Texas Transportation Commission

Minute Order

VARIOUS Counties, VARIOUS Districts

The Infrastructure Investment and Jobs Act (Pub. L. 117-58) provides formula funding to deploy electric vehicle charging infrastructure. Texas was allocated $323.08 million in formula funds over five years to develop electric vehicle charging.

Transportation Code §222.034(a) describes the process by which the Texas Transportation Commission (commission) may distribute federal aid funds for transportation purposes.

Transportation Code §222.034(b) authorizes the commission to vary the distribution procedure provided by Subsection(a) if it issues a ruling or minute order identifying the variance and provides a particular justification for the variance.

The Texas Department of Transportation (department) worked cooperatively with the Texas Commission on Environmental Quality, State Energy Conservation Office, and the Federal Highway Administration (FHWA) to prepare the fiscal year 2026 Texas Electric Vehicle Infrastructure Plan (EV Plan). The EV Plan was approved by FHWA on August 26, 2025.

The department has developed a competitive grant program to manage implementation of Phase 2 of the EV Plan in county seats and metropolitan areas. Program documents are attached as Exhibits A-G.

Exhibit A – Request for Grant Applications (RFGA), provides information to potential applicants on project scope, eligibility, requirements, timelines, application, scoring, selection, reporting, operation, and maintenance.

Exhibit B – Program Manual, a resource to help department staff manage the competitive grant over the life of the program.

Exhibit C – Grant Application, an electronic document to collect seven qualitative criteria and 10 quantitative factors from the applicant on their proposed solution that will be evaluated and scored by the department.

Exhibit D – Site Host form, a document to verify a property owner hosting agreement.

Exhibit E – National Environmental Policy Act (NEPA) Clearance form, a document to collect environmental data about the proposed site from applicants. The department will use the NEPA Clearance form to make the environmental clearance determination.

Exhibit F – Scoring Worksheet, a document developed to evaluate proposal information collected in the Grant Application. Factors in the worksheet were created with input from industry, interested parties, and examples from other states.

Exhibit G – Map of Phase-2 EV Study Areas.

The department will use Exhibits C, D, E, and F to score and rank proposals in the manner described in the RFGA and the Program Manual. The highest scoring proposal per EV Study Area will be selected.

IT IS THEREFORE ORDERED by the commission that the department is authorized to issue one or more RFGAs substantially in the form attached as Exhibit A to construct electric vehicle charging stations in county seats and metropolitan areas, and to award one or more grants in accordance with the evaluation and selection process set forth in the RFGA and Program Manual.

IT IS FURTHER ORDERED that the executive director is authorized to enter into grant agreements with the proposers awarded grants and to enter into any other necessary agreements to fulfill the condition of this order.

Submitted and Reviewed by:

Signed by:
Humberto Gonzalez Jr
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Director, Transportation Planning

And Programming Division

Recommended by:

DocuSigned by:
Mark Williams
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Executive Director

Minute Order Number and Date Passed

117164 April 30, 2026

Texas Electric Vehicle Infrastructure Plan

County Seats and Metropolitan Areas – Direct Current Fast Charge (DCFC) Implementation

Request for Grant Applications (RFGA)

April 8, 2026 - Version 0.36

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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 County Seats and Metropolitan Areas. 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**. 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 focused on interstate routes on the Alternative Fuel Corridors as part of Phase I and transitioned to County Seats and Metropolitan Areas in Phase II. 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.

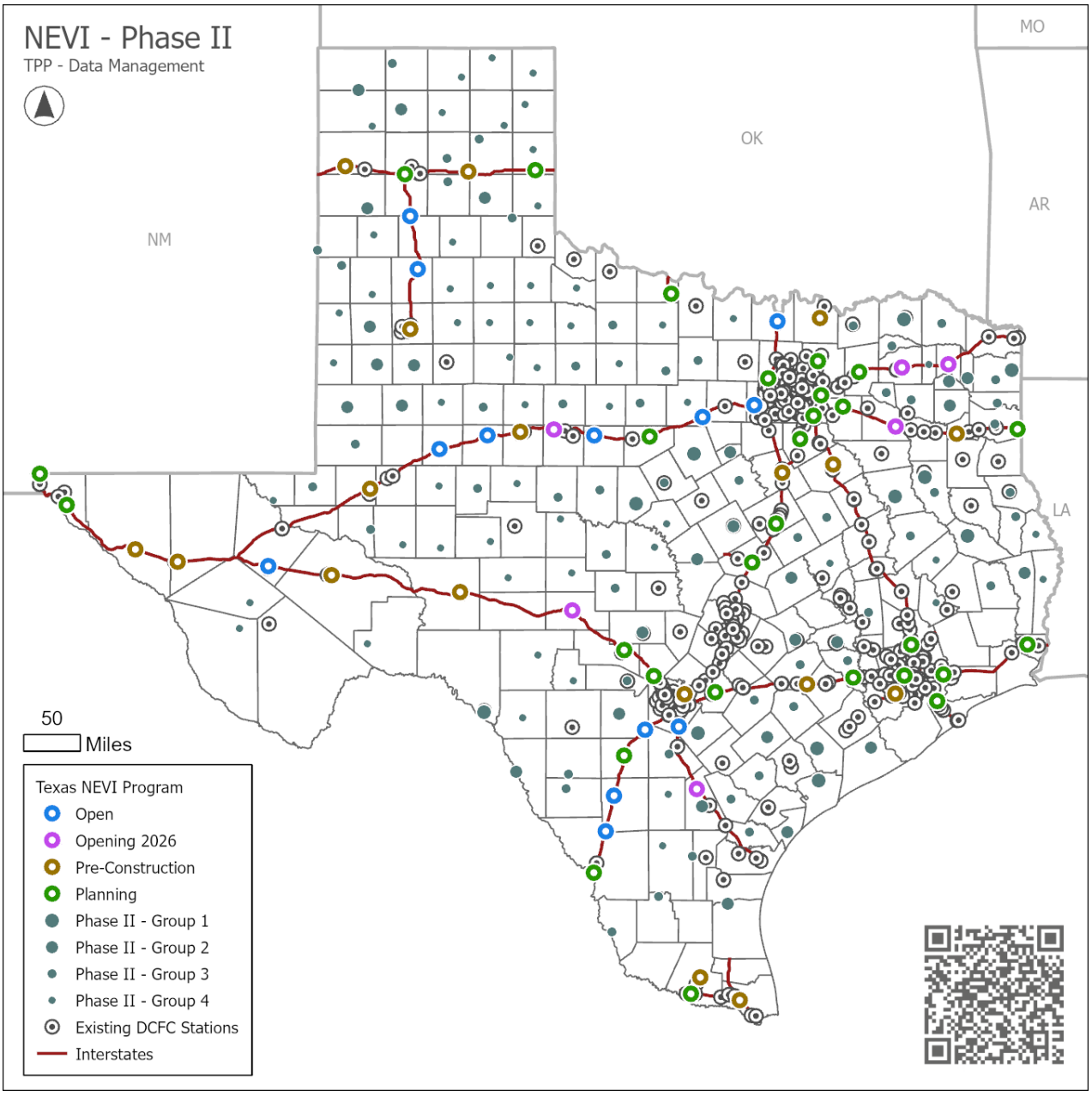
The EV Plan supports the goals of Optimizing System Performance (economic development, connectivity, mobility, reliability) and Fostering Stewardship of the state's natural, historic, and cultural resources as outlined in the Texas Transportation Plan 2050.

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 receives $323.08 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 II of the program will develop Direct Current Fast Charging (DCFC) locations in County Seats and Metropolitan Areas as outlined in the Texas Electric Vehicle Infrastructure Plan.



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. Within 1 mile of an Alternative Fuel Corridor – DCFC equipment must be rated at 150kW per port or greater.
5. Sharing is acceptable if each port can charge at 150kW or greater simultaneously.
6. Not within 1 mile of an Alternative Fuel Corridor - Equipment must support power sharing between dispensers and a total power footprint of at least 300kW.
7. Minimum of 4 ports per location.
8. DCFC equipment must support the following:
9. Open Charge Point Interface (OCPI 2.2.1 within 1 year of final rules).
10. Open Charge Port Protocol 1.6J or higher (OCPP 2.0.1 within 1 year of final rules).
11. ISO 15118-2,-20,-3 (-2 Plug and Charge within 1 year of final rules).

12. The proposed station must be in or near the County Seat or within a Metropolitan Planning Area boundary. If after grant award a study area is deemed insufficient to support a four port DCFC station, the grant recipient can identify an alternate location (with TxDOT approval).
13. Provide multiple payment options for DCFC users including but not limited to:
14. Contactless payment method that accepts major credit and debit cards
15. Payment through either an automated toll-free phone number or a short message/messaging system (commonly abbreviated as SMS).
16. 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.
17. Chargers must remain functional if communication with the charging network is temporarily disrupted.
18. Real-time pricing and fee information shall be displayed on the unit, payment screen, or associated phone or vehicle-based application.
19. Enforce idle fees after charging sessions are complete and the grace period has expired.
20. A mechanism to report issues with charging infrastructure
21. The reporting mechanisms must provide multilingual services and be compliant with the American with Disabilities Act of 1990.
22. One pull through space for light duty vehicles with trailers when host location will support it.
23. Work with TxDOT Environmental Affairs division on clearance for the study areas.
24. 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

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.

The stations must meet all state Electric Vehicle Service Equipment (EVSE) regulations and license requirements as published by the Texas Department of Licensing & Regulation.

Eligible Expenses

Eligible expenses are those that are directly connected to the acquisition, installation, operation, maintenance, and reporting of new DCFC supply equipment.

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 (O&M) funds as defined in the Operating Requirement section. O&M is funding is 80%.

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.

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.

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:

$$\mu = ((525{,}600 - (T_{outage} - T_{excluded}))/525{,}600) \times 100$$

Where:

μ = port uptime percentage,

T_{outage} = total minutes of outage in previous year, and

$T_{excluded}$ = total minutes 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 (80% of O&M cost) 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.

Operating and Maintenance Expenses submission deadlines are the first business day in

- May for Q1 (January, February, March)
- August for Q2 (April, May, June) usage
- November for Q3 (July, August, September)
- 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 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 agreed upon power level 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. Usage of NEVI stations will be reported using EV-ChART.

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)).

Applicants agree to meet Federal reporting requirements outlined in 680.112 - Data Submittal

Reporting deadlines are the first business day in:

- May for Q1 (January, February, March)
- August for Q2 (April, May, June)
- November for Q3 (July, August, September)
- 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 site 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.
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 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 and 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 the online NEVI Grant Application. 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 should be included in 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.

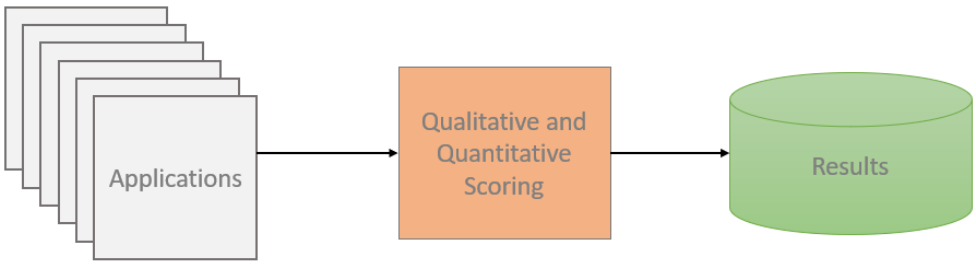
7. The authorized official submitting the application must also certify to the Program Certifications in the application, including that the individual or business entity named in the application is eligible to receive the grant. Any contract may be terminated, and payment may be withheld if the certification 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.

Grant Scoring and Selection Workflow

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.
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

A data management process was created to handle the large amount of data returned from each application. The online application collects qualitative and quantitative information from the applicant. The data is stored in a series of ArcGIS Online standalone tables. The tables are configured for one way write access only (editors cannot see records, even records they added). There is no casual view access to the tables.

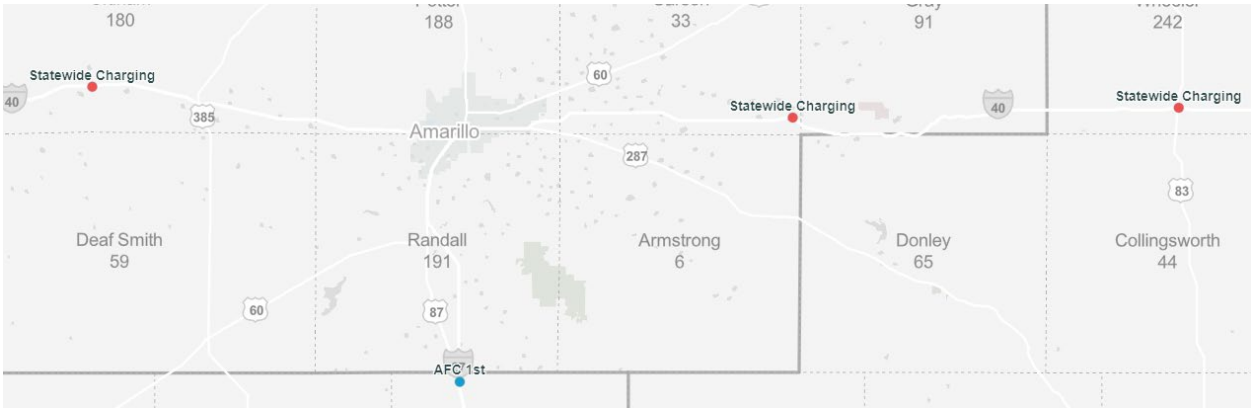


The seven qualitative items from the applications are scored by the five-member TxDOT team (staff from Transportation Planning & Programming, Alternative Delivery, and Fleet divisions), averaged and added to scores from the ten quantitative items scored programmatically to produce a total score by applicant for each area. The scores for each area are ranked and sorted programmatically.

study_area	cstCost	cstGrant	omCost	omGrant	Rank	Inside Study Area
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	1	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	2	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	3	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	4	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	5	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	6	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	7	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	1	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	2	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	3	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	4	Yes/No

The final analysis involves mapping the results by area to identify if the proposed location falls within the required area. If not, the proposal is disqualified.

