NEVI DESIGN-BUILD
REQUEST FOR QUALIFICATIONS

IDAHO TRANSPORTATION DEPARTMENT

National Electric Vehicle Infrastructure (NEVI) Program

Lewiston Service Area - Key Number 24765
Bliss Service Area - Key Number 24766
Pocatello Service Area - Key Number 24767

REQUEST FOR QUALIFICATIONS
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December 30, 2024

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UTILITY COORDINATION INFORMATION

Note: Utility coordination is not necessarily required at the RFQ stage. This information is provided for informational purposes. Further utility coordination will be expected during the Request for Applications process.

Service Area	Utility	Email	Website
Pocatello	Idaho Power Company	ev@idahopower.com	https://idahopower.com/ev
Bliss	Idaho Power Company	ev@idahopower.com	https://idahopower.com/ev
Lewiston*	Avista Company Contact: Kim Casey	kim.casey@avistacorp.com	https://www.myavista.com/energy-savings/electric-transportation
Lewiston*	Clearwater Power Company	Info@clearwaterpower.com	https://www.clearwaterpower.com/

*Applicants are advised to independently confirm which utility serves a given Site within the Lewiston Service Area.

DRAFT NEPA REQUIREMENTS FOR THE RFA

The National Environmental Policy Act (NEPA) process must be completed for selected Sites. The Department will perform the NEPA evaluation for the selected site(s), however the Applicant must perform a prescreening process and include documentation in their Application in response to the RFA. The four primary disciplines of concern are hazardous materials; endangered, candidate, and threatened species; wetlands; and historic/cultural resources. The appropriate ITD Categorical Exclusion form (ITD-0649 or ITD-0654) will be used. The CE type is anticipated to be c23.

The Applicant shall use the following websites to search for information about their site(s) and include copies of the reports for all of the following environmental disciplines in their Application. Resource maps need to be at scale to clearly note the NEVI location in relation to the resource.

- Hazardous Materials: Terradex
- Endangered Species Act (ESA):
    - U.S. Fish and Wildlife Service: Information for Planning and Consultation (IPaC)
    - NOAA Fisheries (threatened/endangered fish, essential fish habitat): Essential Fish Habitat Mapper
        - Note: ESA fish are not present in District 1 and 5. However, they are in District 2, portions of District 3, 4, and 6. Check the Essential Fish Habitat Mapper to determine if Essential Fish Habitat is present at the Site
    - NOAA Fisheries: Species and Habitat Application
- U.S. Fish and Wildlife Service: National Wetlands Inventory Wetlands Mapper
- Historic/Cultural Preservation
    - The Advisory Council on Historic Preservation (ACHP) exempts electrical vehicle supply equipment from the National Historic Preservation Act Section 106 review if certain criteria are met (see exemptions below). Note that the exemption shall not apply on Tribal Lands. Preference is made for projects that fall under the Level 1, 2, and 3 exemptions. Further Cultural Resource evaluation will need to be completed for Level 4 sites. The Exemption Regarding Historic Preservation Review Process for Undertakings Involving Electric Vehicle Supply Equipment is outlined below:

Except as noted in Section II, all federal agencies are exempt from the Section 106 requirements of taking into account the effects of the installation, maintenance, repair, or expansion of EVSE and Level 1, 2, or 3 charging stations, provided these:

(1) *take place in existing parking facilities with no major electrical infrastructure modifications and are located as close to an existing electrical service panel as practicable;*

(2) *use reversible, minimally invasive, non-permanent techniques to affix the infrastructure;*

(3) *minimize ground disturbance to the maximum extent possible, and ensure that it does not exceed previous levels of documented ground disturbance;*

(4) *use the lowest profile EVSE reasonably available that provides the necessary charging capacity;*

(5) *place the EVSE in a minimally visibly intrusive area; and*

(6) *use colors complementary to surrounding environment, where possible.*

DRAFT EVSE SPECIFICATIONS

These draft specifications are subject to change during the RFA process

The NEVI Developer shall comply with the following EVSE requirements:

