reimbursable or non-reimbursable) and 20% of the total capital costs.

Capital Costs: Initial one-time installation cost of the charging station. Capital costs do not include operation and maintenance costs.

Any profit over 15% must be returned to DDOT. You must provide a signed letter with each invoice stating the amount of profit earned. If more than 15% profit was earned, the difference will be subtracted from the amount owed. DDOT may ask for documentation as to the amount of profit earned.

- 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 24, 2024. 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, 2024]” 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.

SECTION V APPLICATION REQUIREMENTS

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 20 pages)
 - Application Summary (maximum 3 pages)
 - Application Contents
 - Details of specific subsections can be found under Application Contents in this section.
 - Proof of Utility Support and Proof of Property Owner Support letters are not counted in page total.
 - 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 20 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.

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.

Table of Contents

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

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.

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:

- **Staffing Plan** – You must provide details of all members of your team and team qualifications. DCFC station installation experience in the United States ensures experience coordinating with real estate, utility infrastructure, etc. Installation experience in the District of Columbia ensures experience navigating the requirements of local and municipal zoning, planning, and permitting processes and procedures. Resumes may be included in the Submission package Appendices.
- **Equipment Specification Sheet** - You must provide relevant details showing compliance with the NEVI Final Rules and Requirements.
- **Construction Site Map** – You must provide a map of the proposed site location showing the entire tax parcel and provide a close-up or call-out for the proposed EV charging station installation area and include:
 - Locations of existing roads, sidewalks, buildings, structures and other impervious or hardscape areas,
 - Utilities (including sewer, water, and any other utilities to be avoided),
 - Trees and any other environmental features to be avoided,
 - Proposed, or existing, overhead lighting for the EV charging station area,
 - Proposed, or existing, security cameras that will monitor the EV charging station area,
 - Proposed standard regulatory signs to be used at publicly accessible plug-in EV

- charging spaces,
- Proposed fire prevention and traffic safety measures in the EV charging station area, and
- Pull-through charging space(s), if applicable

Construction Site Maps should be provided in PDF format with a minimum document size of 11 inches by 17 inches for detail clarity. Construction Site Maps may be multiple pages if necessary and are not counted in page total.

- **Project Schedule** - You must detail by the number of weeks and/or months, as applicable, the following:
 - Planning,
 - Site design,
 - Applicable local, state, and/or federal permitting,
 - Procurement of EVSE,
 - Construction,
 - Utility coordination and connection,
 - Station testing and inspection,
 - Date of operation, and
 - Other applicable schedule events not listed above.

- **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.

- **Price Proposal** – Full descriptions of the eligible expenses are detailed in FHWA’s NEVI Formula Program Guidance. You must include in the Price Proposal the total cost of planning and installation as well as operation and maintenance of the proposed Site. The Price Proposal must be broken into the categories defined below.
 - Design and Construction
 - Site assessment and engineering design,
 - Permitting,
 - On-site renewable energy cost (solar/batteries), if applicable,
 - Utility upgrade and/or utility infrastructure,
 - EVSE
 - Installation and construction
 - Operation and Maintenance cost (post-construction for five (5) years), and
 - Miscellaneous eligible costs not identified above (if included, provide details of cost(s)).

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.

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. You may provide more than the required 20% for additional points in the Application evaluation.

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.

- **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.
- **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. To request a letter of support from PEPCO, create a PEPCO account and fill in an Application for Electric Service or email EVBusiness@PEPCO.com the form requesting NEVI Letter of Support. The [NEVI Get Involved page](#) has both a recording and slides from the January 25, 2024 public webinar, where PEPCO provided details on requesting this required letter.
- **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.
- **Application Checklist** – Applicants must complete **Attachment B** and indicate all Application materials are included and federal requirements are met.
- **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).

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.

Appendices

The Applicant shall use this section to provide technical material, supporting documentation and endorsements. Such items may include:

- Proposed organizational chart for the project;
- Letters of support or endorsements; and
- Qualifications of contractors or employees for installation, operation, and maintenance of electrical charging stations.

SECTION VI APPLICATION EVALUATION AND SCORING

Review Panel

The DDOT Grant Review Panel is responsible for the initial review of local grant applications. The review panel will review, score, and rank each applicant's proposal and make recommendations to the Grant Review Board for those applicants it finds the specified grant criteria.

