



Pennsylvania National Electrical Vehicle Infrastructure (NEVI) Formula Program

Important Considerations for Prospective Contractors

Round 1A FFY 2023 – FFY 2024 | November 13, 2023

On November 13, 2023, PennDOT released the Round 1A Funding Opportunity for the Pennsylvania National Electrical Vehicle Infrastructure (NEVI) Formula Program. Round 1A focuses on filling in remaining EV alternative fuel corridor (AFC) gaps. Section references are given to the Pennsylvania Round 1A NEVI Funding Opportunity release.

Program Description [Section I-A]:

- The Bipartisan Infrastructure Law (BIL) establishes a National Electric Vehicle Infrastructure Formula (NEVI Formula) program to provide funding to states to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
- The purpose of this notice is to solicit Proposals for PennDOT National Electric Vehicle Infrastructure (NEVI) Formula contracts. Funds for the federal fiscal years (FFY) 2023 and 2024 PennDOT NEVI Program are to be awarded on a competitive basis to plan, design, construct, operate, and maintain Electric Vehicle Supply Equipment (EVSE) sites across Pennsylvania.

General Requirements for Round 1A Proposals:

- Round 1A Proposals must be submitted between 12/11/2023 and 01/26/2024 at 5pm EST using the eGrants Public Portal Interface. [Section V-A]
- Prospective Contractors may apply for up to 80 percent federal cost share of the eligible costs, with a minimum required match of 20 percent from non-federal sources. [Section I-C]
- All incorporated entities are eligible to receive NEVI funds unless a state or federal restriction would prevent PennDOT from awarding federal funds to the entity. [Section II-A]
- Costs that are directly related to EV charging are eligible. [Section II-C]
- Only costs incurred after Agreement execution are eligible for reimbursement. [Section II-C]
- Eligible Charging Station Projects include: [Appendix III and Appendix V]
 - a publicly accessible location within 1-mile driving distance from the AFC interchange
 - a minimum of 4 CCS DC fast charging ports
 - a minimum station power capability of 600 kW
 - a minimum port power capability of 150 kW per port when all four ports are in use
 - a minimum port power capability of 300 kW per port when only two ports are in use
 - five years of operations and maintenance following the fully executed grant agreement
 - publicly available charging 24 hours a day, 7 days a week
 - average annual Uptime of greater than 97 percent
 - a minimum of two parking stalls that meet ADA requirements
 - ADA accessibility for charging equipment use
 - equitable payment options
- Projects must comply with all Federal Rule requirements, including Davis-Bacon Act, EVITP or similar certification requirements, and others. [Section IV-E]
- Prospective Contractors must comply with Pennsylvania labor and workforce safety laws. [Section IV-E]
- Equipment used for EV charging must comply with both the Title 23 Buy America clause (23 U.S.C. § 313) and the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927). [Section III-I]
- Contractors must prepare and provide all data required by PennDOT to complete the quarterly and annual reports as per § 680.112 of the Federal Rule. [Section III-B]
- Contractors must produce a Data Management and Cybersecurity Plan and update the plan annually throughout the Period of Performance of the Project. [Section III-G]
- Contractors must have their utility provider complete the Utility Form. Contractors should submit the Utility Form to utility providers at least 15 days prior to the Proposal deadline. [Appendix IV and Appendix VIII]
- This list is not exhaustive. See the full Funding Opportunity for all details and requirements.

Updates included in the Round 1A Funding Opportunity (compared to the Round 1 Funding Opportunity):

- Key definition/wording changes: Many key definitions were updated to reflect the current status of the funding mechanism being used for the Funding Opportunity. [Appendix A]
- AFC Status [Section I-B]
 - Five AFCs are being released for the first time in Round 1A including I-180 along with portions of US-1, US-15, US-30, and US-422. In general, most interchanges / segments of these AFCs are eligible.
 - Nine AFCs still need gaps filled after Round 1 including I-70, I-76, I-79, I-80, I-81, I-90, I-376, I-476, and I-295. Only specific groups of interchanges along these AFCs are eligible based on remaining gaps.
 - Six AFCs were filled in Round 1 and are not eligible in Round 1A including I-78, I-83, I-84, I-95, I-99, and I-276.
- PennDOT has introduced “segment” numbers for arterial (non-freeway) routes. Each arterial portion of a highway is broken down into segments of between one and five miles. Segment breaks usually follow census tract, municipality, or other political or natural boundaries. Segments are numbered for the mile-marker on the route nearest to the midpoint of the segment. Interchange numbering remains as is from Round 1. [Section I-B]
- There is no longer an interchange score which is uniformly given to all Proposals at a given interchange.
- A disadvantaged community (DAC) score has been added; DAC scores are given to all Proposals based on their Charging Station location. In many cases, there are more than one DAC scores per interchange/segment. Refer to the online map for the precise DAC score for any potential Charging Station location. [Appendix VII]
- Additional guidance has been added for cybersecurity information to be included in the Data Management and Cybersecurity Plan. [Section III-G and Appendix IX]
- Detailed information on the Installation Period and Period of Performance has been added. [Section VII]
- Minor clarifications were made to eligible and ineligible costs. [Section II-C]
- Charging Station requirements have been clarified as per the Federal Rule and PennDOT requirements. [Appendix V]
- Documents have been added to / removed from the project deliverables table. [Appendix VI]
- A final site design checklist has been added listing requirements to be reviewed prior to Notice to Proceed. [Appendix X]
- Specific information on Davis-Bacon Wage Determinations has been included. [Section VI-F and Appendix XI]
- An updated draft Agreement is provided. [Appendix XII]
- Additional minimum requirements were added as pre-application questions
- Sections of the Proposal Questionnaire and Scoring Rubric with major changes are listed below: [Appendix III and Appendix IV]
 - Team Qualifications and Project Approach
 - Candidate Site Information
 - Site Readiness and Future Proofing
 - Equity and Sustainability
 - Safety and Economic Development
 - Project Costs



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Important Links

- PA NEVI Site:
<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/NEVI.aspx>
- Full PA NEVI Round 1A Funding Opportunity (Updated 11/13/2023):
<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/Apply.aspx>
- Proposals submitted through the eGrants Public Portal Interface (Available 12/11/2023):
<https://www.esa.dced.state.pa.us/Login.aspx>
- Round 1A Interchange Information Map:
- <https://experience.arcgis.com/experience/6696d9749a124136b9d28a7507f300d5/>
- Federal National Electric Vehicle Infrastructure Standards and Requirements, 23 CFR Part 680 (Federal Rule):
<https://www.federalregister.gov/d/2023-03500>
- Joint Office of Energy and Transportation's Sample Cybersecurity Clauses for EV Charging Infrastructure Procurements
https://www.pnnl.gov/main/publications/external/technical_reports/PNNL-34454.pdf
- USDOT Guidance on Creating Data Management Plans
<https://ntl.bts.gov/ntl/public-access/creating-data-management-plans>

Any technical questions regarding the Funding Opportunity must be submitted to RA-PDEVCorridors@pa.gov by December 4, 2023. Frequently asked questions will be addressed publicly online to the PennDOT NEVI site.