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 and coverage of regions 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. Electrical Supply
3. Permits
4. Equipment ordering, delivery, and installation dates
5. Inspections
6. Timelines
7. Estimated Completion Dates
8. Other items not listed that impact completion of the work
9. Project report deadlines are the first business day in:

    - May for Q1 (January, February, March)
    - August for Q2 (April, May, June)
    - November for Q3 (July, August, September)
    - February for Q4 (October, November, December)

Phase II - Schedule

Action	Date
Commission Action	April 2026
Accept Applications	May - June 2026
Scoring	June - July 2026
Publish Results	August 2026
Environmental Clearance	August 2026
TIP/STIP	August 2026
Grant Agreement Signing	November 2026
Federal Project Authorization Agreements	December 2026
Construction	2027

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 the agreed upon power level and a minimum of 4 ports per site.

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. The federal reimbursement for O&M must not exceed 80% of the total cost of O&M incurred by the applicant for the proposed activity and time period.

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

Phase II Areas

Latitude/Longitude coordinates are provided for reference and do not indicate a preferred location for EV charging. Click on the area name to view the general location on a map.

Area Name	Map Link	STATUS	LATITUDE	LONGITUDE
Atlanta	Atlanta	Phase II - Group 1	33.11582576	-94.1636409
Brownwood	Brownwood	Phase II - Group 1	31.67227589	-98.95801967
Del Rio	Del Rio	Phase II - Group 1	29.37793242	-100.9007106
Edna	Edna	Phase II - Group 1	28.97575537	-96.64797495
Floresville	Floresville	Phase II - Group 1	29.14507592	-98.1650603
Jacksonville	Jacksonville	Phase II - Group 1	31.95919808	-95.26605026
Lufkin	Lufkin	Phase II - Group 1	31.32081252	-94.72806662
Palestine	Palestine	Phase II - Group 1	31.75409609	-95.64781564
Paris	Paris	Phase II - Group 1	33.65515866	-95.53561225
Port Lavaca	Port Lavaca	Phase II - Group 1	28.61991312	-96.62896999
Stephenville	Stephenville	Phase II - Group 1	32.214941	-98.22040207
Bay City	Bay City	Phase II - Group 2	28.98378407	-95.95993892
Brenham	Brenham	Phase II - Group 2	30.15755169	-96.39505504
Brownfield	Brownfield	Phase II - Group 2	33.17568042	-102.272967
Cameron	Cameron	Phase II - Group 2	30.86200795	-96.97650951

Clarendon	Clarendon	Phase II - Group 2	34.93630714	-100.8918347
Cuero	Cuero	Phase II - Group 2	29.10037014	-97.28593913
Daingerfield	Daingerfield	Phase II - Group 2	33.03025111	-94.7246787
Dalhart	Dalhart	Phase II - Group 2	36.05819378	-102.5125009
Dumas	Dumas	Phase II - Group 2	35.86298403	-101.9642469
Eagle Pass	Eagle Pass	Phase II - Group 2	28.71547533	-100.4908522
Fredericksburg	Fredericksburg	Phase II - Group 2	30.26606632	-98.87539983
Gatesville	Gatesville	Phase II - Group 2	31.429134	-97.71962018
George West	George West	Phase II - Group 2	28.33019003	-98.11848728
Giddings	Giddings	Phase II - Group 2	30.18294237	-96.92785952
Gilmer	Gilmer	Phase II - Group 2	32.73381005	-94.94814317
Glen Rose	Glen Rose	Phase II - Group 2	32.23547378	-97.76000271
Hereford	Hereford	Phase II - Group 2	34.82388062	-102.3996348
Hondo	Hondo	Phase II - Group 2	29.35893214	-99.17989673
Jasper	Jasper	Phase II - Group 2	30.92130831	-93.99521204
Lamesa	Lamesa	Phase II - Group 2	32.73337553	-101.9556989
Lampasas	Lampasas	Phase II - Group 2	31.06390864	-98.18231676
Levelland	Levelland	Phase II - Group 2	33.5809061	-102.3638405
Pittsburg	Pittsburg	Phase II - Group 2	32.99744272	-94.96633005
Rockport	Rockport	Phase II - Group 2	28.04077442	-97.03258054

Sarita	Sarita	Phase II - Group 2	27.22173911	-97.79156751
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Tahoka	Tahoka	Phase II - Group 2	33.16407629	-101.7949049
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Ballinger	Ballinger	Phase II - Group 3	31.74077026	-99.95556384
Bandera	Bandera	Phase II - Group 3	29.72550102	-99.0739836
Beeville	Beeville	Phase II - Group 3	28.40657927	-97.74951079
Bellville	Bellville	Phase II - Group 3	29.94731616	-96.25983122
Bonham	Bonham	Phase II - Group 3	33.58618075	-96.18851315
Brady	Brady	Phase II - Group 3	31.12328725	-99.33810512
Breckenridge	Breckenridge	Phase II - Group 3	32.75698215	-98.91203176
Carrizo Springs	Carrizo Springs	Phase II - Group 3	28.52648566	-99.85839601
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Coleman	Coleman	Phase II - Group 3	31.82596198	-99.42472179
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Cooper	Cooper	Phase II - Group 3	33.37189735	-95.69009016
Crane	Crane	Phase II - Group 3	31.39163185	-102.3499003
Crockett	Crockett	Phase II - Group 3	31.31870918	-95.45617808
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Gonzales	Gonzales	Phase II - Group 3	29.51276494	-97.44756727
Graham	Graham	Phase II - Group 3	33.10148029	-98.57827159
Groesbeck	Groesbeck	Phase II - Group 3	31.52739526	-96.52915354
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Hebbronville	Hebbronville	Phase II - Group 3	27.30664912	-98.67843773
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Jefferson	Jefferson	Phase II - Group 3	32.76162706	-94.34756229
Jourdanton	Jourdanton	Phase II - Group 3	28.91395051	-98.54118139
Kermit	Kermit	Phase II - Group 3	31.85411966	-103.0921767
La Grange	La Grange	Phase II - Group 3	29.90833235	-96.86907395
Linden	Linden	Phase II - Group 3	33.01077431	-94.36287211
Marlin	Marlin	Phase II - Group 3	31.30853903	-96.89300856

Marshall	Marshall	Phase II - Group 3	32.5313148	-94.37592464
Mason	Mason	Phase II - Group 3	30.74810776	-99.22852492
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Meridian	Meridian	Phase II - Group 3	31.92461756	-97.647778
Muleshoe	Muleshoe	Phase II - Group 3	34.22625987	-102.7280458
Pampa	Pampa	Phase II - Group 3	35.54682596	-100.9653342
Panhandle	Panhandle	Phase II - Group 3	35.34607592	-101.3805573
Quitman	Quitman	Phase II - Group 3	32.79485279	-95.44455373
Rusk	Rusk	Phase II - Group 3	31.79749075	-95.14839332
San Augustine	San Augustine	Phase II - Group 3	31.52972166	-94.11076885
San Diego	San Diego	Phase II - Group 3	27.76017146	-98.2394888
Seymour	Seymour	Phase II - Group 3	33.59249051	-99.25930766
Sinton	Sinton	Phase II - Group 3	28.03405043	-97.50923817
Snyder	Snyder	Phase II - Group 3	32.71422153	-100.9119282
Sterling City	Sterling City	Phase II - Group 3	31.83789768	-100.9878335
Stratford	Stratford	Phase II - Group 3	36.33628403	-102.0740135
Woodville	Woodville	Phase II - Group 3	30.77469389	-94.42355695
Zapata	Zapata	Phase II - Group 3	26.90740016	-99.27162787
Albany	Albany	Phase II - Group 4	32.72656157	-99.29701814
Archer City	Archer City	Phase II - Group 4	33.59269304	-98.62534623

Aspermont	Aspermont	Phase II - Group 4	33.1405312	-100.2252073
Benjamin	Benjamin	Phase II - Group 4	33.58320442	-99.79287906
Big Lake	Big Lake	Phase II - Group 4	31.19331679	-101.4580574
Brackettville	Brackettville	Phase II - Group 4	29.31533917	-100.4105087
Canadian	Canadian	Phase II - Group 4	35.90988385	-100.3836507
Channing	Channing	Phase II - Group 4	35.6832664	-102.3329841
Coldspring	Coldspring	Phase II - Group 4	30.59024739	-95.12965903
Crosbyton	Crosbyton	Phase II - Group 4	33.62384054	-101.2429837
Crowell	Crowell	Phase II - Group 4	33.98415391	-99.72404796
Dickens	Dickens	Phase II - Group 4	33.62111771	-100.8367538
Dimmitt	Dimmitt	Phase II - Group 4	34.54908767	-102.316801
Eldorado	Eldorado	Phase II - Group 4	30.86178702	-100.5979588
Floydada	Floydada	Phase II - Group 4	33.983546	-101.3367216
Fort Davis	Fort Davis	Phase II - Group 4	30.58798024	-103.8947391
Franklin	Franklin	Phase II - Group 4	31.02501445	-96.48645027
Freer	Freer	Phase II - Group 4	27.88205546	-98.61779987
Gail	Gail	Phase II - Group 4	32.77032119	-101.4456487
Garden City	Garden City	Phase II - Group 4	31.86391284	-101.481195
Goldthwaite	Goldthwaite	Phase II - Group 4	31.45270675	-98.56993009
Groveton	Groveton	Phase II - Group 4	31.05519809	-95.12825085

Guthrie	Guthrie	Phase II - Group 4	33.61905625	-100.3226784
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Marfa	Marfa	Phase II - Group 4	30.31076726	-104.0254322
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Miami	Miami	Phase II - Group 4	35.6903741	-100.6445208
Montague	Montague	Phase II - Group 4	33.66500174	-97.72053781
Morton	Morton	Phase II - Group 4	33.72483335	-102.7589102
Mount Vernon	Mount Vernon	Phase II - Group 4	33.17611574	-95.22437984
Newton	Newton	Phase II - Group 4	30.84577969	-93.75523
Paducah	Paducah	Phase II - Group 4	34.01461136	-100.303547
Paint Rock	Paint Rock	Phase II - Group 4	31.51016859	-99.92491114
Palo Pinto	Palo Pinto	Phase II - Group 4	32.76793133	-98.2998079
Perryton	Perryton	Phase II - Group 4	36.39079049	-100.8049502

Plains	Plains	Phase II - Group 4	33.18956808	-102.8271709
Rankin	Rankin	Phase II - Group 4	31.22541561	-101.9392751
Robert Lee	Robert Lee	Phase II - Group 4	31.89556754	-100.485965
Roby	Roby	Phase II - Group 4	32.74601573	-100.3793301
Rocksprings	Rocksprings	Phase II - Group 4	30.01719265	-100.2130226
San Saba	San Saba	Phase II - Group 4	31.19676585	-98.72851439
Sanderson	Sanderson	Phase II - Group 4	30.14067294	-102.3968987
Silverton	Silverton	Phase II - Group 4	34.47131406	-101.3041353
Spearman	Spearman	Phase II - Group 4	36.1945983	-101.1940553
Stinnett	Stinnett	Phase II - Group 4	35.82337366	-101.443516
Throckmorton	Throckmorton	Phase II - Group 4	33.18213404	-99.17517612
Tilden	Tilden	Phase II - Group 4	28.4615596	-98.54934775
Wellington	Wellington	Phase II - Group 4	34.85371247	-100.2141913
Wheeler	Wheeler	Phase II - Group 4	35.44087662	-100.2756071

Scoring Worksheet

The scoring worksheet is structured to evaluate one location at a time (not multiple locations).