Scoring Criteria

NOTE: Any attempts to state untrue claims within their application will automatically disqualify an applicant.

1. PROJECT READINESS

Proposals will be evaluated on project readiness as it pertains to the project meeting all the requirements in Tasks a - h.

a. Attachment Requirements **Pass/Fail**

A Price Proposal, Construction Site Map, Project Schedule, Team Qualifications, and any other attachments as deemed applicable that contain all the information requested in the application.

b. Property Owner Letter of Support **Pass/Fail**

Letter of support from the Property Owner establishing permission to install, operate, and maintain the EV charger at the site.

c. Proof of Utility Support **Pass/Fail**

Letter of support from PEPCO acknowledging the service territory and that utility connection of the proposed Site location is feasible. To request a letter of support from PEPCO, create a PEPCO account and fill in an Application for Electric Service or email EVBusiness@PEPCO.com the form requesting NEVI Letter of Support. More details are available on the [presentation slides](#) from DDOT's virtual public meeting on January 25, 2024.

d. Alternative Fuel Corridor Build Out Requirement **Pass/Fail**

Location is within 1 mile of the Alternative Fuel Corridor.

e. Acknowledgement of 90-Day Installation Requirement **Pass/Fail**

Acknowledgement that the accepted applicant has 90 days after the final award is granted to start the installation of the approved charging station.

f. Acknowledgement of 1-Year Operational Requirement **Pass/Fail**

Acknowledgement that the accepted applicant has 1 year after the final award is granted to have the approved charging station be operational for the public.

g. Good Standing Legal Entity Requirement **Pass/Fail**

Applicant's organization is a corporation, limited liability company, partnership, or in some cases, a trust, and registered and in good standing with the Corporations Division.

h. Programmatic Categorical Exclusion (PCE) **Pass/Fail**

The proposed site must qualify for a PCE per the National Environmental Policy Act (NEPA) and must be certified in Attachment C.

NOTE: If a proposal does not fully pass this section, it is deemed ineligible and should not proceed for further evaluation.

2. SITE ATTRIBUTES (45 Total Points)

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, presence of existing infrastructure, and presence in a disadvantaged community.

a. Presence of Amenities for EV Drivers (15 points):

The proposed site has on-site restrooms, food options, and other notable amenities within walking distance (e.g., less than 0.2 miles). (15 points)

The proposed site has on-site restrooms and food options. (10 points)

The proposed site has on-site restrooms and other notable amenities. (5 points)

The proposed site has on-site restrooms. (2 points)

The proposed site has no off-site restrooms, food in the form of convenience stores or restaurants, or other notable amenities within walking distance (e.g., less than 0.2 miles). (0 points)

b. Availability of Charging Stations (10 points):

The charging station is available to the public 24/7 and the associated amenities are open 24/7 (e.g., gas stations, supermarkets, etc.). (10 points)

The charging station is available to the public 24/7 and the associated amenities are only available during business hours (e.g., city halls, community centers, etc.). (5 points)

The charging station is available to the public 24/7 and there are no amenities. (0 points)

c. Presence of Safety and Security Features (5 points):

The charging station has additional physical safety/security strategies beyond lighting and additional cybersecurity safety/security strategies beyond user data protection. (5 points)

The charging station has additional physical safety/security strategies beyond lighting. (2 points)

The charging station has additional cybersecurity safety/security strategies beyond user data protection. (2 points)

The charging station has no additional physical safety/security strategies beyond lighting and no additional cybersecurity safety/security strategies beyond user data protection. (0 points)

d. Environmental Justice (10 points):

The proposed site is in a [Justice40 "Disadvantaged Community."](#) (10 points)

The proposed site is not in a [Justice40 “Disadvantaged Community.”](#) (0 points)

e. Community Support (5 points):

The vendor has evidence of support from surrounding communities where a charger is proposed. (5 points)

The vendor does not have evidence of support from surrounding communities where a charger is proposed. (0 points)

3. TEAM READINESS (40 POINTS)

Proposals will be evaluated on team readiness as it pertains to the applicant’s and project partners’ qualifications and experience, incorporation of local workforce, and existence of utility contribution.

