



## Texas Electric Vehicle Infrastructure Plan

Alternative Fuel Corridor – Direct Current Fast Charge (DCFC) Implementation

### Request for Grant Applications (RFGA)

August 11, 2023 - Version 0.35

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## Invitation

The Texas Department of Transportation (TxDOT) invites interested parties to submit applications to purchase, install, operate, and maintain Direct Current Fast Charge (DCFC) equipment in designated Electric Vehicle Study Areas along the Alternative Fuel Corridors. Grants will be awarded statewide on a competitive basis in accordance with the eligibility requirements specified in this document. Applicants should read and understand the [National Electric Vehicle Infrastructure \(NEVI\) guidance](#) and be prepared to meet the Federal Highway Administration (FHWA) final rulemaking [National Electric Vehicle Infrastructure Standards and Requirements](#).

Applicants should read the [Texas Electric Vehicle Infrastructure Plan](#) and familiarize themselves with content on the [TxDOT EV Landing page](#).

Questions about the RFGA (technical or otherwise) should be sent to [TxDOT\\_NEVI@txdot.gov](mailto:TxDOT_NEVI@txdot.gov). Any updates or corrections to the program documents (RFGA, Site Host Form, Application) during the open application window will be published as a program addendum on the TxDOT [EV Landing page](#) under the Electric Vehicle Infrastructure Grant section. Each addendum will be specific to the document and page of the correction. Post submission discussions will not be held with applicants.

## Background

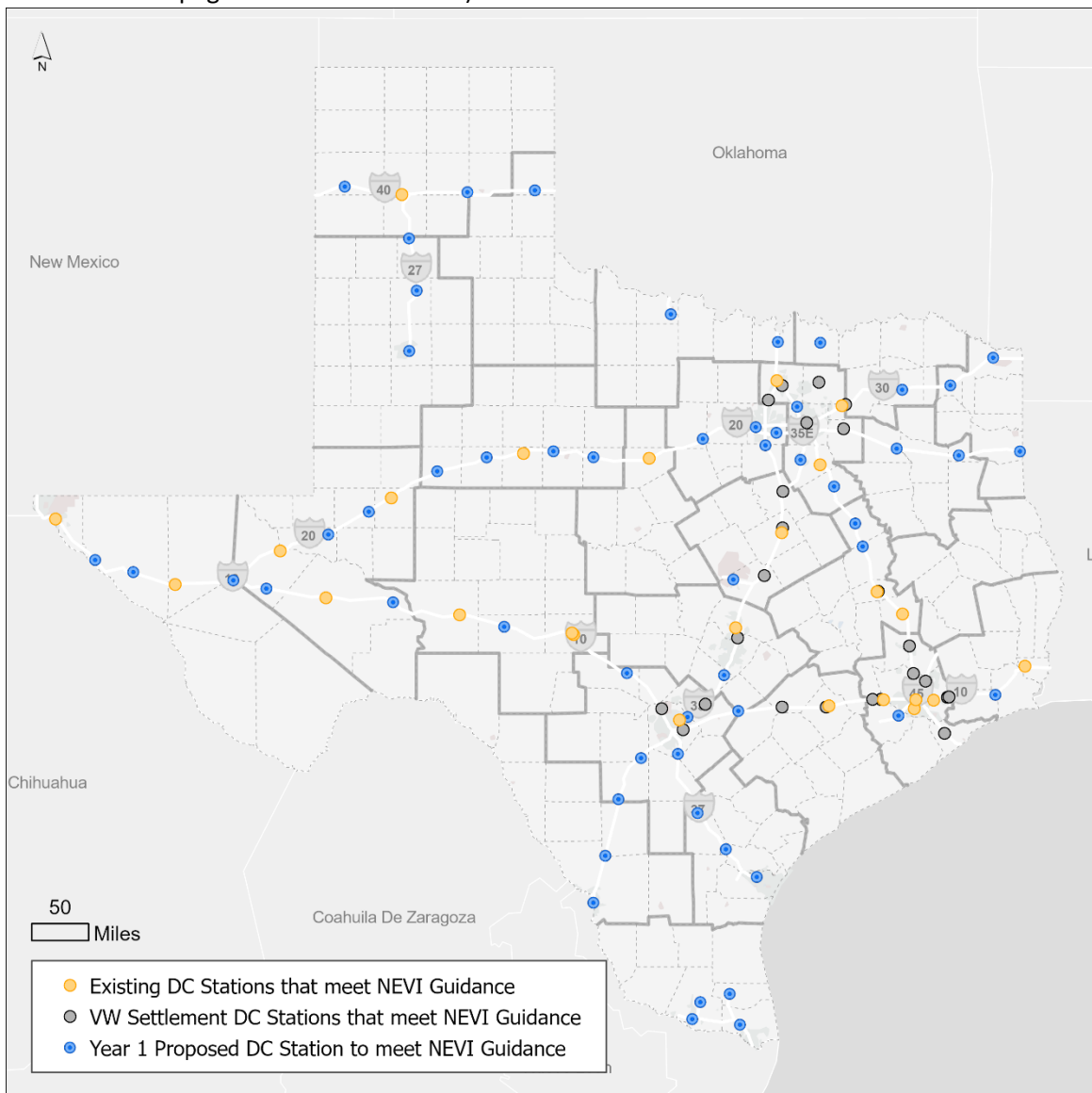
The Texas EV Charging plan is a comprehensive framework to enable passenger EV travel across the state and spur economic development. The network will give EV drivers confidence and flexibility when traveling for work, recreation, or exploration regardless of distance traveled or weather conditions. In accordance with guidance, the plan will focus on interstate routes on the Alternative Fuel Corridors then transition to off interstate routes and urban areas. The plan was developed in cooperation with the Texas Commission on Environmental Quality, State Energy Conservation Office, Texas Parks and Wildlife, Texas Department of Transportation, the Electric Reliability Council of Texas, Public Utility Commission, councils of government, counties, metropolitan planning organizations (MPOs), utilities, energy service providers, and advocacy groups in Texas.