1. All chargers and credit card terminals associated with chargers shall operate in compliance with the latest Payment Card Industry Data Security Standard (PCI DSS). Only information strictly necessary to provide the charging service to a user shall be collected, processed, and retained. Installers of equipment under these specifications shall use commercially reasonable security standards to protect sensitive and/or confidential data both in transit and at rest. All pay equipment shall be operational at start-up.
2. NEVI Developer shall obtain warranties for all chargers and equipment from suppliers.
3. NEVI Developer shall obtain complete specifications and installation guides for all chargers and equipment from suppliers. This information shall also include any physical strategies consistent with the Baseline Plan and subsequent plans required for the installation of a charger, including placement of bollards, curb stops, fire prevention, charger locks, lighting, etc. Installation guides are intended for construction or personal safety requirements related to installation to not cause injury, damage the equipment, or void the warranty.
4. The charging equipment shall also meet the following standards, including:
    a. All electric vehicle chargers and equipment shall meet the National Electric Code (NEC) Article 625 and FCC regulations for safety and operation requirements.
    b. EVSE shall be certified by an Occupational Safety and Health Administration Nationally Recognized Testing laboratory.
    c. EVSE shall be compliant with the following standards or equivalent:
        i. UL 2231-1 Personal Protection for Electric Vehicle Supply Circuits-Protective Devices for use in Charging Systems.
        ii. UL 2231-2 Personal Protection Systems for Electric Vehicle Supply Circuits-Protective Devices for use in Charging Systems.
        iii. Society of Automotive Engineers (SAE) J-1772 Combined Connector System (CCS) Standards, or equivalent.
        iv. IEEE Std 2030.1.1-2021 (If CHAdeMO is implemented).
        v. North American Charging Standard (NACS), if NACS is implemented (NACS Technical Specification).
        vi. UL 2251 or equivalent – Cover plugs, receptacles, connectors rated up to 800 amperes and up to 600 volts.
        vii. NFPA 70, National Electrical Code (NEC) Article 625.
        viii. Alignment with national standards for NIST Handbook 44 – Electric Vehicle Fueling Systems
        ix. Authorization under part 15, subpart B of the FCC regulations for unintentional radiators.
        x. Any Idaho Bureau of Weights and Measures requirement for installation, inspection, and permitting
5. Electrical Safety:

a. Site shutoff: The EVSE circuits shall include a clearly identifiable emergency shutoff device (emergency power disconnect) near the EV charging stations with the ability to remotely stop the flow of power through all charging units during emergency situations. A plaque referencing the location of the shutoff device shall be installed on each EV charger controlled by the shutoff device. The remote shutoff device shall:
    i. Be located within 50 feet of the EV charging station and supporting electric equipment, but no closer than 10 feet to any charger or cabinet.
    ii. Be readily accessible by first responders and in a location that can be seen from each EV charger.
    iii. Be marked “ELECTRIC VEHICLE EMERGENCY DISCONNECT”.
    iv. Require manual intervention in order to reset from an emergency shutoff condition.
    v. Disconnect all ungrounded conductors of the circuits simultaneously from the source supply.
    vi. Compliant with local code requirements.
b. EVSE shall have over-current protection.
c. All components, including electrical equipment shall have adequate fault-current and other ratings appropriate for the application so as not to reduce the required safe power output capabilities of the transformers or chargers.
d. EVSE shall have a Charge Circuit Interrupting Device (CCID) or Ground Fault Circuit Interrupter (GFCI) designed to shut off the flow of electric power to reduce the risk of electric shock (see UL Standard 2231).
e. Components of EVSE or other related elements shall not be modified in any way that will adversely impact UL or other safety ratings of the equipment or facility.
f. Adhere to applicable electrical and utility codes/requirements for placement of distribution cabinets and electrical equipment.
g. Adhere to applicable building code and national fire protection association (NFPA) standards for placement of hydrants, standpipe systems, and other means to extinguish a fire event.
h. Use cable management systems or other means to prevent cable insulation, wiring, and cooling systems from being damaged.

6. Network and Interoperability:
    a. EVSE shall be network-ready to allow for management of charging operations.
    b. EVSE shall conform to Open Charge Point Protocol (OCPP) 2.0.1 or higher to communicate with a network.
    c. EVSE hardware shall be designed to securely switch charging network providers without any changes to the hardware.
    d. EVSE shall be capable of supporting remote monitoring, diagnostics, control, configuration, reporting, and management.
    e. EVSE shall be capable of implementing remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization with the charging network.

f. The EVSE and the network shall be capable of securely communicating the real-time charging port status, real time price to customer, and historical charging-port uptime.

g. EVSE shall be capable of connecting to a network via a secure hardwired, wireless, or cellular network.

h. EVSE shall be accessible by the Department upon request for inspection, testing, etc.

i. EVSE shall be able to communicate through a secure network with electric utilities, other energy providers, and local energy management systems.

j. Network-to-Network communications shall be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1. A charging network shall be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at EVSE that are a part of multiple charging networks.

k. EVSE shall conform to ISO 15118-3 and shall have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. EVSE software shall conform to ISO 15118-2 and be capable of Plug and Charge.

l. EVSE shall remain functional (initiate and complete charging sessions with the minimum power required) if the network communication is temporarily disrupted.