a. Qualifications and Experience (30 points):

The applicant and/or workforce has demonstrated experience installing, maintaining, and/or operating Direct Current (DC) fast charging stations with similar requirements to the NEVI Formula program. (30 points)

The applicant and/or workforce has demonstrated experience installing, maintaining, and/or operating level 1 and/or level 2 charging stations. (15 points)

The applicant and/or workforce has not demonstrated experience installing, maintaining, and/or operating charging stations. (0 points)

b. Local Workforce (10 points):

The workforce that will install and repair charging stations, choose one of the following:

The workforce is in the District. (10 points)

The workforce is located outside the District. (0 points)

4. FUTURE PROOF (50 POINTS)

Proposals will be evaluated on the project’s ability to future proof as it pertains to ability to meet medium-duty/heavy-duty electric vehicle charging requirements, ability to add more power per port, inclusion of additional site prep for future expansion, inclusion of additional chargers where need is demonstrated, availability of additional accessible parking spaces, and availability of pull-through spaces.

a. Charger Power Capacity (15 points):

The power capacity per charging unit proposed for current installation, choose one of the following:

Each charging unit has a power capacity of 300 kW or larger. (15 points)

Each charging unit has a power capacity of 200 – 299 kW. (10 points)

Each charging unit has a power capacity of 151 – 199 kW. (5 points)

Each charging unit has a power capacity of 150 kW. (0 points)

b. Charger Amperage Capacity (5 points):

The amperage per charging unit is 400 amps or higher. (5 points)

The amperage per charging unit is less than 400 amps. (0 points)

c. Ability to Add Charger Power Capacity (5 points):

Charging units have modular components that can expand power capacity to the maximum extent of existing grid limitations. (5 points)

Charging units do not have modular components that can expand power capacity to the maximum extent of existing grid limitations. (0 points)

d. Additional Site Prep (5 points):

Additional site preparation is done to get ready to add more charging units in the future (e.g., lay extra conduit, install higher capacity transformer, etc.). (5 points)

Additional site preparation is not done to get ready to add more charging units in the future (e.g., lay extra conduit, install higher capacity transformer, etc.). (0 points)

e. Additional Chargers (5 points):

The proposal includes additional charging units beyond the minimum requirements. (5 points)

The proposal does not include additional charging units beyond the minimum requirements. (0 points)

f. Number of Accessible Charging Station Parking Spaces (5 points):

The charging station provides at least 2 ADA accessible parking spaces. (5 points)

The charging station does not provide at least 2 ADA accessible parking spaces. (0 points)

g. Pull-Through Access (10 points):

Charging unit design for pull-through vehicle access, choose one of the following:

All the charging units are designed for pull-through vehicle access. (10 points)

Some of the charging units are designed for pull-through vehicle access. (5 points)

None of the charging units are designed for pull-through vehicle access. (0 points)

5. **SUSTAINABILITY** (45 POINTS)

Proposals will be evaluated on the project's ability to generate renewable energy, use renewable energy sources, use clean energy storage, and incorporate environmental best practices.

a. **Renewable Energy (25 points):**

The charging station's use of renewable energy, choose one of the following:

The charging station is powered by an on-site renewable energy system. (25 points)

The charging station is powered by renewable energy sources through a power purchase agreement. (15 points)

The charging station is powered by the utility's standard energy mix. (0 points)

b. **Storage (15 points):**

Charging stations utilize on-site clean energy storage to reduce grid demand. (15 points)

Charging stations do not utilize on-site clean energy storage to reduce grid demand. (0 points)

c. **Other Environmental Best Practices (5 points):**

Charging stations utilize energy efficient products, recycled materials, brownfield remediation, or any other environmental best practice. (5 points)

Charging stations do not utilize energy efficient products, recycled materials, brownfield remediation, or any other environmental best practice. (0 points)

6. **COST** (20 POINTS)

Proposals will be evaluated on the project's ability to incorporate cost containment strategies and minimize state investment.

a. **Request Amount (15 points):**

The applicant is requesting an award amount of less than 80% of the total eligible cost. (15 points)

The applicant is requesting an award amount of 80% of the total eligible cost. (10 points)