The EV Plan supports the goals of Optimizing System Performance (economic development, connectivity, mobility, reliability) and Fostering Stewardship of the state's natural, historic, and cultural resources as outlined in the Texas Transportation Plan 2050.

## Scope

The Infrastructure Investment and Jobs Act signed into law on November 15, 2021, established the National Electric Vehicle Infrastructure (NEVI) Formula Program. NEVI will provide funding to states to deploy electric vehicle charging infrastructure along public roads to establish an interconnected network across the state and nation. For the fiscal years 2022-2026, Texas will receive \$407.8 million dollars. This legislation allocates the funding and requires matching funds from states for the dollars awarded annually. To help meet this obligation, TxDOT requires a minimum 20 percent match from each recipient of a grant.

Phase one of the program will develop Direct Current Fast Charging (DCFC) locations along the Electric Alternative Fuel Corridors as outlined in the [Texas Electric Vehicle Infrastructure Plan](#) (the 56 EV Study Areas are listed on page 21 of this document).



## Eligible Applicants

Applicants are legal private entities that may include individuals, corporations, organizations, business trusts, partnerships, associations, or other legal entities. Applicants must be eligible to conduct business in Texas.

Businesses or other entities in which a TxDOT employee, spouse, or family member of a TxDOT employee has a direct or indirect interest, financial or otherwise, may be prohibited from receiving a grant, depending upon the nature of the interest. Applicants must disclose known apparent, potential, or actual conflicts of interest to TxDOT staff.

The applicant must be the entity that will purchase and own the grant-funded equipment for the life of the grant. An entity that purchases the equipment and leases it to another entity may establish eligibility provided that the grantee maintains ownership of the grant-funded equipment for the life of the grant.

Applicants are not required to be the owner of the site where the equipment is installed provided that the applicant completes and submits the site Hosting Agreement form signed by both the applicant and the site owner, establishing permission to install and operate the grant-funded equipment at the site for the life of the grant.

## Eligible Projects

Grant funding is available along the Electric - Alternative Fuel Corridors for the purchase, installation, operation, maintenance, and usage reporting for DCFC electric vehicle supply equipment.

### Project Requirements:

1. The DCFC equipment must be accessible to the public 24 hours per day/seven days per week and have dusk to dawn lighting (without requirements to purchase goods or services from businesses hosting the stations).
2. All permits, regulatory authorizations/approvals, utility service connections, and necessary licenses to legally operate in the State of Texas, along with required insurance coverage, must be obtained before opening the site to the public.
3. Each port must have at least one SAE CCS 1 connector and one NACS connector.
4. DCFC equipment must be rated at 150kW per port or greater.
  - a. Sharing acceptable if each port can charge at 150kW or greater simultaneously
5. Minimum of 4 ports per location.
6. DCFC equipment must support the following:
  - a. Open Charge Point Interface (OCPI 2.2.1 within 1 year of final rules).
  - b. Open Charge Port Protocol 1.6J or higher (OCPP 2.0.1 within 1 year of final rules).
  - c. ISO 15118-2,-20,-3 (-2 Plug and Charge within 1 year of final rules).
7. The proposed station must be inside a TxDOT designated EV Study Area along the Electric Alternative Fuel Corridors (AFC). If after grant award a study area is deemed insufficient to support a four port DCFC station at 150kW per port simultaneously, the grant recipient can identify an alternate location (with TxDOT approval) also on the AFC that does not break the 50-mile spacing, and 1 mile from highway exit, federal requirements.
8. Provide multiple payment options for DCFC users including but not limited to:
  - a. Contactless payment method that accepts major credit and debit cards
  - b. Payment through either an automated toll-free phone number or a short message/messaging system (commonly abbreviated as SMS).
    - i. Payment methods must be accessible to persons with disabilities, not require a membership, not affect the power flow to vehicles, and provide access for those that are limited English proficient.
9. Chargers must remain functional if communication with the charging network is temporarily disrupted.
10. Real-time pricing and fee information shall be displayed on the unit, payment screen, or associated phone or vehicle-based application.
11. Enforce idle fees after charging sessions are complete and the grace period has expired.
12. A mechanism to report issues with charging infrastructure
  - a. The reporting mechanisms must provide multilingual services and be compliant with the American with Disabilities Act of 1990.
13. One pull through space for light duty vehicles with trailers when host location will support it.
14. Work with TxDOT Environmental Affairs division on clearance for the study areas.
15. Provide ADA accessible EV chargers consistent with U.S. Access Board Design Recommendations for Accessible EV Charging Stations.

## Information on Publicly Available EV Charging Infrastructure Locations, Pricing, Real Time Availability, and Accessibility Through Mapping

EV charging infrastructure locations, pricing, real time availability, and accessibility must be made available for mapping and provided free of charge, to third party software developers. The price for EV charging must be displayed and the price must be the real time price and any other fees in addition to the price for electricity must be clearly displayed and explained.