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. **Less than 4 = Disqualified**	5
9. Power rating per port.	<u>Within 1 mile of Alt Fuel Corridor:</u> Full points if 250kW or greater per port. Half points if less than 250kW per port. No points if less than 150kW per port. **Less than 150kW = Disqualified** <u>Not within 1 mile of Alt Fuel Corridor:</u> Full points if total power footprint is 300kW or greater with power sharing between dispensers. No points for any other scenarios. **Less than 300kW footprint = Disqualified**	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	5

	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.	
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
		100

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

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

Texas Electric Vehicle Infrastructure Program Manual

Exhibit B, April 8, 2026 – v025

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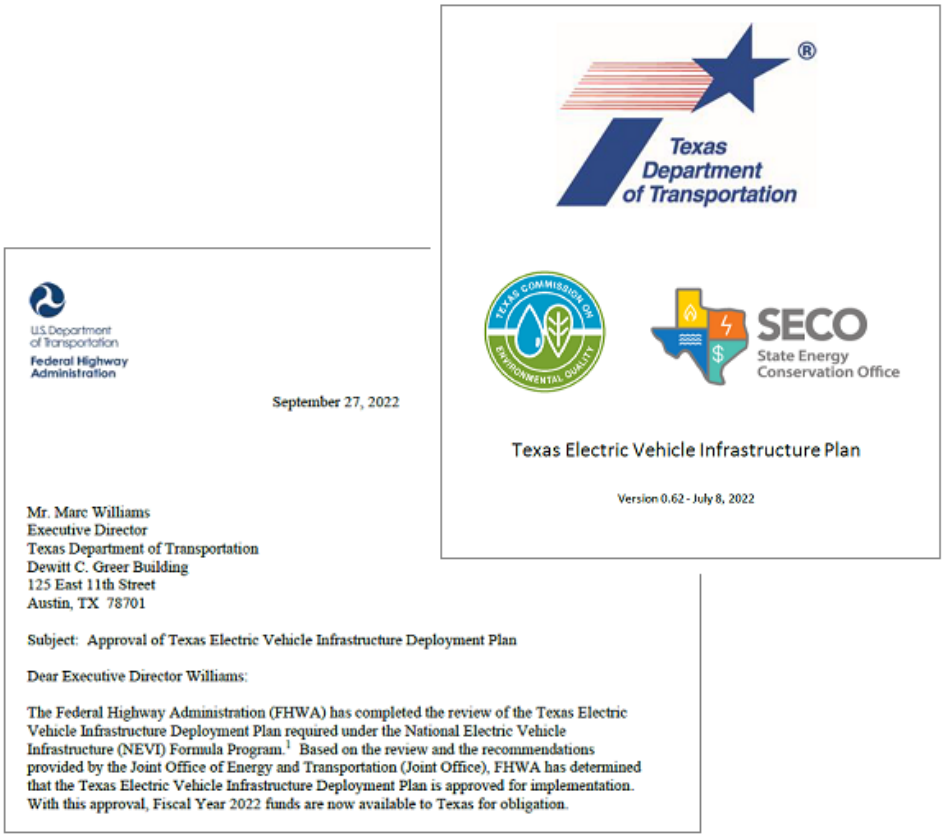
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Background

The Texas Electric Vehicle Infrastructure Program began with the passing of the Bipartisan Infrastructure Law (BIL) on November 15, 2021, and the establishment of the National Electric Vehicle Infrastructure (NEVI) program. In response to the BIL and published federal guidance, TxDOT along with fellow state agencies drafted the Texas Electric Vehicle Infrastructure Plan (EV Plan) that was approved by the Federal Highway Administration on September 27, 2022. The latest version of the EV Plan was approved by FHWA on August 26, 2025.



Texas Department of Transportation

SECO State Energy Conservation Office

Texas Electric Vehicle Infrastructure Plan

Version 0.62 - July 8, 2022

U.S. Department of Transportation
Federal Highway Administration

September 27, 2022

Mr. Marc Williams
Executive Director
Texas Department of Transportation
Dewitt C. Greer Building
125 East 11th Street
Austin, TX 78701

Subject: Approval of Texas Electric Vehicle Infrastructure Deployment Plan

Dear Executive Director Williams:

The Federal Highway Administration (FHWA) has completed the review of the Texas Electric Vehicle Infrastructure Deployment Plan required under the National Electric Vehicle Infrastructure (NEVI) Formula Program.[1] Based on the review and the recommendations provided by the Joint Office of Energy and Transportation (Joint Office), FHWA has determined that the Texas Electric Vehicle Infrastructure Deployment Plan is approved for implementation. With this approval, Fiscal Year 2022 funds are now available to Texas for obligation.

Implementation Methods

Five methods were considered for NEVI implementation by the following TxDOT Divisions: General Counsel, Alternative Delivery, Contract Services, Procurement, Strategic Planning, and Transportation Planning and Programming.

Method	Determination	Context
CDA	Not allowed	Specific legislative authority needed.
Design Build	Not possible	Must be single highway project or group of contiguous facilities.
Public Private Partnership (P3)	Not possible without legislative approval	Not advisable for the first round of NEVI, no guarantee of legislative approval.

Method	Determination	Context
Purchases of Services	Not viable as a purchase of services under the Purchasing Act	The Purchasing Act authorizes the Comptroller of Public Accounts to purchase goods or services for state agencies (Government Code Section 2155.061(a)). The CPA can delegate that authority to state agencies, but the purchase must be for the state agency, which is required to identify the statutory authority that allows it to make the purchase. In this case, the department does not appear to have state statutory authority to purchase services to construct electric charging stations on off-system privately owned property, based on these reasons: • The services in question are not directly for the department – they do not directly benefit the department, and therefore would most likely not qualify as a purchase for the department. • Rather than paying a vendor for the work it performs, this will be a cost-sharing agreement in which the department only reimburses the installer for 80% of its costs.

Method	Determination	Context
Grants	Allowed and recommended for the first round of NEVI on the Alternative Fuel Corridors	No explicit authority under state law for EV charging station grants, but TxDOT is authorized under state law to distribute federal funds, including through the award of grants to recipients under federal program authorization. The Contract Management Guide defines a grant as "an award of financial assistance, including cooperative agreements, in the form of money, property in lieu of money, or other financial assistance paid or furnished by the state or federal government to carry out a program in accordance with rules, regulations and guidance provided by the grantor agency." This appears to exactly describe the NEVI funds, which are being provided to assist private companies to establish electric charging stations to carry out the NEVI program in accordance with the rules, regulations and guidance provided by FHWA and TxDOT.

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

Grant Program Creation

TxDOT utilizes eGrants for grant management in the Traffic Safety, Public Transportation, and Aviation programs. After coordinating with the TxDOT Information Technology Division (ITD) and users of the eGrants platform it was determined that eGrants would not be a viable solution for phase one of the EV Plan (Alternative Fuel Corridors). Ultimately, the NEVI team created a standalone grant process to manage the NEVI program using in house resources.

Studying grant programs from TxDOT and other state agencies implementing EV charging (Texas Commission on Environmental Quality for VW Emission Settlement Funds), TxDOT created a custom set of forms tailored to the NEVI program to manage implementation of phase one Electric Vehicle (EV) charging along the Electric Alternative Fuel Corridors (AFC).

The Texas EV Infrastructure Grant Program utilizes a single-phase Request for Grant Application model to collect proposal information by EV Study Area. TxDOT will establish price at the time of contract execution based on cost estimates provided in the proposal. Proposals will be scored and ranked by study area according to the Scoring Worksheet with the highest scoring proposals (that receive environmental clearance and no disqualifications) being selected to develop DC Fast Charging for the study area.

Request for Grant Applications (RFGA)

The first document created for the TxDOT EV Grant Program was the Request for Grant Applications (RFGA). This document describes program expectations and requirements for applicants and eventual awardees. The document lists requirements published in the federal minimal standards for EV charging as well as selection criteria, eligible expenses, reporting,

reimbursement, and many other topics. A draft of the RFGA was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022 and used in Phase I of the program on the Alternative Fuel Corridors

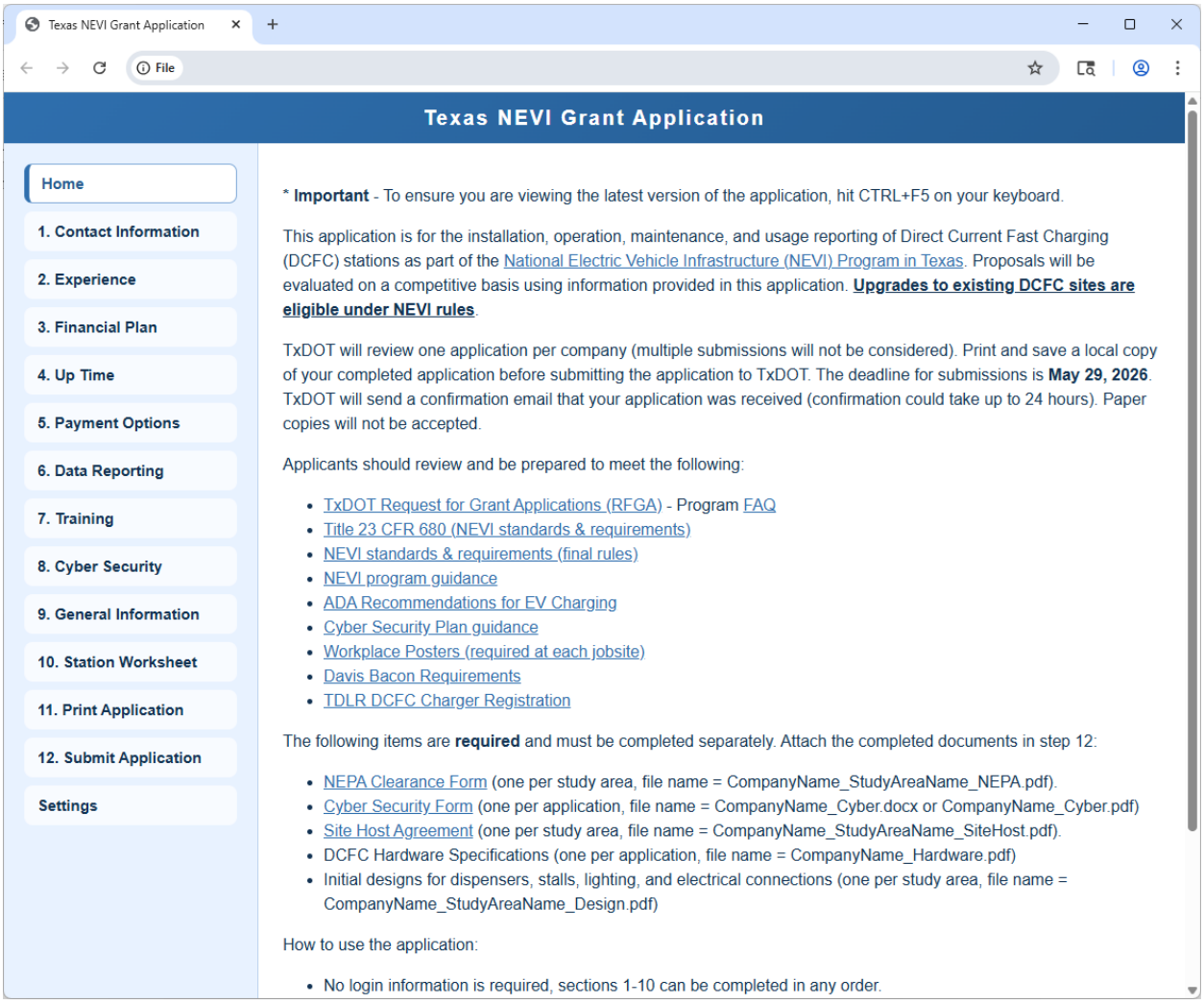
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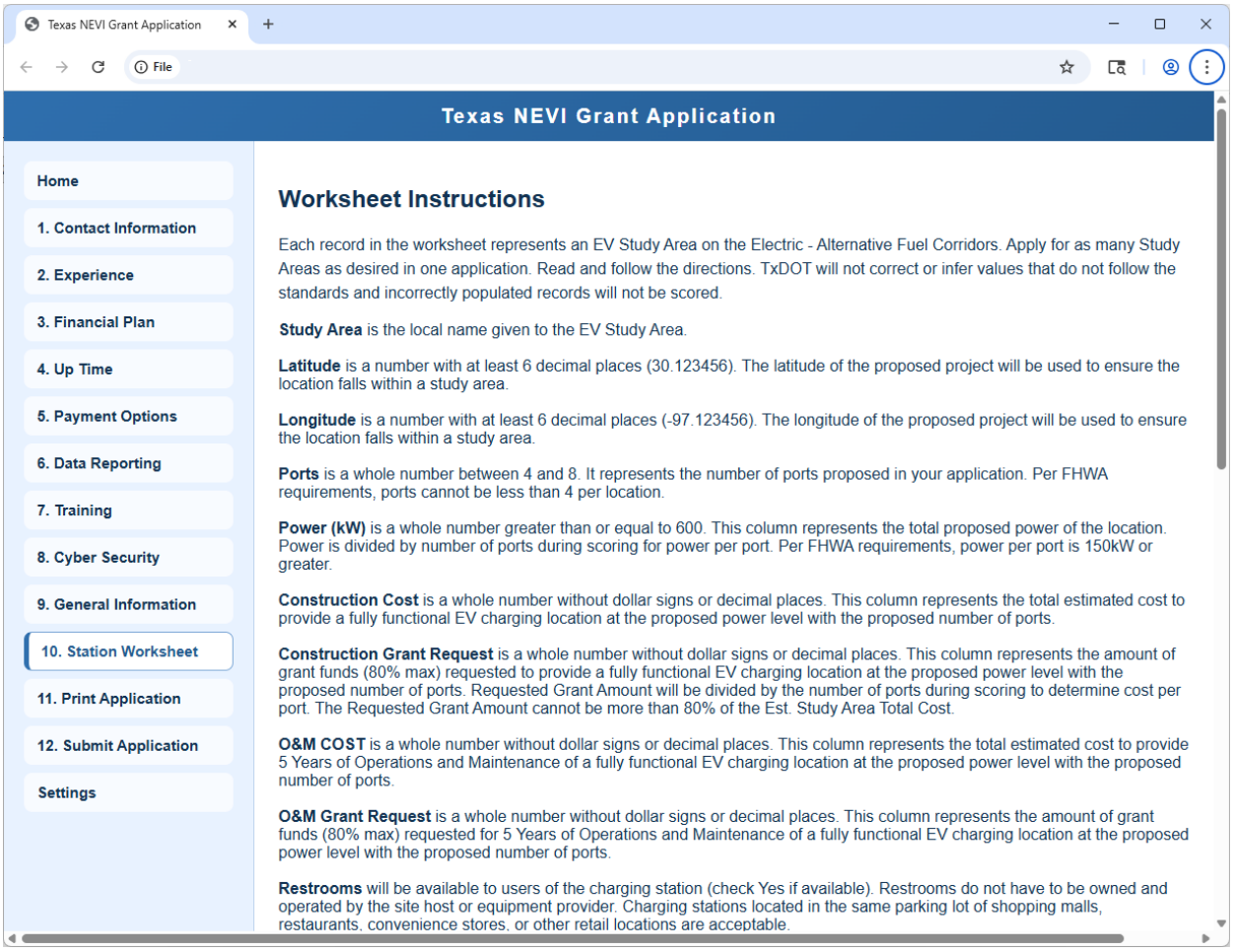
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Grant Application

The grant application is the main form used to collect information from grant applicants. There are seven qualitative inputs (experience, financial plan, up time, payment methods, reporting, training, and cyber security) that are scored by five individuals supporting the TxDOT EV implementation from the Transportation Planning and Programming, Alternative Delivery Division, and Fleet Division. A draft of the application was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022. In the summer of 2024, an electronic version of the application was created to streamline the application process and reduce processing. The application was published to the EV Landing page on TxDOT.gov and utilized in Round 1.2 along the Alternative Fuel Corridors.