The applicant is not requesting an award amount of 80% or less of the total eligible cost. (0 points)

b. **Competitive Advantage (5 points):**

The applicant's requested award amount is less than that of another applicant applying for the same site. (5 points)

There is no other applicant applying for the same site. (5 points)

The applicant's requested award amount is more than that of another applicant applying for the same site. (0 points)

Total Points Available

(200 POINTS)

Decision on Awards

For the first round of funding, DDOT has advanced appropriations of \$3.5 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. Awardees will receive 30% of the requested funding upfront in the NOGA to start the project. Awardees must provide invoice statements with justification in the first monthly progress report stating how the 30% upfront award was spent and the remaining amount. Expenditure of the remaining amount will need to be justified in future monthly progress reports with associated invoice statements.

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. Full descriptions of the eligible expenses are detailed in FHWA's NEVI Formula Program Guidance.

By the 8th day of each month, Grantee must submit a monthly progress report and an associated reimbursement invoice to DDOT. Copies of invoices and receipts that represent costs shall accompany reimbursement claims in the monthly progress report. All costs claimed for reimbursement and payment, including the final payment, must be submitted to the Grant Administrator for review.

Monthly progress reports must include relevant information, as detailed below.

- The first monthly progress report must include invoice statements with justification stating how the 30% upfront award has been spent.
 - If the upfront award has not been fully spent in the first month, provide invoice statements with justification and the remaining amount in future monthly progress reports.
- If the implementation is ongoing, the progress report must include the status of EV charging station implementation 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.

In addition, the following progress reports must be submitted to DDOT:

- A quarterly progress report must be submitted that details any decisions and actions expected in the upcoming months should be included in this report.
- An end of the fiscal year report summarizing its activities. This report should reflect if 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.

Further, 23 CFR 680.112 requires the submission of a quarterly, annual, and one-time data submittal to DDOT, as specified in **Attachment G**.

Attachment A

Applicant Profile

Place this form at the front of the application.

Applicant Contact Information			
Applicant Business Name			
Mailing Address			
Phone		Email	
Are you in good standing with the District of Columbia's Corporations Division?		Yes	No

Proposed Site Information			
Site Host Contact Name			
Proposed Site Address			
Phone		Email	

Project Manager (primary point of contact during project implementation)			
Project Manager Name			
Phone		Email	

Equipment Vendor			
Equipment Vendor (Entity) Name			
Vendor Contact			
Phone		Email	

Price Proposal Summary	
Total Funds Requested	\$
Applicant Match Percentage	

Attachment B

Application Checklist

FHWA Final Rule Requirements	Yes	No
Distance from AFC met?		
EV charging station specifications met?		
Operating Hours met?		
Payment details provided?		
Equipment certification met?		
Cybersecurity certification met and details provided on Physical security?		
Long-term Stewardship information provided?		
Workforce & training certifications met?		
Customer service details provided?		
Customer Data Privacy certification provided?		
Use of program income certification provided?		
EV charging infrastructure conformance certification provided?		
Traffic control devices certification provided?		
Data & Reporting certification provided?		
Charging Network Connectivity certification provided?		
Pricing details provided?		
Other Federal requirements certification provided?		
Application Contents	Yes	No
Applicant Profile is provided?		
Table of Contents is provided?		
Application Summary is provided?		
Team Qualifications is provided?		
Equipment Specification Sheet is provided?		
Construction Site Map is provided?		
Project Schedule is provided?		
Operation & Maintenance Plan is provided?		
Price Proposal is provided?		
Utility Letter of Support is provided?		
Property Owner Letter of Support is provided?		
Proof of Certification & Assurance is provided?		