### Eligible Expenses

Eligible expenses are those that are directly connected to the acquisition, installation, operation, maintenance, and reporting of new DCFC supply equipment in TxDOT designated EV Study Areas. Eligible expenses may include upgrade costs to bring the necessary power supply to the EV Study Areas for the recommended power and connector counts.

Eligible expenses also include five years of Operations and Maintenance funds as defined in the Operating Requirement section.

Eligible project cost categories include:

1. Equipment used in the installation, operation, and maintenance of DCFC stations
2. Supplies and Materials to support the installation, operation, and maintenance of DCFC stations
3. Construction expenses for building or modification of permanent facilities for DCFC stations.
  - a. Planning, designing, and engineering
  - b. Materials and labor
  - c. Subcontracts for services in connection with the construction
  - d. Facility improvements, such as paving, foundations, and covers.
4. Contractual expenses for non-construction, subcontracted or hired-out professional services or tasks provided by a firm or individual who is not employed by the applicant.
5. Other expenses that do not fall under the equipment, supplies and materials, construction, or contractual categories.



## Ineligible Expenses

Ineligible expenses include

1. Salaries and travel expenses for employees of the grantee for anything not directly related to the planning, installation, operation, and maintenance of DCFC supply equipment.
2. Salaries or expenses for any lobbying efforts.
3. Facility improvements and equipment not directly related to the installation of the DCFC supply equipment.
4. Other administrative costs of the grantee, including overhead and indirect costs (e.g., office supplies, rent, marketing, and advertising).
5. Food and drink.

Any cost incurred (i.e., received and paid) prior to the date of issuance of a contract with TxDOT will not be eligible for funding, including the cost of preparation of the project application. TxDOT provides no assurances that a project will be awarded a grant, and TxDOT has no liability for expenses incurred by an applicant prior to the execution of a contract.

## Qualified Technicians

The workforce installing, maintaining, and operating the chargers must have the appropriate licenses, certifications, and training for the equipment. All electricians installing, operating, or maintaining EV supply equipment must have a certification from the Electric Vehicle Infrastructure Training Program (EVITP) or graduation or a continuing education certificate from a registered apprenticeship program.

For projects that require more than one electrician, at least one electrician must be enrolled in an electrical registered apprenticeship program. All other nonelectrical work must be performed in accordance with State and Local requirements.

## Operating Requirements

Grant recipients must maintain the grant-funded light-duty DCFC supply equipment and ensure its operation in accordance with the contract terms and conditions for a period of at least five years from the station opening to the public date. Applicants must clearly define how they plan to meet the Federal Highway Administration (FHWA) 97% up time requirement in their application. Uptime definition:

$$\mu = ((8760 - (T_{\text{outage}} - T_{\text{excluded}})) / 8760) \times 100$$

Where:

$\mu$  = port uptime percentage,

$T_{\text{outage}}$  = total hours of outage in previous year, and

$T_{\text{excluded}}$  = total hours of outage in previous year for reasons outside the charging station operator's control, such as electric utility service interruptions, internet or cellular service provider interruptions and outages caused by the vehicles, provided that the Charging Station Operator can demonstrate that the charging port would otherwise be operational. See 680.116 for exclusions.

Grant recipients are also eligible for Operation and Maintenance reimbursements for five years from the station opening to the public date. Operation is considered the cost of electricity to charge vehicles at the station (including demand charges). Maintenance is the cost of maintaining DCFC equipment, electrical supply equipment, and surface spaces for electric vehicles. Grant recipients can submit Operations (electricity charges) and Maintenance reimbursement requests to TxDOT on a quarterly basis.

1. Operating and Maintenance Expenses submission deadlines are the first business day in
  - a. May for Q1 (January, February, March)
  - b. August for Q2 (April, May, June) usage
  - c. November for Q3 (July, August, September)
  - d. February for Q4 (October, November, December)

After two consecutive quarters of self-sustainability, funding for operations will end (maintenance will continue until the 5-year term ends or the funds for the location are exhausted)

1. Self-sustainability is defined as fees paid by users of the charging station being greater than or equal to the cost of electricity (including demand charges) during a billing cycle.

Site hosts and equipment operators will set usage fees for DCFC stations

1. It is expected that owners/operators will offer competitive market rates to station users.
2. Site owners/operators will submit reimbursement requests for operations (including electricity and demand charges and minus fees paid by users) until the station becomes self-sustaining or funds/time are expended.

## Insurance

The applicant will be required to properly insure the charging equipment against loss or damage, and to carry liability damage to protect persons and property. Insurance must be maintained throughout the term of the contract and the five-year operating and maintenance period. Documentation of required insurance coverage must be submitted to TxDOT in accordance with the contract.

## Bonding

Bonding is not required between TxDOT and the awardees. See Reimbursement of Expenses, page 18.

## Warranty

Grant recipients agree to meet requirements for Direct Current Fast Charging at 150 kW per connector (or greater) at the 97% up time definition found in the NEVI final rules. This warranty extends through the 5-year Operations and Maintenance period that begins when the station is opened to the public. The grant recipient agrees to complete all necessary repairs to keep the site open to the public, operating at 150 kW per connector (or greater), and meeting the 97% up time requirement.