The grant application includes a worksheet that allows applicants to submit specifics for each EV Study Area they plan to compete for (applicants can submit proposals for as many EV Study areas as desired in one application). Eleven quantitative inputs are scored programmatically based on the scoring worksheet.


Texas NEVI Grant Application
File
Texas NEVI Grant Application
Home
1. Contact Information
2. Experience
3. Financial Plan
4. Up Time
5. Payment Options
6. Data Reporting
7. Training
8. Cyber Security
9. General Information
10. Station Worksheet
11. Print Application
12. Submit Application
Settings
Worksheet Instructions
Each record in the worksheet represents an EV Study Area on the Electric - Alternative Fuel Corridors. Apply for as many Study Areas as desired in one application. Read and follow the directions. TxDOT will not correct or infer values that do not follow the standards and incorrectly populated records will not be scored.
Study Area is the local name given to the EV Study Area.
Latitude is a number with at least 6 decimal places (30.123456). The latitude of the proposed project will be used to ensure the location falls within a study area.
Longitude is a number with at least 6 decimal places (-97.123456). The longitude of the proposed project will be used to ensure the location falls within a study area.
Ports is a whole number between 4 and 8. It represents the number of ports proposed in your application. Per FHWA requirements, ports cannot be less than 4 per location.
Power (kW) is a whole number greater than or equal to 600. This column represents the total proposed power of the location. Power is divided by number of ports during scoring for power per port. Per FHWA requirements, power per port is 150kW or greater.
Construction Cost is a whole number without dollar signs or decimal places. This column represents the total estimated cost to provide a fully functional EV charging location at the proposed power level with the proposed number of ports.
Construction Grant Request is a whole number without dollar signs or decimal places. This column represents the amount of grant funds (80% max) requested to provide a fully functional EV charging location at the proposed power level with the proposed number of ports. Requested Grant Amount will be divided by the number of ports during scoring to determine cost per port. The Requested Grant Amount cannot be more than 80% of the Est. Study Area Total Cost.
O&M COST is a whole number without dollar signs or decimal places. This column represents the total estimated cost to provide 5 Years of Operations and Maintenance of a fully functional EV charging location at the proposed power level with the proposed number of ports.
O&M Grant Request is a whole number without dollar signs or decimal places. This column represents the amount of grant funds (80% max) requested for 5 Years of Operations and Maintenance of a fully functional EV charging location at the proposed power level with the proposed number of ports.
Restrooms will be available to users of the charging station (check Yes if available). 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.

Scoring Worksheet

The scoring worksheet is the document that describes the categories that will be evaluated in the application. The categories are directly connected to the federal minimum requirements for EV charging. The program to score the eleven quantitative inputs was created based on the values in the scoring worksheet. A draft of the worksheet was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.

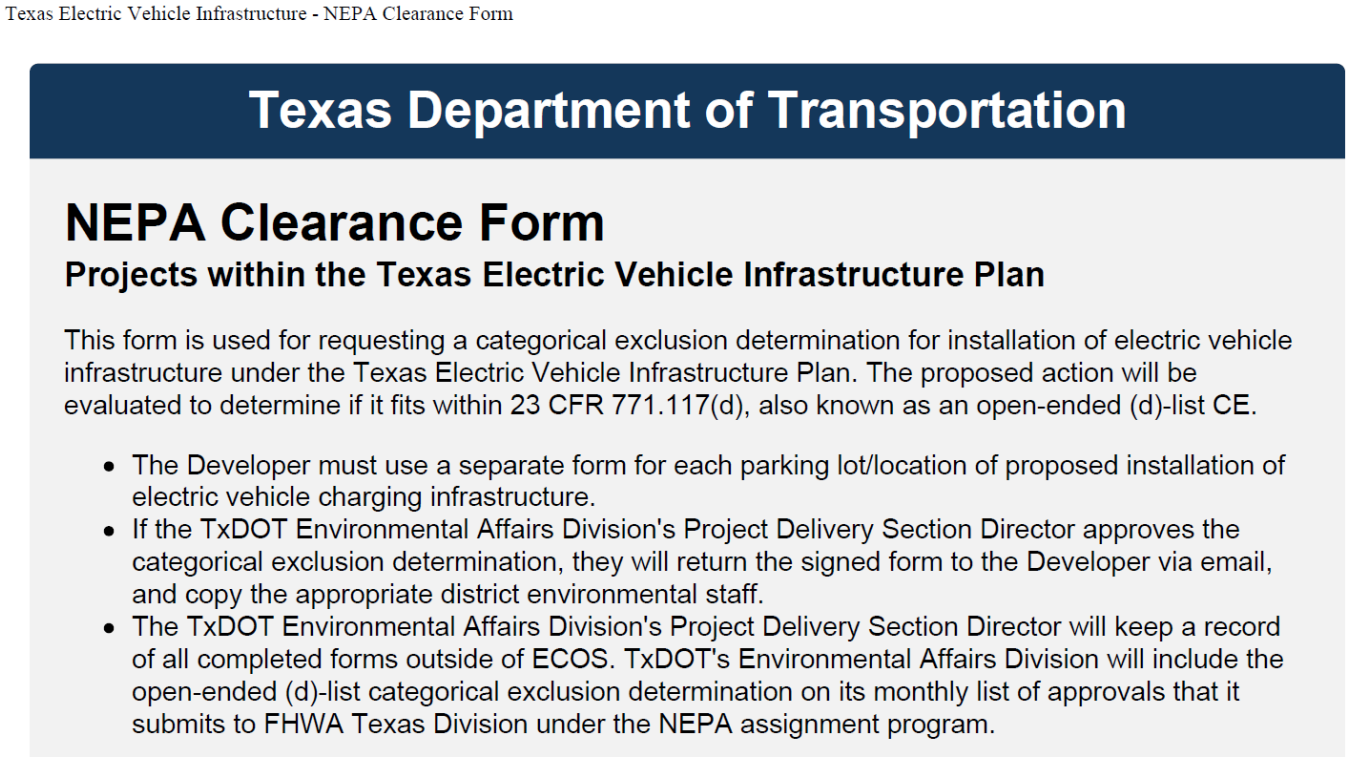
Criteria	Description	Points
1. Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations.	Evaluation of staffing plan and experience.	10
2. Financial plan for site construction until reimbursement.	Evaluation of the financial plan.	10
3. Plan to achieve station 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. **Less than 4 = Disqualified**	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. **Less than 150kW = Disqualified**	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
		100

Environmental Clearance

Electric vehicle charging stations in this program are anticipated to be Categorical Exclusions (CE) per federal program guidance. However, a CE determination still requires site evaluation, and that determination will be made by the TxDOT Environmental Affairs (ENV) division. In consultation with ENV staff it was determined the best fit for the NEVI program was to develop a form-based clearance document. The form contains all necessary items for ENV to make the CE determination. This document will be made available in the application packet and is required to consider the grant application complete. TxDOT will use the information in the form along with additional information provided by TxDOT to make the CE determination. A draft of the NEPA Clearance form was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.



Texas Electric Vehicle Infrastructure - NEPA Clearance Form

Texas Department of Transportation

NEPA Clearance Form

Projects within the Texas Electric Vehicle Infrastructure Plan

This form is used for requesting a categorical exclusion determination for installation of electric vehicle infrastructure under the Texas Electric Vehicle Infrastructure Plan. The proposed action will be evaluated to determine if it fits within 23 CFR 771.117(d), also known as an open-ended (d)-list CE.

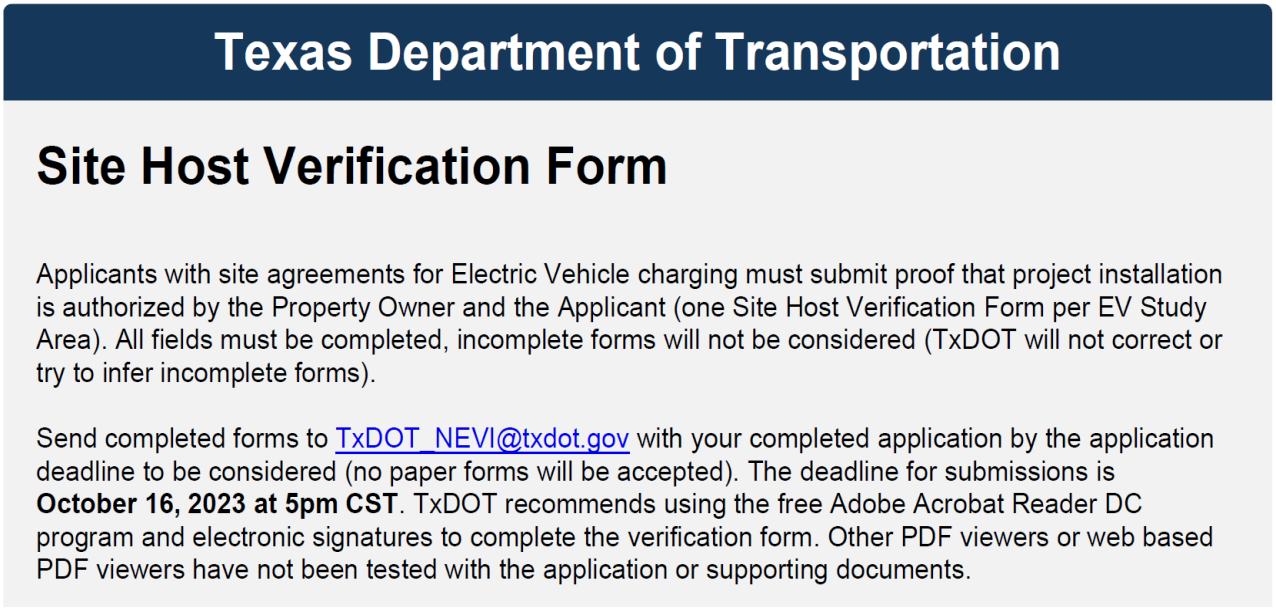
- The Developer must use a separate form for each parking lot/location of proposed installation of electric vehicle charging infrastructure.
- If the TxDOT Environmental Affairs Division's Project Delivery Section Director approves the categorical exclusion determination, they will return the signed form to the Developer via email, and copy the appropriate district environmental staff.
- The TxDOT Environmental Affairs Division's Project Delivery Section Director will keep a record of all completed forms outside of ECOS. TxDOT's Environmental Affairs Division will include the open-ended (d)-list categorical exclusion determination on its monthly list of approvals that it submits to FHWA Texas Division under the NEPA assignment program.

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. Results on the EV Landing page are updated with the date of the ENV clearance.
5. TxDOT will not enter into an agreement with an applicant that has not received environmental clearance for a proposed site.

Site Host Verification Form

The site host verification form provides proof of coordination between the property owner and applicants (property owners and applicants can be the same entity). Verification forms will be returned at the same time as the application. A draft of the site host verification form was posted to the EV Landing page on TxDOT.gov for review and comment from December 1, 2022, to December 16, 2022.



Texas Department of Transportation

Site Host Verification Form

Applicants with site agreements for Electric Vehicle charging must submit proof that project installation is authorized by the Property Owner and the Applicant (one Site Host Verification Form per EV Study Area). All fields must be completed, incomplete forms will not be considered (TxDOT will not correct or try to infer incomplete forms).

Send completed forms to TxDOT_NEVI@txdot.gov with your completed application by the application deadline to be considered (no paper forms will be accepted). The deadline for submissions is **October 16, 2023 at 5pm CST**. TxDOT recommends using the free Adobe Acrobat Reader DC program and electronic signatures to complete the verification form. Other PDF viewers or web based PDF viewers have not been tested with the application or supporting documents.

Grant Advertisement

The TxDOT EV Landing page was the primary communication channel for the program and will continue to be the main source of information about the EV implementation. When approved for publication the page will have a link to the grant application. All information for the application is included in the web application (including attachments the site host verification forms, environmental clearance forms, initial designs and layouts, a cyber security form, and hardware specifications.