Attachment C

NEPA Checklist

All the following statements must be true for the Applicant to qualify for the Programmatic Categorical Exclusion Criteria	Check, if true:
1. The project will be within a previously disturbed or developed area. <i>(Covered actions are limited to areas where access and parking are in accordance with applicable requirements (such as local land use and zoning requirements) in the proposed project area and would incorporate appropriate control technologies and best management practices.)</i> See 10 CFR §1021.410(g)(1) for definition of <i>previously disturbed or developed</i> .	
2. There are no inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of this project.	
3. There is no violation of applicable statutory, regulatory, or permit requirements for environment, safety, and health, or any specific DOT requirement.	
4. The project will not result in any residential and non-residential displacements.	
5. The project will not involve construction of a temporary access, or the closure of an existing road, bridge, or ramps, which would result in major traffic disruptions.	
6. Project activities will not cause any disproportionately high or adverse effects on any minority or low-income populations since there will be no major traffic disruptions, no temporary or permanent right-of-way acquisition, no community disruptions, or no disruption of emergency services.	
7. The project will not disturb hazardous substances, pollutants, contaminants, or CERCLA-excluded petroleum and natural gas products that preexist in the environment such that there would be uncontrolled or unpermitted releases or require substantial regulatory negotiation to resolve.	
8. The project will not adversely affect federally listed threatened or endangered species or designated critical habitat protected by the Endangered Species Act.	
9. The project will not adversely affect floodplains, wetlands or any special sources of water that are vital in the District.	
10. This project will not require a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344) permit.	
11. This project will not impact any navigable waters under the jurisdiction of Section 10 of the Rivers and Harbors Act.	
12. There is no proposed tree trimming and/or removal. If tree trimming is proposed, indicate any amount of tree trimming and/or removal by square footage, number of trees or limbs, etc.:	

13. The project has no known controversy on environmental grounds and will not result in extraordinary circumstances (<i>such as unique situations including, but not limited to, scientific controversy about the environmental effects of the proposal; uncertain effects or effects involving unique or unknown risks; and unresolved conflicts concerning alternative uses of available resources</i>).	
14. This project will not require the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA de minimis determination, or a programmatic Section 4(f) evaluation signed by FHWA.	
15. This project will not require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) or other unique areas or special lands that were acquired with federal public-use-money and have deed restrictions or covenants on the property.	
16. This project will not require the use of properties (such as sites, buildings, structures, and objects) of historic, archeological, or architectural significance protected by Section 106 of the National Historic Preservation Act of 1966 or Section 9b of the Historic Landmark and Historic District Protection Act of 1978 (D.C. Official Code § 6-1108.02).	
17. This project will not substantially affect noise levels and does not meet the definition of a Type I project per 23 CFR §772.5.	
18. This project does not involve consideration of multiple NEPA alternatives.	
19. Project activities are not listed in 23 CFR §771.115(a) as a Class I (EIS) action and do not have the potential to cause significant impacts on environmentally sensitive resources.	

Sign below to confirm that all the above checked statements are true:

Applicant Signature

Date

Attachment D

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Office of the Chief Financial Officer**

**Certifications Regarding
Lobbying; Debarment, Suspension and Other Responsibility
Matters; and Drug-Free Workplace Requirements**

Applicants should refer to the regulations cited below to determine the certification to which they are required to attest. Applicants should also review the instructions for certification included in the regulations before completing this form. Signature of this form provides for compliance with certification requirements under 28 C.F.R. Part 69, "New Restrictions on Lobbying" and "Government-wide Debarment and Suspension (Non-procurement) and 28 C.F.R. §83.670, "Government-wide Requirements for Drug-Free Workplace (Grants)." The certifications shall be treated as a material representation of fact.

1. LOBBYING

As required by Section 1352, Title 31 of the U.S. Code and implemented at 28 C.F.R. Part 69, for persons entering into a grant or cooperative agreement over \$100,000, as defined at 28 C.F.R. Part 69, the applicant certifies that:

- (a) No Federally appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any Federal grant, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal grant or cooperative agreement;
- (b) If any funds other than Federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal grant or cooperative agreement, the undersigned shall complete and submit Standard Form - III, "Disclosure of Lobbying Activities," in accordance with its instructions;
- (c) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers including subgrants, contracts

under grants and cooperative agreements, and subcontracts) and that all sub-recipients shall certify and disclose accordingly.

2. Debarment, Suspension, and Other Responsibility Matters (Direct Recipient)

As required by Executive Order 12549, Debarment and Suspension, and implemented at 28 C.F.R. Part 67, for prospective participants in primary covered transactions, as defined at 28 C.F.R. §83.670, for prospective participants in primary covered transactions:

The applicant certifies that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of Federal benefits by a State or Federal court, or voluntarily excluded from covered transactions by any Federal department or agency;**
- (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;**
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and**
- (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State, or local) terminated for cause or default; and**

Where the applicant is unable to certify any of the statements in this certification, he or she shall attach an explanation to this application.