## Reporting

Applicants are required to report anonymized DCFC usage data per connector to TxDOT for five years. Data can be made available to TxDOT staff for download by Application Programming Interface (API) or other method as approved by TxDOT.

1. Applicants agree to meet Federal reporting requirements to provide charging station location, pricing, real-time availability, and accessibility free of charge to third party software developers through application programming interface (680.116(c)).
2. Applicants agree to meet Federal reporting requirements outlined in 680.112 - Data Submittal
3. Reporting deadlines are the first business day in:
  - a. May for Q1 (January, February, March)
  - b. August for Q2 (April, May, June)
  - c. November for Q3 (July, August, September)
  - d. February for Q4 (October, November, December)

## Environmental Clearance

All electric vehicle charging infrastructure projects funded through the competitive grant program require environmental clearance. Per NEVI rules, the projects are anticipated as Categorical Exclusions and the TxDOT Environmental Affairs Division will make the determination. Applicants are required to fill out the applicant portion of the NEPA Clearance worksheet per EV study area and return the worksheet as part of their submittal. TxDOT will review the applicant provided information and supplement any additional information needed to make the determination. Final design and construction cannot begin until environmental clearance is complete.

### Environmental Clearance Workflow

1. Following the application deadline, proposals are scored and ranked by EV Study Area.
2. Results are published for a two-week review period on the TxDOT EV Landing page.
3. The NEPA Clearance Forms from the top scoring proposals in each EV Study Area are sent to the TxDOT Environmental Affairs Division to conduct the assessment.
4. TxDOT enters negotiations with applicants that receive clearance.
5. Following negotiations, TxDOT communicates the results to FHWA for consideration.

## Right of Way

Proposals that include the purchase of property that will be used to host charging stations must follow UNIFORM Act requirements.

## Final Design

The final station design must be approved by TxDOT before construction. The FHWA's project authorization for final design and physical construction will not be issued until the conditions outlined in 23 CFR 635.309(p)(1) have been met.

## Construction

Upon receiving notice to proceed from TxDOT, the awardee can begin construction.

## Buy America

All electric vehicle charging infrastructure projects funded through the competitive grant program must be Build America Buy America compliant.

## Health & Safety

Awardees under this program must fully comply with all applicable Federal, State, and local laws governing safety, health, and sanitation. The contractor shall provide all safeguards, safety devices, and protective equipment and shall take any other actions reasonably necessary to protect the life and health of persons working at the site of the project and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

## Application Process

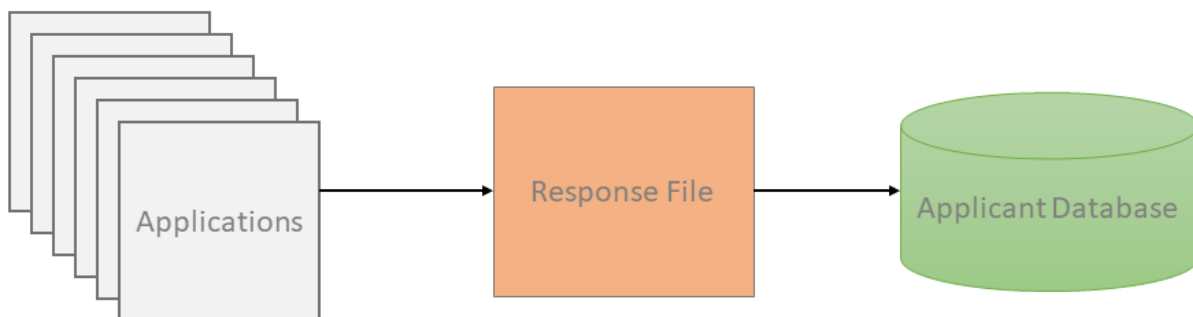
All grant applications must be administratively and technically complete. A complete submission consists of an Application, Site Host Agreement for each site, and a NEPA Clearance worksheet for each site. Incomplete applications may be rejected as ineligible or unresponsive by the TxDOT scoring team. Post submission discussions will not be held with applicants.

1. Application forms, instructions, and a copy of this document may be downloaded from the [TxDOT EV Landing page](#).
2. To apply for funding, applicants must complete and submit a grant application. Applicants are encouraged to submit applications via email to [TxDOT\\_NEVI@txdot.gov](mailto:TxDOT_NEVI@txdot.gov). No paper applications will be accepted.
3. Hardware specifications for the proposed DCFC equipment should be included with the returned application.
4. Any preliminary designs, specifications, or plans at potential site locations can be forwarded with the application.
5. Upon submission, all proposals become the property of the State of Texas and as such become subject to public disclosure under the Texas Public Information Act (PIA), Texas Government Code, Chapter 552.
6. Under Section 231.006 of the Texas Family Code, a child support obligor who is more than 30 days delinquent in paying child support and a business entity in which the obligor is a sole proprietor, partner, shareholder, or owner with an ownership interest of at least 25% is not eligible to receive a state funded grant or loan. All business entities applying for a grant under this RFGA must include in the application the name and social security number of the individual or sole proprietor and each partner, shareholder, or owner with an ownership interest of at least 25% of the business entity submitting the application.
7. The authorized official submitting the application must also certify to the Program Certifications in the application, including that the individual or business entity named in the application is eligible to receive the grant. Any contract may be terminated, and payment may be withheld if the certification is inaccurate.
8. Applicants may not receive funding for the same project and/or activities under the TCEQ Texas Emissions Reduction Plan grant programs or Texas Volkswagen Environmental Mitigation Program funds.
9. Applicants may not receive funding for the same project and/or activities from the NEVI \$2.5B competitive grant program managed by US DOT/FHWA/Joint Office of Energy and Transportation.