Electric Vehicle Infrastructure Grants

TxDOT has developed a competitive grant program to administer the National Electric Vehicle Infrastructure program in Texas. Currently, the grant program is accepting applications for electric vehicle charging infrastructure along the Electric Alternative Fuel Corridors and will continue to do so until **October 16, 2023, at 5pm CST.**

Before starting the application process, it is recommended that all applicants access the grant application overview video to review general instructions and program guidance.

Use the following grant program documents to apply:

- Request for Grant Applications (RFGA)
- Grant Application
- NEPA Clearance Form
- Site Host Verification Form

Please note that physical documents **will not be accepted**. Completed applications, forms and supporting documents must be emailed to: TxDOT_NEVI@txdot.gov

Additionally, TxDOT expects to contract with private entities for the installation, operation, and maintenance of EV charging infrastructure. The private entity will expect to pay the state's share of the cost of a funded project and no state funds will be used for the construction, operation, or maintenance of stations. TxDOT will not own or operate any charging equipment and any contracts under the NEVI formula program will be awarded on a competitive basis.

Questions about the program can be emailed to TxDOT_NEVI@txdot.gov.

The EV Program grant availability will also be posted on the main TxDOT grants page and link back to the EV Landing page.



Federal grant applications

View available federal grant applications »

Pass-through financing

View financing tool for the state highway system »

Electric Vehicle Charging Grants

View available grants for electric vehicle charging »

Notification of EV Program grant availability will be sent to the 2000+ contacts that subscribed for updates to the EV Landing page. Emails are sent from the TxDOT_NEVI@txdot.gov account.

Good morning,

As part of our continued development of the Texas Electric Vehicle Infrastructure Plan, TxDOT is opening the competitive grant program for applications along the Electric Alternative Fuel Corridors. Full details can be found on the Texas EV Landing page.

Thank you,
TxDOT NEVI

Finally, social media will be used to broadcast the opening of the program for applications on Facebook and Twitter.

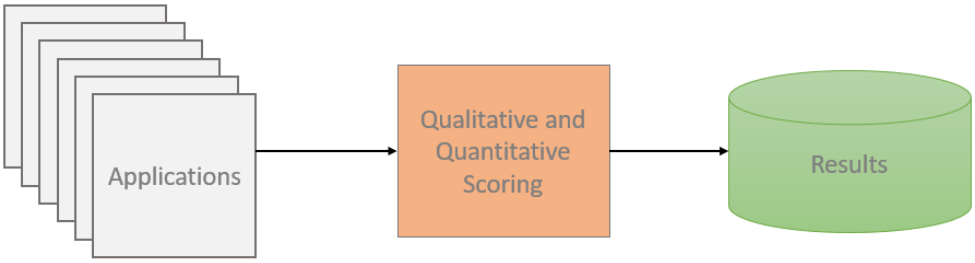
Social Media Announcement – Twitter/Facebook



As part of our continued development of the Texas Electric Vehicle Infrastructure Plan, TxDOT is opening the competitive grant program for applications along the Electric Alternative Fuel Corridors. Full details can be found on the Texas Electric Vehicle (EV) Program page.

Grant Scoring and Selection Workflow

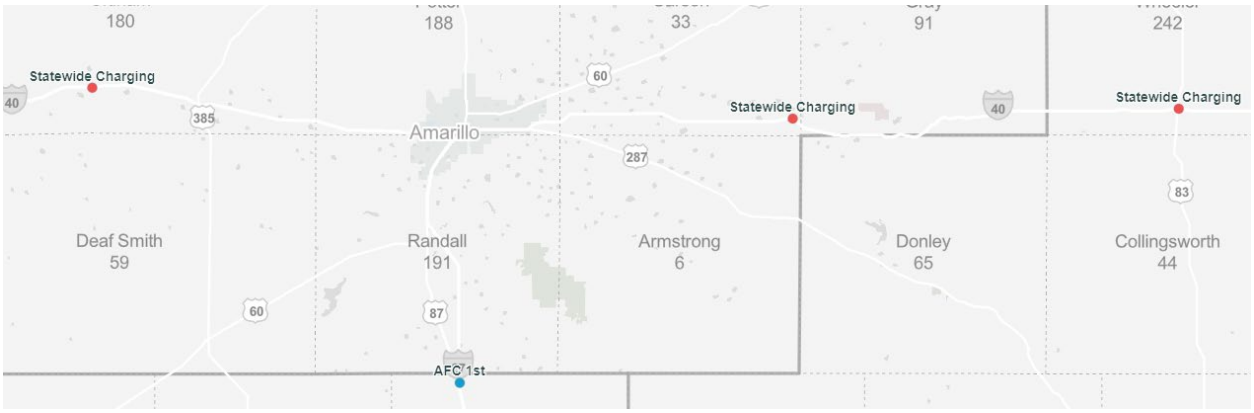
A data management process was created to handle the large amount of data returned from each application. The web application collects qualitative and quantitative information from the applicant. The data is stored in a series of ArcGIS Online standalone tables. The tables are configured for one way write access only (editors cannot see records, even records they added). There is no casual view access to the tables.



The seven qualitative items from the applications are scored by the five-member TxDOT team (staff from TPP, ALD, Fleet divisions), averaged and added to scores from the ten quantitative items scored programmatically (see worksheet on page 8) to produce a total score by applicant for each EV Study Area. The scores for each EV Study Area are ranked and sorted programmatically.

study_area	cstCost	cstGrant	omCost	omGrant	Rank	Inside Study Area
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	1	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	2	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	3	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	4	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	5	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	6	Yes/No
Amarillo	0.0000000	0.0000000	0.0000000	0.0000000	7	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	1	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	2	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	3	Yes/No
Baytown	0.0000000	0.0000000	0.0000000	0.0000000	4	Yes/No

The final analysis step involves mapping the results by EV Study area to identify if the proposed location falls within an EV Study Area. If not, the proposal is disqualified.



As stated in the RFGA -

"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."

Contract with Awardees

TxDOT will seek approval of the applicants selected for grant awards from FHWA. Upon approval, TxDOT will formalize the agreement between awardees and the state with a grant agreement that includes all federal minimum requirements, state regulations, and applicable federal laws. TxDOT will consult with FHWA and seek concurrence before terminating a grant agreement. If a grant contract is terminated, TxDOT will open another grant application round to find another grant participant for that study area.

Agreement Estimate

Following the selection of grant awardees, TxDOT will prepare a report outlining the results of the selection process and summary of the financial awards for FHWA review. The report will include detailed prices and estimates provided by the awardees and will include a comparison of all sites in Phase I of the program.

ROW Statement

Prepare a ROW statement for FHWA that no ROW was acquired (property was already owned by host). TxDOT will notify FHWA on the status of ROW acquired (or not) for project locations.

RFGA Changes

If major changes are required to the RFGA after opening the program, TxDOT seek approval of the changes from FHWA. Major changes will be related to program requirements and rules, minor changes will be language clarification or corrections, extensions to deadlines, inclusion of examples or graphics that clarify requirements.

Project Changes

After the project is authorized to proceed, TxDOT will seek approval from FHWA for any major changes in the project plans or contract provisions before the changes are implemented.

Major changes will be related to site location, environmental issues, program requirements and rules, minor changes will be related to scheduling, reporting, and coordination.

Planning and Air Quality

TxDOT will ensure all projects meet statewide and metropolitan transportation planning requirements under 23 CFR 450. And TxDOT will ensure all projects meet air quality nonattainment and maintenance areas requirements under 40 CFR parts 51 and 93.

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Managing Grant Awardee Progress

A dedicated SharePoint site was created to manage program documentation, EV Study area progress, grant funding, and long-term operations and maintenance tracking. The site will serve as the day-to-day management tool for the program and provide an auditable trail of program activities.

There are three main lists used to track activities. The first list is the Timeline of program activities, that provides a long-term overview of the stages and provides a quick and easy view of overall program status. The second item is an EV Study Area progress list to track activity and grant amounts of each individual study area (available on the EV Landing page).

Phase II Schedule –

Action	Date
Commission Action	April 2026
Accept Applications	May - June 2026
Scoring	June - July 2026
Publish Results	August 2026
Environmental Clearance	August 2026
TIP/STIP	August 2026
Grant Agreement Signing	November 2026
Federal Project Authorization Agreements	December 2026
Construction	2027

EV Study Area Progress -

TxDOT NEVI Program Results 213 records

Click a row to view the Study Area on the Statewide Planning Map. Dates shown as MM/DD/YYYY.

Search by any keyword from any field

Loaded (server-sorted).

NEVI_ID	APPLICANT_NAME	PORTS	PUBLISHED	SCORE	CSJ	STUDY_AREA	MPO	NEPA	TIP_STIP
50	Impower Connection, Inc.	4	12/13/2023	70.1	5000-00-216	Adrian	None	12/12/2023	Feb 2024
88	EvGateway	4	12/13/2024	86.7	5000-00-278	Amarillo	Amarillo	12/17/2024	Nov 2025
56	Impower Connection, Inc.	4	12/13/2023	70.1	5000-00-217	Balmorhea	None	12/12/2023	Feb 2024
77	Love's Travel Stops & Country Stores, Inc	4	12/13/2024	88	5000-00-260	Baytown	HGAC	1/7/2025	--
76	Red E Charging LLC	4	12/13/2024	74.9	5000-00-271	Belton	Killeen-Temple	12/17/2024	Nov 2025
32	Pilot Travel Centers LLC	4	12/19/2023	86.7	5000-00-228	Big Spring	None	12/19/2023	Feb 2024

The final list tracks financial transactions for each EV Study area. This tool gives TxDOT the ability to quickly view the financial status of grant awardees and their operations and maintenance balances throughout the life of the program. Reports from awardees, statements, etc., will be retained on the SharePoint site and made available for review by FHWA when requested. All values displayed are for testing.

Program Expenses -

Program Expenses ☆ > Sugar Land > **Maintenance, O&M Budget, Operations**

Company	Study Area	Quarter	Date	Amount	Category	Description
Company A	Sugar Land	Q1	2022	$-1,500.00	Operations	Operations reimbursement.
Company A	Sugar Land	Q1	2022	$-500.00	Maintenance	Maintenance reimbursement.
Company A	Sugar Land	NA	2022	$150,000.00	O&M Budget	Available funding for O&M.
Count 3				Sum 148,000.00	Count 3	

Responsible Charge

The responsible charge for construction of the electric vehicle charging stations will be Humberto "Tito" Gonzalez Jr., P.E., Director of the Transportation Planning and Programming Division. Day to day administration of the program will be delegated to Michael Chamberlain, Director of the Data Management Section of the Transportation Planning and Programming Division.

Construction Authorization

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.

(i) All projects must conform with the statewide and metropolitan transportation planning requirements (23 CFR part 450).

(ii) All projects in air quality nonattainment and maintenance areas must meet all transportation conformity requirements (40 CFR parts 51 and 93).

(iii) The NEPA review process has been concluded. (*See* § 636.109 of this chapter).

(iv) The Request for Proposals document has been approved.

(v) A statement is received from the SDOT that either all ROW, utility, and railroad work has been completed or that all necessary arrangements will be made for the completion of ROW, utility, and railroad work.

(vi) If the State DOT elects to include right-of-way, utility, and/or railroad services as part of the design-builder's or CM/GC contractor's scope of work, then the applicable design-build Request for Proposals document, or the CM/GC solicitation document must include:

a) A statement concerning scope and current status of the required services; and
b) A statement which requires compliance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended, and 23 CFR part 710.

Public Involvement and Data Sharing

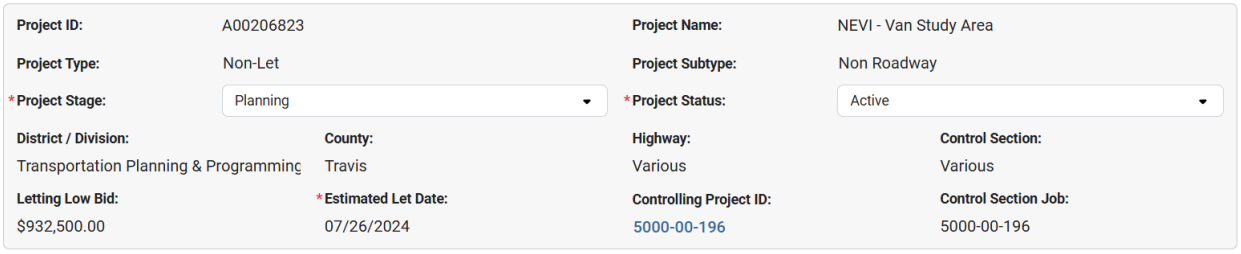
The TxDOT EV Landing page was the primary communication channel for the program and will continue to be the main source of information about implementation activities. All announcements, modifications, tools, and resources will be posted on the landing page. The public input map (where users can suggest charging locations) will stay up for the life of the program. Anyone will be able to track the progress of an individual station or review the statewide distribution, specifications, or progress of the program through dashboards published in the resources section of the landing page. Groups with geographic information systems (GIS) capability will be able to download study areas, stations, and other supporting data for their own analysis.