3. Drug-Free Workplace

As required by the Drug Free Workplace Act of 1988, as amended (Pub. L. No. 100-690) and implemented at 28 C.F.R. Part 83, the applicant certifies that it will or will continue to provide a drug-free workplace by:

- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the applicant's workplace and specifying the actions that will be taken against employees for violation of such prohibition;**

- (b) Establishing an on-going drug-free awareness program to inform employees about—**
- (1) The dangers of drug abuse in the workplace;**
 - (2) The applicant's policy of maintaining a drug-free workplace;**
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and**
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;**
- (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);**
- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—**
- (1) Abide by the terms of the statement; and**
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;**
- (e) Notifying the agency, in writing, within 10 calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title to: Metropolitan Police Department's Office of Research and Analysis, 441 4th Street, NW, 400 South, Washington, DC 20001. Notice shall include the identification number(s) of each effected grant;**
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted—**
- (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or**
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;**
 - (3) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).**

**As the duly authorized representative of the applicant,
I hereby certify that the applicant will comply with the above certifications.**

Applicant Name and Address

2. Application Number and/or Project Name

3. Federal Tax Identification No.

4. Typed Name and Title of Authorized Representative

5. Signature

6. Date

Attachment E

ASSURANCES

The applicant hereby assures and certifies compliance with all applicable Federal statutes, regulations, policies, guidelines and requirements specified in this RFA.

Also, the Application assures and certifies that:

It possesses legal authority to apply for the grant; that a resolution, motion or similar action has been duly adopted or passed as an official act of The applicant's governing body, authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the

person identified as the official representative of The applicant to act in connection with the application and to provide such additional information as may be required.

It will comply with requirements of the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Act of 1970, as amended (Pub. L. No. 91-646) which provides for fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs.

It will comply with provisions of Federal law which limit certain political activities of employees of a State or local unit of government whose principal employment is in connection with an activity financed in whole or in part by Federal grants. (5 U.S.C. 1501, *et seq.*).

It will comply with the minimum wage and maximum hour's provisions of the Federal Fair Labor Standards Act if applicable.

It will establish safeguards to prohibit employees from using their positions for a purpose that is or gives the appearance of being motivated by a desire for private gain for themselves or others, particularly those with whom they have family, business, or other ties.

It will insure that the facilities under its ownership, lease or supervision which shall be utilized in the accomplishment of the project are not listed on the Environmental Protection Agency's (EPA), list of Violating Facilities and that it will notify the Federal grantor agency of the receipt of any communication from the Director of the EPA Office of Federal Activities indicating that a facility to be used in the project is under consideration for listing by the EPA.

It will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973, as amended (Pub. L. No. 93-234, 42 U.S.C. § 4002). Section 102(a) requires, on and after March 2, 1975, the purchase of flood insurance in communities where such insurance is available as a condition for the receipt of any Federal financial assistance for construction or acquisition purposes for use in any area that has been identified by the Secretary of the Department of Housing and Urban Development as an area having special flood hazards. The phrase "Federal Financial Assistance" includes any form of loan, grant, guaranty, insurance payment, rebate, subsidy, disaster assistance loan or grant, or any other form of direct or indirect Federal assistance.

It will assist DDOT in its compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (Pub. L. No. 89-665, 16 U.S.C. § 470 *et seq.*), Executive Order 11593, and the Archeological and Historical Preservation Act of 1966, as amended (Pub. L. No. 93-291, 16 U.S.C. 569a-1 *et seq.*). By (a) consulting with the State Historic Preservation Officer on the conduct of investigations, as necessary, to identify properties listed in or eligible for inclusion in the National Register of Historic Places that are subject to adverse effects (see 36 C.F.R. § 800.8) by the activity, and notifying DDOT of the existence of any such properties, and by (b) complying with all requirements established by the Federal grantor agency to avoid or mitigate adverse effects upon such properties.