## Selection Criteria

Applications will be scored against the following criteria
1. Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations
2. Financial plan for site construction until reimbursement
3. Plan to achieve station up time of 97% or greater
4. How the proposed hardware and software will accept payments from the public for DCFC usage
5. Plan to collect usage information by connector and report the data to TXDOT on a quarterly basis
6. Training and certification plan for employees and contractors that install, operate, and maintain DCFC equipment
7. Cyber security plan to protect equipment and user data
8. Number of ports meets the desired number of ports in the TxDOT EV Study Area (minimum of 4)
9. Power rating per port (power sharing is acceptable if each port can charge at 150kW or greater simultaneously).
10. Estimated price per fully functional port installed
11. Estimated Operation and Maintenance price for 5 years
12. Restrooms available to the public (restrooms do not have to be owned and operated by the site host or equipment provider. Charging stations located in the same parking lot of shopping malls, restaurants, convenience stores, or other retail locations are acceptable.)
13. Pull through space for light duty vehicles with trailers when host location will support it
14. Retail agreement in place to host stations
15. Equipment and software ability to enforce Idle Fees when the charging session complete and the grace has period expired
16. Dedicated support with contact information posted on site
17. Buy America Compliant DCFC equipment and construction materials

Data collected from the applications will be aggregated into a response file as an individual record. After the application window closes the response file will be exported to an .XLS document for processing and scoring. The scoring criteria can be found on page 21.



The seven qualitative items from the applications are scored by a five-member TxDOT scoring team averaged and added to scores from the ten quantitative items scored programmatically to produce a total score by applicant for each EV Study Area. The scores for each EV Study Area are ranked and the top three are identified programmatically.

Company names/scores are from test data -

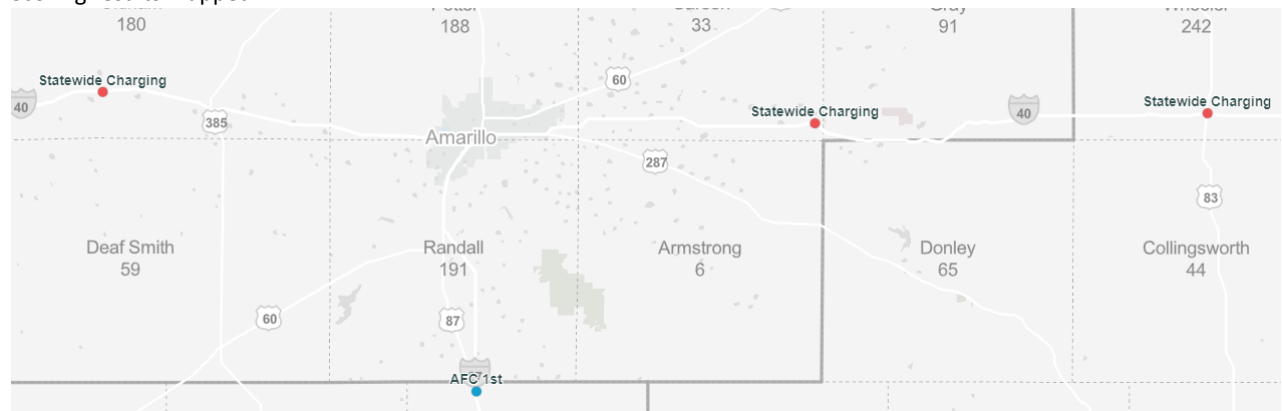
First Place		Statewide Charging, No Level II	70.5	Chargers Are Us	78
Second Place		Statewide Charging, No Level II	70.5	Statewide Charging	73
Third Place		Chargers Are Us, AFC 1st	63	DCFC Company	68
Company Name	Qualitative Score	Sugar Land Tech Score	Sugar Land Total Score	Arlington Tech Score	Arlington Total Score
Name of the entity suk	20	35.5	55.5	43	63
E Trucking	25	28	53	33	58
Chargers Are Us	30	33	63	48	78
Statewide Charging	35	35.5	70.5	38	73
AFC 1st	30	33	63	30.5	60.5
DCFC Company	25	33	58	43	68
No Level II	20	50.5	70.5	30.5	50.5
Electrify Texas	15	30.5	45.5	35.5	50.5

The final analysis step involves mapping the top results by EV Study area to identify how consistent the results are by corridor.

Output table from scoring process -

1	ID	EV Study Area	TxDOT Plan Connectors	Latitude	Longitude	Company Name	Total Score
2	1	Sugar Land	8	29.599259	-95.621616	Statewide Charging, No Level II	70.5
3	2	Arlington	8	32.675808	-97.174513	Chargers Are Us	78
4	3	Carrollton	8	32.953967	-96.911068	Statewide Charging	80.5
5	4	Fort Worth	8	32.735865	-97.436854	Statewide Charging	80.5
6	5	Selma	8	29.5845	-98.305398	AFC 1st	75.5

Scoring results mapped -



### Additional Criteria

TxDOT is not obligated to fund a project from an applicant that has demonstrated marginal or unsatisfactory performance on current or previous grants and contracts with TxDOT or other state agencies. Not meeting contractual commitments or being invoiced by TxDOT for a past grant may impact the eligibility of an application submitted under this RFGA. TxDOT is not obligated to fund a project from an applicant that is under federal, state, or local enforcement action for violation of environmental laws or permit conditions.