Maps and Dashboards available on the EV Landing page:

- EV Program Story Map (Narrative and geographic information about the program)
- NEVI Program Results (interactive table showing program progress)
- Texas Statewide EV Registration Dashboard (TxDMV data, displayed by NCTCOG)
- Texas Charging Stations Dashboard (Summary of existing charging stations in Texas)
- Statewide Planning Map (map showing NEVI and Non-NEVI stations across Texas)
- Interactive Map (Suggest charging station locations on this map)

Programming Projects

Following application collection and scoring, projects are entered into TxDOT's project management system (TxDOT Connect) as a Non-Let projects with a 5000 series control section.



Project ID:	A00206823	**Project Name:**	NEVI - Van Study Area
Project Type:	Non-Let	**Project Subtype:**	Non Roadway
*Project Stage:	Planning	*Project Status:	Active
District / Division:	**County:**	**Highway:**	**Control Section:**
Transportation Planning & Programming	Travis	Various	Various
Letting Low Bid:	*Estimated Let Date:	**Controlling Project ID:**	**Control Section Job:**
$932,500.00	07/26/2024	5000-00-196	5000-00-196

Two funding lines are added for construction. The first line reflects the amount for construction of the station, the second line is for 5 years of operations and maintenance.



Construction

Status	Amt	Cat	Wrk Pgm	PID	Fixed
Approved	$620,000.00	10	NEVI	CST	☑
Approved	$312,500.00	10	NEVI	OM	☐

Funding line continued…

		Federal		State	Local	
APPN	Appl %	Fed %	Fed Amt	St %	Loc %	Loc Amt
Y130		80.0%	$496,000.00	0.0%	20.0%	$124,000.00
Y130	100.0%	80.0%	$250,000.00	0.0%	20.0%	$62,500.00

Important Note - The Amount column is calculated based on the requested grant amount for station construction (same for operations and maintenance).

Construction: $496,000 Federal Grant Request / .8 = $620,000

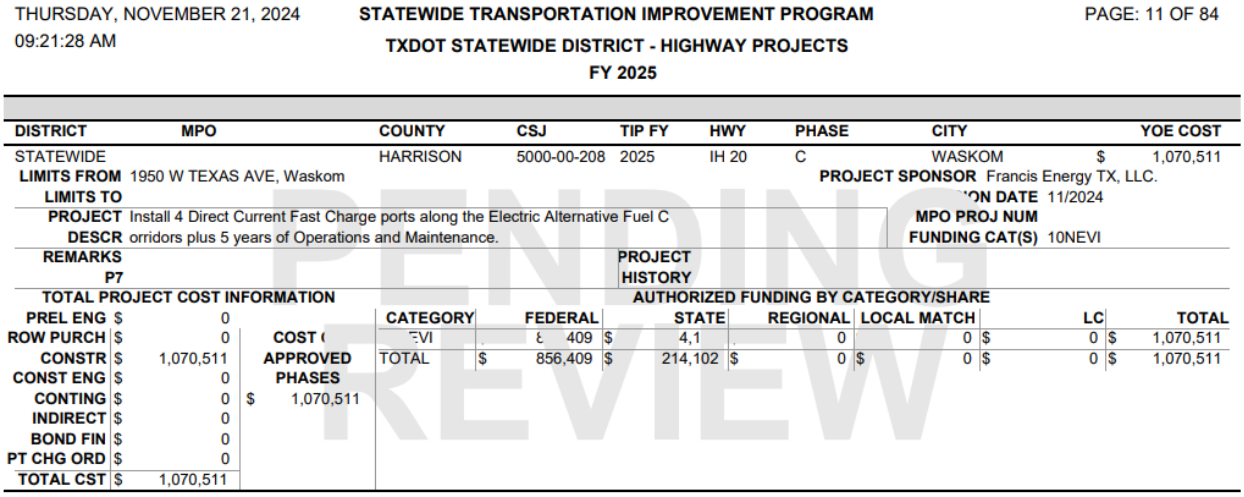
Operations and Maintenance: $250,000 Federal O&M Grant Request /.8 = $312,500

The Local Amount is paid by the grant recipient. State percent = 0 and Local percent = 20.

TIP/STIP

The next step in the process is adding projects to the TIP/STIP. Projects outside an MPO will be entered into the Rural section of the next quarterly STIP update. This is managed by TxDOT staff. The list of projects, their description, etc., are sent to the TxDOT STIP team in the Transportation Planning & Programming Division.

NEVI STIP example –



THURSDAY, NOVEMBER 21, 2024 09:21:28 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TXDOT STATEWIDE DISTRICT - HIGHWAY PROJECTS
FY 2025

PAGE: 11 OF 84

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
STATEWIDE		HARRISON	5000-00-208	2025	IH 20	C	WASKOM	$ 1,070,511

LIMITS FROM 1950 W TEXAS AVE, Waskom
LIMITS TO
PROJECT DESCR Install 4 Direct Current Fast Charge ports along the Electric Alternative Fuel C orridors plus 5 years of Operations and Maintenance.
REMARKS P7
PROJECT HISTORY
PROJECT SPONSOR Francis Energy TX, LLC.
'ON DATE 11/2024
MPO PROJ NUM
FUNDING CAT(S) 10NEVI

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 0
ROW PURCH	$ 0
CONSTR	$ 1,070,511
CONST ENG	$ 0
CONTING	$ 0
INDIRECT	$ 0
BOND FIN	$ 0
PT CHG ORD	$ 0
TOTAL CST	$ 1,070,511

COST (APPROVED PHASES $ 1,070,511

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
EVI	$ 409	$ 4,1	0	0	$ 0	$ 1,070,511
TOTAL	$ 856,409	$ 214,102	$ 0	$ 0	$ 0	$ 1,070,511

PENDING REVIEW

Projects inside an MPO must go through the local TIP process. TxDOT NEVI staff will communicate the necessary project information to MPO staff. Some TxDOT Districts assist MPOs with TIP/STIP updates but there is no standardization across districts and MPOs, so it's best to include both in the communication and let them decide on the level of district

NEVI TIP example –

PHARR	HIDALGO		5000-00-198	IH-2	C	McAllen	Tesla Inc.	$542,983

LIMITS FROM:	800 Convention Center Blvd, Mcallen, TX	**REVISION DATE:**	2/1/2024
LIMITS TO:		**MPO PROJ NUMBER:**	
PROJECT DESCRIPTION:	Install 5 Direct Current Fast Charge ports along the Electric Alternative Fuel Corridors (IH 2)	**FUNDING CAT(S):**	10 NEVI
REMARKS		**PROJECT HISTORY:**	
P7:			Adding to FY 2023-2026 STIP

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	
ROW PURCHASE:	
CONST COST:	$542,983
CONST ENG:	
CONTING:	
IND COSTS:	
POT CHG ORD:	
BND FINANCING:	
TOTAL PROJECT COST:	$542,983

COST OF APPROVED PHASES: **$542,983**

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
CAT 10 NEVI	$434,387	$108,596			$542,983
TOTALS	**$434,387**	**$108,596**	**$0**	**$0**	**$542,983**

Performance Measures	
PM 1: Safety	
PM 2: Pavement Conditions	
PM 3: System Performance	

Grant Agreements

After FHWA approves the quarterly STIP revision, TxDOT assembles the grant agreement packet and sends the agreement for signatures.

The awardee provides the following documents for the agreement:

- Exhibit A – Statement of Work
- Exhibit B – Budget
- Exhibit C – Schedule
- Exhibit D – Initial Design
- Agreement signers name, title, and email address

TxDOT provides the following:

- Business Case Memo (internal document that summarizes the activity)
- The Grant Agreement
- Exhibit E – Copy of the Request for Grant Agreement (RFGA)
- Exhibit F – Copy of Subrecipients Grant Application
- Exhibit G – FHWA Form 1273

TxDOT Contracts Services Division staff assembles the packet and routes via DocuSign to the recipient and TxDOT administration.

Samples exhibits can be found in the Sample Documents section of this document.

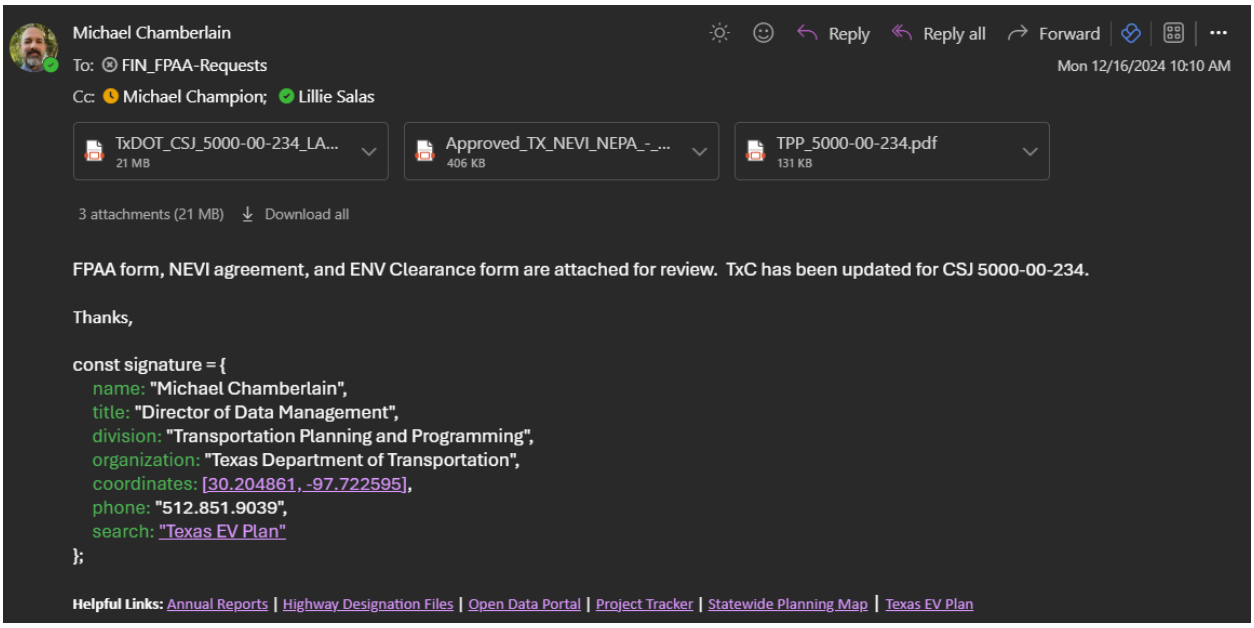
FPAA Requests

When the grant agreement has been signed by the recipient and TxDOT, NEVI staff sends an FPAA request email to the TxDOT Finance Division (FIN).

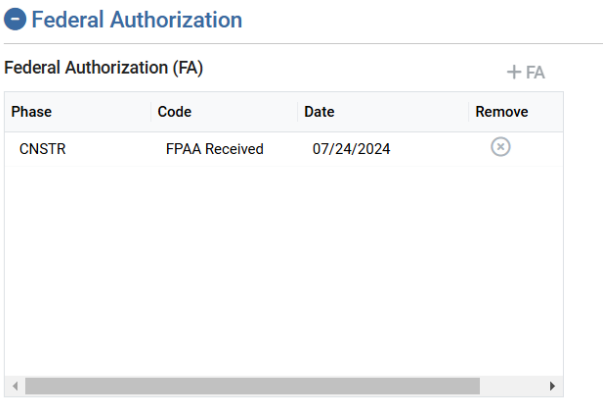
The email contains 3 attachments:

- Signed Grant Agreement
- NEPA Clearance document from the TxDOT ENV Division
- Non-Let and Feasibility Study Request Form

FPAA request email –



An FPAA ID is generated by FIN and added to the project in TxDOT Connect. Upon approval by FHWA the Federal Authorization section of the project is updated in TxDOT Connect by FIN.



Notice to Awardees

After FHWA approves the FPAA, NEVI staff can communicate the following to the developer.

Good morning/afternoon,

The xxxx study area satisfied all state/federal planning requirements. Project costs going forward are reimbursable per the attached grant agreement. Please send final site designs when they are available to receive approval for construction.

Project identifiers for xxxx are found below (please include these on future documents) -

Study Area Name = The Name

CSJ = 5000-00-999

FPAA = F 2025(999)NEVI

Project Documentation (upload documentation to the SharePoint going forward, I can re-share the folder if needed) -

- Jobsite posters
- Buy America
- EVITP or equivalent
- Final designs
- Hardware and software specifications
- Wage reporting to satisfy Davis Bacon
- Schedules and Regular Updates (from monthly meetings)

Helpful Links:

Proof of Insurance:

https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/contractor-insurance-requirements.html

TxDOT Approved Materials:

https://www.txdot.gov/business/resources/materials/material-producer-list.html

Prohibited Contractor List (do not do business with):

https://www.txdot.gov/content/dam/docs/division/cmp/debarred-sanctioned-contractors.xlsx

Determining Heavy Construction Wage Rates:

https://www.dol.gov/agencies/whd/government-contracts/prevailing-wage-resource-book/db-wage-determinations#locating-db-wd

US Access Board (ADA):

https://www.access-board.gov/ta/tad/ev/

Cyber Security:

https://driveelectric.gov/cybersecurity-clauses

EV-ChART (data usage reporting):

https://driveelectric.gov/evchart

Job Site Posters:

https://www.fhwa.dot.gov/programadmin/contracts/poster.cfm

Texas Department of Licensing and Regulation – EVSE Registration

https://www.tdlr.texas.gov/ev-charging/

Reimbursements

To process grant reimbursements the subrecipient will need to set up a Texas Identification Number (TIN) (Comptroller form AP-152) and Direct Deposit (Comptroller form 74-176) with TxDOT. NEVI staff will provide the documents, collect them, and forward to FIN. FIN will coordinate with the subrecipient on any corrections/clarifications.