It will comply with the following provisions of 28 C.F.R. applicable to grants and cooperative agreements: Part 18 and Part 22, Confidentiality of Identifiable Research and Statistical Information; Part 42, Nondiscrimination/Equal Employment Opportunity Policies and Procedures; and Part 61, Procedures for Implementing the National Environmental Policy Act, as amended; It will comply with: Title VI of the Civil Rights Act of 1964, as amended (Pub. L. No. 88-352); Section 504 of the Rehabilitation Act of 1973, as amended; Subtitle A, Title III of the Americans with Disabilities Act (ADA) (1990), as amended (42 U.S.C. § 12181 -12189); Title IX of the Education Amendments of 1972, as amended; and the Age Discrimination Act of 1975, as amended (45 C.F.R. § 91).

In the event a Federal or State court or Federal or State administrative agency makes a finding of discrimination after a due process hearing on the grounds of race, color, religion, national origin, sex, or disability against a recipient of funds, the recipient will forward a copy of the finding to the Office for Civil Rights, U.S. Department of Justice.

It will provide an Equal Employment Opportunity Program if required to maintain one, where the application is for \$500,000 or more.

Signature & Title

Date

Attachment F

Funding Round 1 Price Proposal - Attachment F					
Instructions:		Fill in the yellow boxes with the required information.			
		Please ensure all costs are calculating accurately.			
		All proposed costs need to be justified in the Price Proposal Justification.			
Design and Construction					
Subcategory				One-time Cost	
Site Assessment and Engineering Design					
Permitting					
Utility Upgrades and Electrical					
Installation and Construction					
Electric Vehicle Supply Equipment (EVSE)					
Subtotal				\$	-
Operation and Maintenance					
			Annual Cost		Total Annual Cost
Operation	5	Years	\$	-	\$ -
Internet and Charger Network Fees					
Data Sharing and Reporting Costs					
Maintenance	5	Years	\$	-	\$ -
Equipment and Electrical Repair					
Subtotal			\$		-
Miscellaneous Eligible Costs (if applicable)					
Workforce Development Activities					
Subtotal				\$	-
Total Cost				\$	-
Applicant Match Percentage					
Estimate Funding Request				\$	-

This page only shows the formatting of the Price Proposal Template. The Price Proposal must be submitted as an Excel spreadsheet file ensuring costs have been calculated accurately. The Price Proposal Template is attached to this RFA as an Excel spreadsheet.

Attachment G

Data Submittal Plans from 23 CFR 680.112

(a) Quarterly data submittal. States and other direct recipients must ensure the following data are submitted on a quarterly basis in a manner prescribed by the FHWA. Any quarterly data made public will be aggregated and anonymized to protect confidential business information.

(1) Charging station identifier that the following data can be associated with. This must be the same charging station name or identifier used to identify the charging station in data made available to third parties in § 680.116(c)(1);

(2) Charging port identifier. This must be the same charging port identifier used to identify the charging port in data made available to third parties in § 680.116(c)(8)(ii);

(3) Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port;

(4) Energy (kWh) dispensed to EVs per charging session by port;

(5) Peak session power (kW) by port;

(6) Payment method associated with each charging session;

(7) Charging station port uptime, T_outage, and T_excluded calculated in accordance with the equation in § 680.116(b) for each of the previous 3 months;

(8) Duration (minutes) of each outage.

(b) Annual data submittal. Beginning in 2024, States and other direct recipients must ensure the following data are submitted on an annual basis, on or before March 1, in a manner prescribed by FHWA. Any annual data made public will be aggregated and anonymized to protect confidential business information.

(1) Maintenance and repair cost per charging station for the previous year.

(2) For private entities identified in paragraph (c)(1) of this section, identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.

(c) One-time data submittal. This paragraph (c) applies only to both the NEVI Formula Program projects and grants awarded under 23 U.S.C. 151(f) for projects that are for EV charging stations located along and designed to serve the users of designated AFCs. Beginning in 2024, States and other direct recipients must ensure the following data are collected and submitted once for each charging station, on or before March 1 of each year, in a manner prescribed by the FHWA. Any one-time data made public will be aggregated and anonymized to protect confidential business information.

- (1) The name and address of the private entity(ies) involved in the operation and maintenance of chargers.**
- (2) Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station; and**
- (3) Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost; and**
- (4) Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:**
 - (i) Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines; and**
 - (ii) Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.**