TxDOT reserves the right to select competitive applications that add to the continuity of corridors and minimizes complexity (equipment, payment methods, accounts, smart phone applications) for users of the charging network.



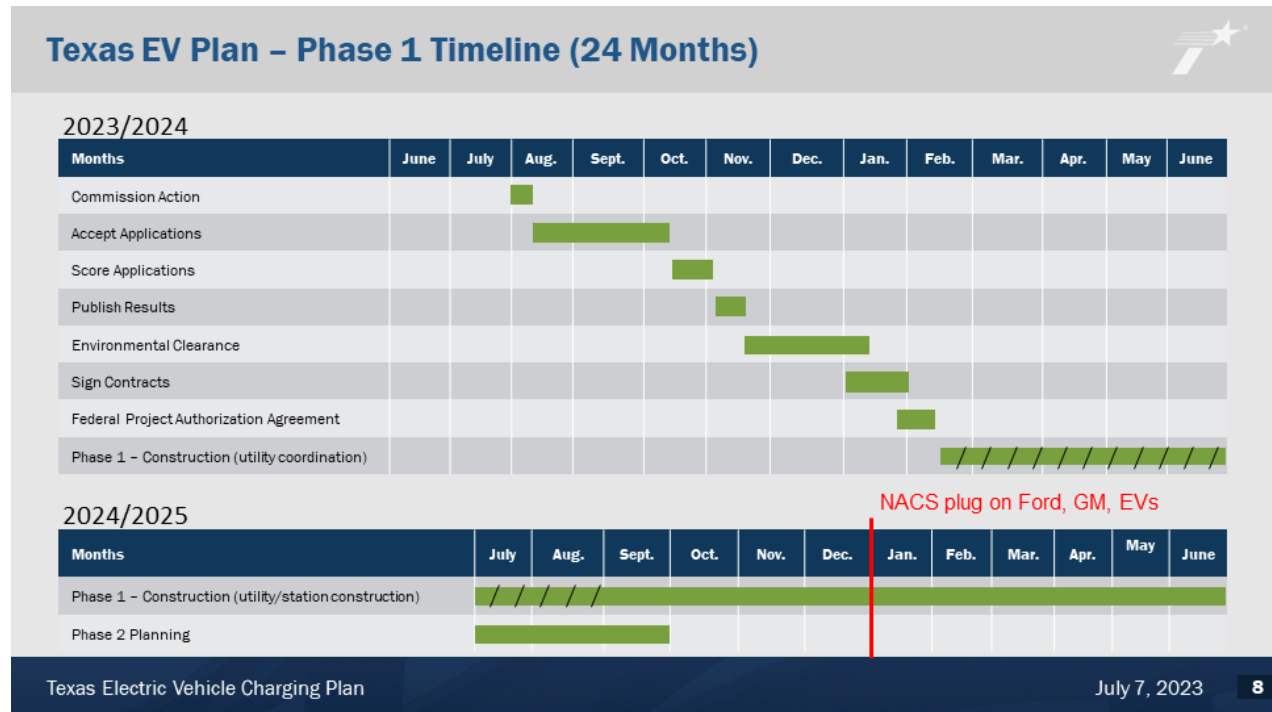
## Award and Contracting

All applications will be posted to the EV Landing page for a two-week review period. Entities selected to receive grant funding will be required to sign a contract with TxDOT. The activities outlined in the entity's application will be represented in the Contract's Scope of Work. Grant recipients commit to taking all actions necessary to ensure the successful completion of its project and subsequent operation of the grant funded equipment within the Contract's time frame and funding limitations. To monitor the grantee's progress during the contract, TxDOT will require quarterly progress reports and may audit a grantee's progress at any time during the grant. Submission of the quarterly project reports and adherence to the Scope of Work due dates are material to the successful performance of the grant activities. Failure to meet contractual time frames may result in the termination of the contract.

Reports should include the following categories:

1. Site Selection
2. Environmental Clearance
3. Electrical Supply
4. Permits
5. Equipment ordering, delivery, and installation dates
6. Inspections
7. Timelines
8. Estimated Completion Dates
9. Other items not listed that impact completion of the work
10. Project report deadlines are the first business day in
  - a. May for Q1 (January, February, March)
  - b. August for Q2 (April, May, June)
  - c. November for Q3 (July, August, September)
  - d. February for Q4 (October, November, December)

# Program Schedule



## Reimbursement of Expenses

Reimbursement is contingent on the delivery of fully operational, environmentally cleared, permitted, inspected, open to the public DC Fast Charge stations capable of charging an electric vehicle at a rate of 150kW or greater per port and a minimum of 4 ports per TxDOT EV Study Area.

Operations and Maintenance reimbursements are outlined on page 8 of this document.

Payments will be made on a reimbursement basis for expenses incurred and paid directly by the grant recipient for the purchase and installation of DCFC supply equipment. To be considered “incurred and paid,” the equipment must be received, installed, and operational and all invoices paid by the grant recipient.

A summary of all expenses, invoices, and proof of payment must be submitted with the request for reimbursement. Those forms will also be available on the [TxDOT EV Landing page](#).