The subrecipient will submit invoices for the work performed. NEVI staff will review the invoices and supporting documents to ensure the work satisfies NEVI and state requirements. At minimum, each invoice must have the following items:

- Company name
- Invoice number (sequential)
- Remit address
- EIN
- Contact name
- Telephone number
- Description of the project
- Quantity
- Grand total
- Construction grant reimbursement amount
- Date open to the public (for initial construction)

Each invoice for Operations and Maintenance will follow the same format with sequential invoice numbers and service dates covered by the invoice.

Once reviewed, the invoice is forwarded to the Transportation Planning and Programming Division administrative support staff for processing.

Important Note: All TxDOT and FHWA systems must match for the construction and operations and maintenance funding totals. If one system differs from another it will fail the cross checks performed by TxDOT FIN and be kicked back.

Additionally, all items on the NEVI Reimbursement Checklist (example in Sample Documents section) must be provided.

EV-ChART

Upon station opening, NEVI staff will login to EV-ChART and add the station to the system. This is best done with the subrecipient on the call as you will need information about port numbers and station names. If the subrecipient is already in the system (likely added by another state) you can pick them from a list. If not, you will add them.

Once the subrecipient is associated with a station it is up to them to submit usage statistics per the NEVI schedule. The template for each module can be downloaded and reviewed before submission by the subrecipient. TxDOT NEVI staff will be notified by email from EV-ChART when a new module is ready for review. If a deadline for submission is approaching and the subrecipient hasn't submit the required modules, TxDOT NEVI staffs should check with the subrecipient (new users to EV-ChART may miss small steps).

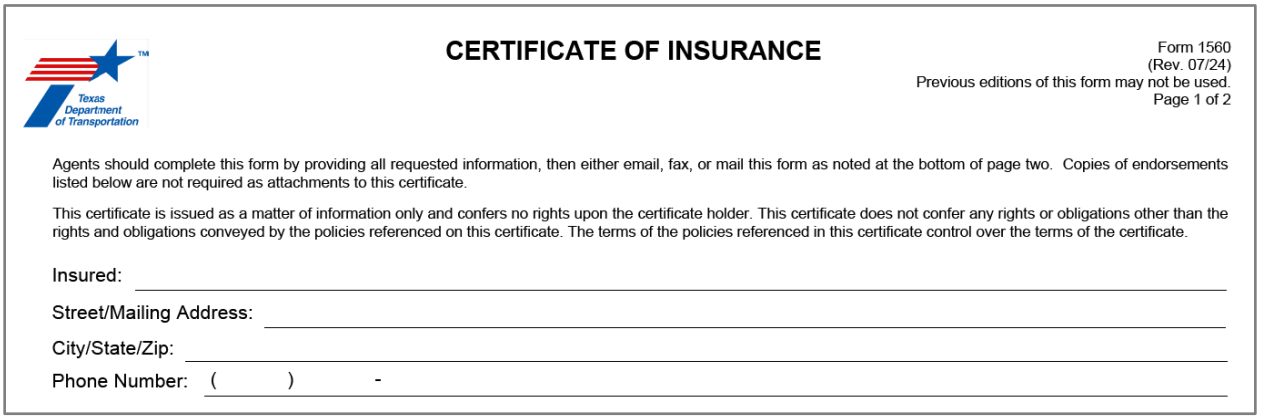
TxDOT NEVI staff should review/approve each module in a timely fashion. If you have questions about a data item, you should call the subrecipient before taking any action in EV-ChART. If you approve a module but later find errors, you must contact EV-ChART staff and provide the Upload ID for the module in question are request to change the status from Approved to Rejected.

Reporting issues within EV-ChART from recipients:

- Module 3 – Uptime:
    - If the station has been open less than a year, report **null_less_than_a_year** for uptime.
- Module 2 – Session:
    - Leave **Charger ID** and **Connector ID** blank (these columns are only recommended, if they give you trouble you can leave them blank)

Insurance

TxDOT requires the subrecipient to provide proof of insurance on Form 1560. Subrecipients can provide an ACORD Certificate, but the TxDOT form is also required.



CERTIFICATE OF INSURANCE

Form 1560
(Rev. 07/24)
Previous editions of this form may not be used.
Page 1 of 2

Agents should complete this form by providing all requested information, then either email, fax, or mail this form as noted at the bottom of page two. Copies of endorsements listed below are not required as attachments to this certificate.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not confer any rights or obligations other than the rights and obligations conveyed by the policies referenced on this certificate. The terms of the policies referenced in this certificate control over the terms of the certificate.

Insured: _____

Street/Mailing Address: _____

City/State/Zip: _____

Phone Number: ( ) -

Sample Documents

BUSINESS CASE MEMO

November 22, 2024

To: Marc D. Williams, P.E.
Executive Director

Through: Mary Anne Griss, Chief of Staff
Brandye L. Hendrickson, Deputy Executive Director, Planning and Administration
Brian R. Barth, P.E., Deputy Executive Director, Program Delivery
Caroline A. Mays, AICP, Director of Planning and Modal Programs
R.C. McMonagle, Chief Administrative Officer
Kenneth Stewart, Director, Contract Services Division

From: Humberto Gonzalez, Jr. P.E., M.B.A.
Division Director
Transportation Planning and Programming

Subject: Circle K Stores – NEVI Charging Station – Laredo, TX
CSJ No. 5000-00-234
Amount: $898,251

The Transportation Planning and Programming Division recommends execution of the subject CSJ No. 5000-00-234. Your approval is requested.

Grant Information: This grant is for the construction of a Direct Current Fast Charging station and five years of operation and maintenance for the Transportation Planning and Programming Division. This grant will be awarded to Circle K Stores to commence upon execution of the agreement for a total amount of $898,251.

Business Case Justification: This agreement is for the construction of a Direct Current Fast Charge (DCFC) station along the Electric – Alternative Fuel Corridors (Interstate Highways). This project will help TxDOT complete Phase 1 of the Texas EV Plan and gain a buildout designation from FHWA. When Phase 1 buildout is achieved, TxDOT can begin Phase 2 activities to develop EV charging in all 254 Texas Counties and 24 Metropolitan Planning Organizations.

Impacts of Non-Approval: TxDOT will not achieve a buildout designation along the Electric – Alternative Fuel Corridors and no further NEVI funds can be expended.

Grant Agreement, Exhibit A –

Exhibit A – Statement of Work

COMPANY NAME – Texas NEVI Program, STUDY AREA NAME

Date: [Insert Date]

---

1. Project Overview
This Statement of Work outlines what you intend to do and how you will complete the work [brief description of the project].

2. Team Members
Description of team members and responsibilities

- Team Member 1: [Description]
- Team Member 2: [Description]
- Team Member 3: [Description]

Grant Agreement, Exhibit B –

Exhibit B - Budget

Texas NEVI Program

Study Area Name

Company Name

Date

Construction		
Engineering	$	1,000.00
Design	$	1,000.00
Permitting	$	1,000.00
Project Management	$	1,000.00
Commissioning	$	1,000.00
Equipment	$	1,000.00
Civil and Electrical Construction	$	1,000.00
Utility Upgrades	$	1,000.00
Construction Total	$	8,000.00
Construction Grant from TxDOT	$	6,400.00
Grant Percent of Construction		80%

Operations and Maintenance for 5 Years		
Operations	$	1,000.00
Maintenance	$	1,000.00
O&M Total	$	2,000.00
O&M Grant from TxDOT	$	1,600.00
Grant Percent of O&M		80%

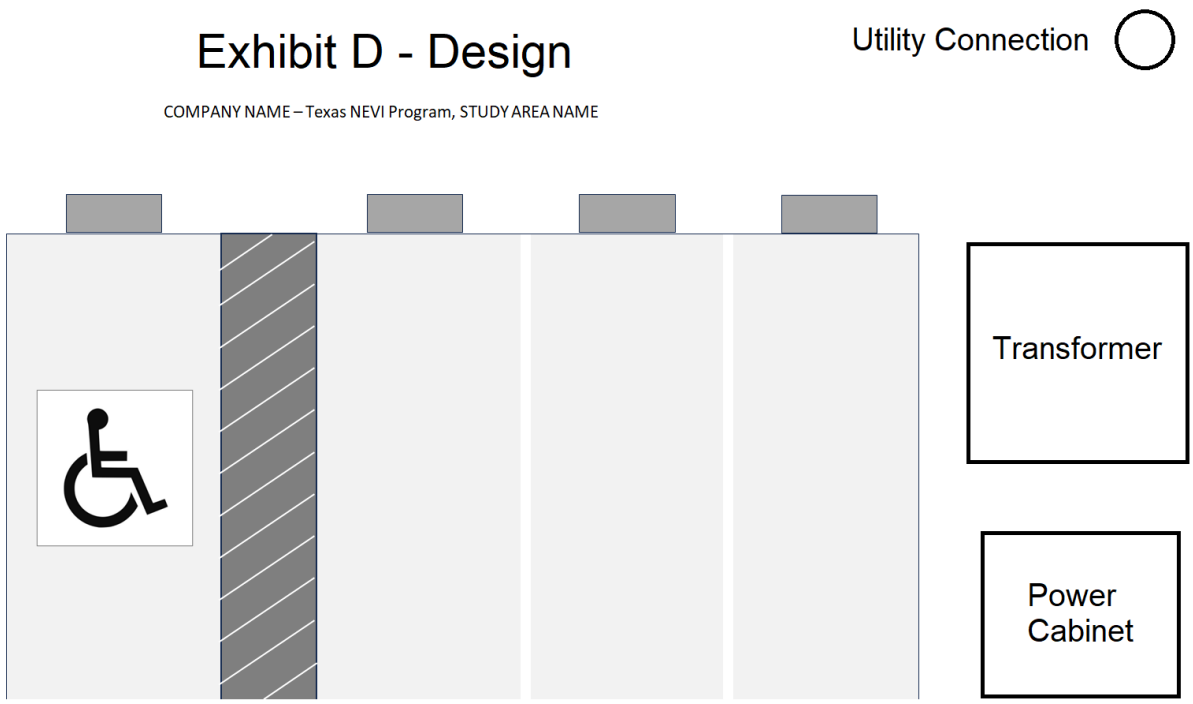
Grant Agreement, Exhibit C –

Exhibit C - Schedule
Texas NEVI Program
Study Area Name

Company Name:
Date:

	Days	Start	End	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Planning	1	1-Oct-24	1-Dec-24												
Site Design	1														
Survey & Engineering	1														
Review and Approval	1														
Bids and Procurement	1														
Permitting	1														
Construction	1														
Testing and Inspection	1														
Open to Public	1														
Total Days	9														

Grant Agreement, Exhibit D –



NEVI Reimbursement Checklist –

NEVI Reimbursement Checklist

Company	
Contact Name, Phone, Email	
Study Area Name	
Address	
CSJ	
FPAA ID	
Construction Grant Amount	
Operations and Maintenance Grant Amount	

Category	Detail
Project Documentation	Complete project description.
Project Documentation	Site location details (including maps if applicable).
Project Documentation	Proof of compliance with NEVI standards.
Certification and Compliance	Certification of compliance with all federal, state, and local regulations.
Certification and Compliance	Compliance with Buy America requirements.
Certification and Compliance	Evidence of NEVI minimum technical standards for chargers.
Invoices and Receipts - Construction	Itemized list of expenses with detailed invoices.
Invoices and Receipts - Construction	Proof of payment for all listed expenses.
Invoices and Receipts - Construction	Receipts for materials, equipment, and labor.
Invoices and Receipts - Operations and Maintenance	Itemized list of expenses with detailed invoices.
Invoices and Receipts - Operations and Maintenance	Proof of payment for all listed expenses.
EV Charger Specifications	Charger model and manufacturer documentation.
EV Charger Specifications	Proof that chargers meet the minimum power level of 150 kW per port.
EV Charger Specifications	Verification of network connectivity for all chargers.
Operational Requirements	Documentation of 97% uptime requirements.
Operational Requirements	Maintenance and repair plan documentation.
Operational Requirements	Proof of availability of 24/7 customer support services.

Glossary

AC – Alternating Current

AFC – Alternative Fuel Corridor

BABA – Build America Buy America

BIL – Bipartisan Infrastructure Law

CCS – Combined Charging System or plug type for DC Fast Charging

CFI – Charging and Fueling Infrastructure Program

Connector – Plug that connects the electric vehicle to the charging equipment.