TxDOT will reimburse the grant recipient for no more than the amounts established by TxDOT for that type of activity as established in Eligible Expenses section. Reimbursements will not exceed amounts agreed upon in the contract.

Any existing financial incentive that directly reduces the cost of the proposed activity, such as tax credits or deductions, other grants, or any other public financial assistance must be disclosed and accounted for in the request for reimbursement. The grant reimbursement plus financial incentives must not exceed 100% of the total cost of the proposed activity. The federal reimbursement must not exceed 80% of the total cost incurred by the applicant for the proposed activity.

Activities funded under this RFGA must be completed by the Purchase Expiration Date as specified in the contract, and all costs must be incurred by this date. The grantee must notify TxDOT in writing if a project is expected to require a longer timeframe to be completed as soon as the grantee becomes aware of the delay.

The request for reimbursement must be submitted by the Purchase Expiration Date as specified in the contract.

## Applicable Laws and Standards

1. Title 42 U.S.C. §§ 2000d-2000d-7, with the exception of sections 2000d-5 and 2000d-6, also known as – Title VI of the Civil Rights Act of 1964, including any amendments.
2. Title 23 U.S.C. - Highways
3. 23 U.S.C. § 313 – Buy America
4. 23 U.S.C. § 113 – Davis Bacon Act
5. Form FHWA - 1273
6. 23 CFR Part 680 – National Electric Vehicle Infrastructure Standards and Requirements
7. 23 CFR Part 635 – Construction and Maintenance
8. Title 49 CFR Subtitle A – Office of the Secretary of Transportation, Parts 1-99, including any amendments.
9. 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards – Office of Management and Budget Circular relating to Cost Principles for state, local, and Indian tribal governments, including any amendments.
10. Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021). Division J, title VIII, Highway Infrastructure Program heading, paragraph 2.
11. 2 CFR parts 180 and 1200
12. 2 CFR Part 200, Grants and agreements
13. 2 CFR 200.317, "State procurement policies and procedures"
14. 2 CFR 200.333 Fixed amount subawards
15. 23 CFR 450 Planning Assistance and Standards
16. 23 CFR Subpart A, "Location and Hydraulic Design of Encroachments on Flood Plains"
17. 23 CFR 771.117(c)(1), "FHWA categorical exclusions"
18. M-22-11, Office of Management and Budget, "Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure"
19. 40 CFR parts 51 and 93
20. 48 CFR part 3
21. 49 CFR part 20

## EV Study Areas

Study Area Latitude/Longitude coordinates are provided for reference and do not indicate a preferred location for EV charging. EV charging sites proposed by applicants can be up to 1 mile from the Latitude/Longitude coordinates (click study area name to view map).

ID	Study Area Name	LATITUDE	LONGITUDE
1	<a href="#">Sugar Land</a>	29.599259	-95.621616
2	<a href="#">Arlington</a>	32.673822	-97.198451
3	<a href="#">Carrollton</a>	32.953967	-96.911068
4	<a href="#">Fort Worth</a>	32.735865	-97.436854
5	<a href="#">Selma</a>	29.584500	-98.305398
6	<a href="#">San Marcos</a>	29.875433	-97.931254
7	<a href="#">Buda</a>	30.045982	-97.840347
8	<a href="#">McAllen</a>	26.192108	-98.244858
9	<a href="#">Burleson</a>	32.562974	-97.318876
10	<a href="#">San Benito</a>	26.127911	-97.638202
11	<a href="#">Killeen</a>	31.092090	-97.722385
12	<a href="#">Sherman</a>	33.634403	-96.616112
13	<a href="#">Wichita Falls</a>	33.934934	-98.517834
14	<a href="#">Lubbock</a>	33.546684	-101.844987
15	<a href="#">Winnie</a>	29.828987	-94.389200
16	<a href="#">Laredo</a>	27.511444	-99.503084
17	<a href="#">Gainesville</a>	33.642243	-97.155628
18	<a href="#">Corpus Christi</a>	27.801082	-97.424512
19	<a href="#">Waxahachie</a>	32.385844	-96.867809
20	<a href="#">Corsicana</a>	32.098885	-96.440897
21	<a href="#">Odessa</a>	31.827271	-102.359371
22	<a href="#">Sulphur Springs</a>	33.134957	-95.574128
23	<a href="#">Rolling Meadows</a>	32.433202	-94.853786
24	<a href="#">Van</a>	32.506818	-95.644292
25	<a href="#">Mt Pleasant</a>	33.181377	-94.962017
26	<a href="#">Buffalo</a>	31.458584	-96.082473
27	<a href="#">New Boston</a>	33.475127	-94.417473
28	<a href="#">Fairfield</a>	31.714529	-96.176281