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

ERCOT – The Electric Reliability Council of Texas

EV – Electric Vehicle

EVSE – Electric Vehicle Service Equipment

FHWA – Federal Highway Administration

GVWR – Gross Vehicle Weight Rating

IIJA – Infrastructure Investment and Jobs Act

IRA – Inflation Reduction Act

Heavy-Duty Vehicle – Vehicles with a GVWR over 26,000 pounds

kW – Kilowatt (1,000 watts)

kWH – Kilowatt Hour (1,000 watts for 1 hour)

Level II – Medium power charging 240-volt, 15-50 amps, single phase

Location – Physical location where electric vehicles charge

Medium-Duty Vehicle – Vehicles with a GVWR of 10,001 to 26,000 pounds

MHDV – Medium and Heavy-Duty Electric Vehicles

MPO – Metropolitan Planning Organization

MWC – Megawatt Charging (standard for heavy duty charging)

mW – Megawatt (1,000 kilowatts)

mWH – Megawatt Hour (1,000 kilowatts for 1 hour)

NACS – North American Charging Standard, DC Fast Charging connector or plug

NEVI – National Electric Vehicle Infrastructure Program

Port – Charging hardware, usually a pedestal design with connectors for charging electric vehicles

PUC – The Public Utility Commission of Texas

TCEQ – Texas Commission on Environmental Quality

TERP – Texas Emission Reduction Plan

TxDOT – Texas Department of Transportation

3 Phase – Electrical supply from 3 power lines

Exhibit D – Texas NEVI Site Host Form

Texas Department of Transportation

Site Host Verification Form

Applicants with site agreements for Electric Vehicle charging must submit proof that project installation is authorized by the Property Owner and the Applicant (one Site Host Verification Form per EV Study Area). All fields must be completed, incomplete forms will not be considered (TxDOT will not correct or try to infer incomplete forms).

Attach completed form to your application by the deadline to be considered (no paper forms will be accepted). The deadline for submissions is **October 28, 2024**. TxDOT recommends using the free Adobe Acrobat Reader DC program and electronic signatures to complete the verification form. Other PDF viewers or web based PDF viewers have not been tested with the application or supporting documents.

Applicant Section

Entity Name

Name of the entity submitting the application

TxDOT EV Study Area

None

Proposed Station Address

123 Main Street Austin,TX 78707

Name of Authorized Official

John Smith

Authorized Official Title

Is the applicant a certified HUB entity?

No

Signature

Date

Exhibit D – Texas NEVI Site Host Form

Property Owner Section

I, the undersigned owner of the property located at the address in the Applicant section above, consent to the installation of the Direct Current Fast Charge equipment at the aforementioned property. I understand and agree that the Applicant listed above is obligated to keep the charging station(s) equipment in operation and in service for a minimum of five (5) years after installation per the requirements in the TxDOT Request for Grant Application (RFGA).

Property Owner Name

John Smith

Property Owner Title

Is the property owner a certified HUB entity?

No

Property Owner Signature

Date

Exhibit D – Texas NEVI Site Host Verification Form

Texas Department of Transportation

Site Host Verification Form

Applicants with site agreements for Electric Vehicle charging must submit proof that project installation is authorized by the Property Owner and the Applicant (one Site Host Verification Form per EV Study Area). All fields must be completed, incomplete forms will not be considered (TxDOT will not correct or try to infer incomplete forms).

Attach completed form to your application by the deadline to be considered (no paper forms will be accepted). The deadline for submissions is **October 28, 2024**. TxDOT recommends using the free Adobe Acrobat Reader DC program and electronic signatures to complete the verification form. Other PDF viewers or web based PDF viewers have not been tested with the application or supporting documents.

Applicant Section

Entity Name

Name of the entity submitting the application

TxDOT EV Study Area

None

Proposed Station Address

123 Main Street Austin,TX 78707

Name of Authorized Official

John Smith

Authorized Official Title

Is the applicant a certified HUB entity?

No

Signature

Date

Exhibit D – Texas NEVI Site Host Verification Form

Property Owner Section

I, the undersigned owner of the property located at the address in the Applicant section above, consent to the installation of the Direct Current Fast Charge equipment at the aforementioned property. I understand and agree that the Applicant listed above is obligated to keep the charging station(s) equipment in operation and in service for a minimum of five (5) years after installation per the requirements in the TxDOT Request for Grant Application (RFGA).

Property Owner Name

John Smith

Property Owner Title

Is the property owner a certified HUB entity?

No

Property Owner Signature

Date

Exhibit E TXDOT NEVI NEPA Clearance Form

Texas Department of Transportation

NEPA Clearance Form

Projects within the Texas Electric Vehicle Infrastructure Plan

This form is used for requesting a categorical exclusion determination for installation of electric vehicle infrastructure under the Texas Electric Vehicle Infrastructure Plan. The proposed action will be evaluated to determine if it fits within 23 CFR 771.117(d), also known as an open-ended (d)-list CE.

- The Developer must use a separate form for each parking lot/location of proposed installation of electric vehicle charging infrastructure.
- If the TxDOT Environmental Affairs Division's Project Delivery Section Director approves the categorical exclusion determination, they will return the signed form to the Developer via email, and copy the appropriate district environmental staff.
- The TxDOT Environmental Affairs Division's Project Delivery Section Director will keep a record of all completed forms outside of ECOS. TxDOT's Environmental Affairs Division will include the open-ended (d)-list categorical exclusion determination on its monthly list of approvals that it submits to FHWA Texas Division under the NEPA assignment program.

This form can only be used if the installation of electric vehicle infrastructure meets the following criteria listed at 23 CFR 771.117(a) and (b):

(a) Does not induce significant impacts to planned growth or land use for the area; does not require the relocation of significant numbers of people; does not have a significant impact on any natural, cultural, recreational, historic or other resource; does not involve significant air, noise, or water quality impacts; does not have significant impacts on travel patterns; and does not otherwise, either individually or cumulatively, have any significant environmental impacts.
(b) Does not involve unusual circumstances such as:

A. Significant environmental impacts;
B. Substantial controversy on environmental grounds;
C. Significant impact on properties protected by Section 4(f) requirements or Section 106 of the National Historic Preservation Act; or
D. Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

In the unusual event that an electric vehicle infrastructure project does not meet the above criteria, then TxDOT cannot issue a categorical exclusion determination and the project will instead require an environmental assessment or environmental impact statement under the National Environmental Policy Act.

The private developer, sponsor, TxDOT district, local government, or other entity (Developer) proposing to install EV charging infrastructure using federal funding through the Texas Electric Vehicle Infrastructure Plan is responsible for filling-in all sections of this form except for the Categorical Exclusion Determination section at the end, which will be completed by the environmental approver.

By submitting this form for approval, the Developer acknowledges that it is responsible for ensuring that the proposed installation of electric vehicle charging infrastructure complies with all applicable environmental laws.

Exhibit E TXDOT NEVI NEPA Clearance Form

Applicant Contact Information

Form Completed By

John Smith

Phone Number

512-123-4567

Email

JohnSmith@email.com

Name of Developer or entity proposing projects

Your Company Name

Signature

SIGN

Date

Exhibit E TXDOT NEVI NEPA Clearance Form

Project Information

Project Name (TxDOT EV Study Area)

None

Proposed Station Address

123 Main Street Austin,TX 78707

County

None

Project Description

Does the project involve any of the conditions at 23 CFR 771.117(a) and (b) (see p. 1) that would disqualify the project from being processed as a categorical exclusion?

No

Does the project occur on undeveloped property?

No

Documentation: The following should be provided with this form. Check each item to verify:

- ☐ A map showing the project location
- ☐ A site plan showing the proposed project features
- ☐ Street level photographs of property

Hazardous Materials

Describe any known or suspected contamination on property with potential to impact project as well as steps to handle potential waste encountered during construction activities. As needed, describe current and past land uses, information presented by current landowner, past studies (such as a Phase I Environmental Site Assessment), results of database reviews, and site observations to support conclusions.

Historic Resources

Would project take place in an existing parking facility with no major electrical infrastructure modifications, and is the project located as close to an existing electrical service panel as practicable? "Parking facility" means any building, structure, land, right-of-way, facility or area used for parking vehicles.

No

Would project only use reversible, minimally invasive, non-permanent techniques to affix the infrastructure?

No

Would project minimize ground disturbance to the maximum extent possible, and ensure that it does not exceed previous levels of documented ground disturbance?

No

Would project use the lowest profile EVSE reasonably available that provides the necessary charging capacity, place the EVSE in a minimally visibly intrusive area, and use colors complementary to the surrounding environment?

No

If "yes" to all of the above questions, the project is exempt from Section 106 historic preservation review. If project is not exempt, coordinate with TxDOT ENV and describe below anticipated impacts to historic properties. See the Advisory Council on Historic Preservation's Exemption From Historic Preservation Review for Electric Vehicle Supply Equipment, 87 Federal Register 66201, November 2, 2022.

Historic Resources

Is the project located within a historic district? Use the TxDOT Historic Resourcees of Texas Aggregator available at https://arcg.is/0iW0Hj for locations of districts. Answer yes to this questions if a feature of the project occurs within any of the six district types shown on the Aggregator.

No

If Yes, describe below any anticipated impacts to the historic district then coordinate with TxDOT ENV as soon as possible.

Archaeological Resources

Does any part of the project occur within 15 feet of the boundary of a known cemetery founded earlier than 1955, or does the project directly affect known burials? Many cemeteries are identified at https://atlas.thc.texas.gov/.

No

Do proposed improvements require more than 100 cubic yards of new ground disturbance (disturbance to sediments not already impacted by prior construction activities)?

No

If 'Yes' to any of the above, coordinate with TxDOT ENV as soon as possible and describe below anticipated impacts.

Vegetation, Habitat, and Invasive Species

If project occurs on undeveloped property, describe impacts to vegetation and identify rare species and natural habitats to be impacted and preserved as well as infestations of invasive species that need to be eradicated. Make a determination of the likelihood project may introduce or spread invasive species and then describe measures that will be taken to avoid and minimize potential harm.

Protected Species

Describe impacts to birds and active bird nests and then describe method of compliance with the Migratory Bird Treaty Act. If project is on undeveloped property, coordinate with TxDOT ENV as soon as possible and describe impacts to federally listed species or other species of concern. Consider https://ipac.ecosphere.fws.gov/ as resource.

Water Resources

Describe whether project occurs within a mapped floodplain and any anticipated impacts along with any local permitting requirements. Describe impacts to streams, creeks, and wetlands and how project will comply with Section 404 of the Clean Water Act. Describe whether project requires a TPDES Construction General Permit and method of compliance.

Edwards Aquifer Rules

Does project occur over the recharge, contributing, or transition zones of the Edwards Aquifer (in portions of Medina, Bexar, Comal, Kinney, Uvalde, Hays, Travis and Williamson Counties)

No

If yes, describe whether project is considered a regulated activity (30 TAC Â§213.3(28) and Â§213.22(6)) and methods of compliance with Rules.

Community Impacts

Describe any displacements resulting from project. Describe any public involvement conducted. Describe any public controversy surrounding project.

Other Issues

Describe any other issues or impacts (such as air quality or noise) associated with this project.

Exhibit E TXDOT NEVI NEPA Clearance Form

Categorical Exclusion Determination

(to be completed by TxDOT)

TxDOT Comments.

By signing below, the TxDOT employee confirms that the installation of EV charging infrastructure described above meets the requirements for a categorical exclusion under 23 CFR 771.117(a), does not involve any of the unusual circumstances described at 23 CFR 771.117(b), and is approved as a categorical exclusion.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

TxDOT Approval Signature

SIGN

Date

Exhibit F Texas EV Implementation Plan – Scoring Worksheet v07

Exhibit F Texas EV Implementation Plan – Scoring
The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	% of Total
1	Staffing plan and experience installing, operating, maintaining, and reporting usage for DCFC stations.	Evaluation of staffing plan and experience.	10	10%
2	Financial Plan for site construction until reimbursement.	Evaluation of the financial plan.	10	10%
3	Plan to achieve station up time of 97% or greater.	Evaluation of the up time plan.	10	10%
4	How the proposed hardware and software will accept payments from the public for DCFC usage.	Evaluation of the payments methods available to users.	5	5%

Exhibit F Texas EV Implementation Plan – Scoring
The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	% of Total
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	5%
6	Training and certification plan for employees and contractors that install, operate, and maintain DCFC equipment.	Evaluation of the training and certification plan.	5	5%
7	Cyber security plan to protect equipment and user data.	Evaluation of the cyber security plan.	2	2%
8	The number of ports meets the desired number of	Full points for meeting the desired number of ports in the study area, half points for less than the desired ports per	5	5%

Exhibit F Texas EV Implementation Plan – Scoring Worksheet v07

Exhibit F Texas EV Implementation Plan – Scoring
The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	% of Total
	ports in the TxDOT EV Study Area.	study area, no points for less than 4 ports. **Less than 4 = Disqualified**		
9	Power rating per port.	Within 1 mile of Alt Fuel Corridor: Full points if 250kW or greater per port. Half points if less than 250kW per port. No points if less than 150kW per port. **Less than 150kW = Disqualified** Not within 1 mile of Alt Fuel Corridor: Full points if total power footprint is 300kW or greater with power sharing between dispensers. No points for any other scenarios. **Less than 300kW footprint = Disqualified**	5	5%

Exhibit F Texas EV Implementation Plan – Scoring
The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	% of Total
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	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	5%
12	Restrooms available to the public.	Full points for yes or zero points for no.	5	5%
13	Pull through space for light duty	Full points for at least 1 pull through space. No	2	2%

Exhibit F Texas EV Implementation Plan – Scoring Worksheet v07

Exhibit F Texas EV Implementation Plan – Scoring
The Scoring Worksheet is structured to evaluate one location at a time (not multiple locations).

ID	Criteria	Description	Points	% of Total
	vehicles with trailers.	points for any other scenarios.		
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	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	2%
16	Dedicated support with contact	Full points for phone support 24/7, half points for web support 24/7, no	2	2%

ID	Criteria	Description	Points	% of Total
	information posted on site.	points for any other options.		
17	Buy America compliant DCFC equipment and construction materials.	Full points for 100% compliant. No points for any other scenario.	2	2%
			100	

Exhibit G Texas NEVI Phase Two Map