ID	Study Area Name	LATITUDE	LONGITUDE
29	<a href="#">Waskom</a>	32.476105	-94.076490
30	<a href="#">Sandy Oaks</a>	29.175879	-98.427168
31	<a href="#">Luling</a>	29.651199	-97.659593
32	<a href="#">Big Spring</a>	32.263084	-101.489077
33	<a href="#">Merkel</a>	32.477497	-100.010847
34	<a href="#">IH20 and US281</a>	32.610687	-98.109994
35	<a href="#">Clyde</a>	32.413882	-99.501839
36	<a href="#">Edinburg</a>	26.385425	-98.142289
37	<a href="#">Devine</a>	29.129580	-98.896203
38	<a href="#">Dilley</a>	28.671343	-99.183903
39	<a href="#">Three Rivers</a>	28.517790	-98.177438
40	<a href="#">Mathis</a>	28.112364	-97.817508
41	<a href="#">Fort Hancock</a>	31.304606	-105.840043
42	<a href="#">Colorado City</a>	32.412310	-100.859979
43	<a href="#">Encinal</a>	28.039310	-99.350893
44	<a href="#">Monahans</a>	31.574931	-102.891564
45	<a href="#">Plainview</a>	34.183943	-101.749937
46	<a href="#">Sierra Blanca</a>	31.173414	-105.355442
47	<a href="#">Shamrock</a>	35.231164	-100.246426
48	<a href="#">Fort Davis RA</a>	31.083259	-104.082205
49	<a href="#">Raymondville</a>	26.479103	-97.769098
50	<a href="#">Adrian</a>	35.269678	-102.664981
51	<a href="#">Kerrville</a>	30.070708	-99.110864
52	<a href="#">Groom</a>	35.212113	-101.105004
53	<a href="#">Sonora</a>	30.576717	-100.637407
54	<a href="#">Happy</a>	34.74033	-101.847651
55	<a href="#">Iraan</a>	30.858683	-102.075882
56	<a href="#">Balmorhea</a>	30.993669	-103.661938

## Scoring Worksheet

Criteria	Description	Points
1. Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations.	Evaluation of staffing plan and experience.	10
2. Financial plan for site construction until reimbursement.	Evaluation of the financial plan.	10
3. Plan to achieve station up time of 97% or greater.	Evaluation of the up-time plan.	10
4. How the proposed hardware and software will accept payments from the public for DCFC usage.	Evaluation of the payment methods available to users.	5
5. Plan to collect usage information by connector and report the data to TxDOT on a quarterly basis.	Evaluation of the data reporting plan.	5
6. Training and certification plan for employees/contractors that install, operate, and maintain DCFC equipment.	Evaluation of the training and certification plan.	5
7. Cyber security plan to protect equipment and user data.	Evaluation of the cyber security plan.	2
8. The number of ports meets the desired number of ports in the TxDOT EV Study Area.	Full points for meeting the desired number of ports in the study area, half points for less than the desired ports per study area, no points for less than 4 ports. <b>Less than 4 = Disqualified</b>	5
9. Power rating per port.	Full points if 250kW or greater per port. Half points if less than 250kW per port. No points if less than 150kW per port. <b>Less than 150kW = Disqualified</b>	5
10. Estimated price per fully functional port installed.	Full points if less than 125K per port, Half points if 125K to 175K per port, quarter points if 175K or greater per port.	20
11. Operation and maintenance estimate for 5 years.	Percentages based on full site installation price estimate. Full points if O&M is less than 25% of installation price, half points if O&M is between 25% and 50% of installation price, quarter points if O&M is greater than 50% of installation price.	5
12. Restrooms available to the public.	Full points for yes or zero points for no.	5
13. Pull through space for light duty vehicles with trailers.	Full points for at least 1 pull through space. No points for any other scenarios.	2
14. Retail agreement in place to host stations.	Full points for entities with signed hosting agreements with property owners to utilize parking spaces open to the public 24/7. No point for any other scenarios.	5
15. Equipment and software ability to enforce idle fees.	Full points for the ability to monitor charging session and enforce idle fees when sessions are complete after a 10-minute grace period (length of grace period is negotiable). No points for any other scenarios.	2
16. Dedicated support with contact information posted on site.	Full points for phone support 24/7, half points for web support 24/7, no points for any other options.	2
17. Buy America compliant DCFC equipment and construction materials.	Full points for 100% compliant. No points for any other scenario.	2
		<b>100</b>

## Glossary

AC – Alternating Current  
AFC – Alternative Fuel Corridor  
CCS 1 – Combined Charging System or plug type for DC Fast Charging  
Connector – Plug that connects the electric vehicle to the charging equipment  
Corridor Pending – Corridor does not satisfy FHWA requirements  
Corridor Ready – Corridor meets FHWA requirements  
DC – Direct Current  
DC Fast Charging – High power charging 400-800 volt, 150-600 amps, 3 phase  
DOE – Department of Energy  
DOT – US Department of Transportation  
EV – Electric Vehicle  
EVSE – Electric Vehicle Service Equipment  
FHWA – Federal Highway Administration  
Justice40 – Federal program outlining 40% of federal climate investments go directly to frontline communities most affected by poverty and pollution  
kW – Kilowatt (1,000 watts)  
kWh – Kilowatt Hour (1,000 watts for 1 hour)  
Level I – Low power charging 120-volt, 10-20 amps, single phase  
Level II – Medium power charging 240-volt, 15-50 amps, single phase  
Location – Physical location where electric vehicles charge  
MPO – Metropolitan Planning Organization  
mW – Megawatt (1,000 kilowatts)  
MWh – Megawatt Hour (1,000 kilowatts for 1 hour)  
NACS – North American Charging Standard, plug type for DC Fast Charging  
NEVI – National Electric Vehicle Infrastructure  
POC – Point of Contact  
Port – Charging outlet, usually on a pedestal design with connectors for charging electric vehicles  
PIP – Public Involvement Plan  
PM – Project Manager  
SECO – State Energy Conservation Office  
TCEQ – Texas Commission on Environmental Quality  
TxDOT – Texas Department of Transportation  
3 Phase – Electrical supply from 3 power lines