7. Load Management/Demand Response:

   a. Installation shall be coordinated with the local utility provider to confirm that expected power demand will remain within the capacity of the designed electrical system. Power management may be used to achieve reasonable power loads but shall not go below a 150-kW threshold at each charging port.

   b. The network communications, controls, and back-office support service shall have the ability to monitor energy usage (kWh) and energy demand (kW) of the EVSE.

   c. Where applicable, network communications, controls, and back-office support service shall have the ability to respond to utility provided demand response signals via the Open Automated Demand Response (OpenADR) 2.0b (or equivalent) protocol.

   d. The network shall be capable of secure communications with electric utilities, other energy providers, or any local management systems.

8. Customer Payment Options:

   a. As applicable, the network infrastructure shall be PCI compliant to execute financial transactions with EV drivers safely and securely. Network provider shall have PCI DSS certification and accept all major debit and credit cards.

   b. The fee collection system shall accept, at a minimum, contactless major debit and credit RFID cards without incurring additional fees, inconvenience, or delays for one payment or access control method over another. Other forms of payment, such as access codes, mobile application, are also encouraged.

   c. Infrastructure shall have a point-of-sale and supporting network that uses an open protocol to allow subscribers of other EV charging system networks to access the EVSE.

   d. EVSE shall not require a membership for use and starting a charging session.

   e. Payment options shall be secure, equitable, accessible and available to accommodate future innovations in payment methods.

i. Multilingual access and access for people with disabilities shall be provided in the creation of payment instructions.

ii. At a minimum, the user shall be able to make payment using a credit card and one other option such as plug and charge or mobile payment via cell phone.

f. The charging station shall provide an automated toll-free phone number or a short message/messaging system (SMS) that provides users with the option to initiate a charging session and submit payment. These payment options shall also be clearly identified for users that are limited English proficient or for users with disabilities.

g. EVSE shall not delay, limit, or curtail power flow to vehicles based on payment method or membership.

h. EVSE shall offer free EV charging when data collection and billing/payment systems are offline or not operational, for example, FreeVend.

i. NEVI Developer must have the ability to proactively monitor charging station service to repair equipment prior to customer issues.

9. Charger Specifications:

a. A charging station shall include a minimum of four (4) charging ports and shall be able to provide at least 150-kilowatt (kW) of continuous power supply from each charging port simultaneously across a charging station. NEVI Developers may supply any combination of charging stations that meet these minimum. requirements such as 2-350kW dual port chargers instead of 4-150kW EVSEs.

b. Charging stations shall be fully operational to charge at least four (4) Electric Vehicles at the power levels described above.

c. DCFC charging ports must support output voltages between 250 volts DC and 920 volts DC.

d. Minimum of four (4) permanently attached SAE CCS Type 1 connectors capable of charging four (4) EVs at the power levels described above.

e. Minimum of four (4) permanently attached NACS connectors or adapters capable of charging four (4) EVs at the power levels described above.

f. Charging station connectors shall be rated with a continuous current carrying capacity of greater than or equal to 375 Amps.

g. Charging cable length, weight, and any other mobility features shall be ADA compliant. The length of the cable shall be of sufficient length to charge a vehicle with various charging inlet locations.

h. Chargers shall incorporate a cord management system or method to eliminate potential for cable entanglement, user injury, or connector damage from cables lying on the ground.

10. For Minimum Uptime requirements see 23 USC § 680.116(b).

11. Screen displays:

a. Displays shall be LCD, LED or equivalent or better, user friendly, easy to operate, daylight and night viewable, and UV-protected with human-machine interface capability.

b. Display shall show price in $/kWh for charging prior to initiating a charging session.

c. Displays shall show time limitations, power, charging, charging complete, remote control, system status, faults, and service.

d. Displays shall be ADA compliant.

12. Pricing:

a. Price shall be displayed based on the price for electricity to charge in $/kWh.

b. Price displayed at the time of initiating a charging session shall be the real-time price.

c. The price at the start of the charging session shall not change during the session.

d. Any other fees in addition to the price for electricity related to a charging session, shall be clearly displayed and explained.

13. Access:

a. EVSE shall be ADA compliant, accessible to all members of the public, 24 hours per day, seven days per week, year-round, with no membership required to a specific network for access or additional energy level.

b. At least one of the charging spaces served by the EVSE at the Site shall be compliant with ADA accessibility standards, including, but not limited to:

i. Design of parking spaces pursuant to Section 502 of the ADA accessibility standards.

ii. Availability of an accessible route pursuant to Section 206 and 402 of the ADA accessibility standards. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site pursuant to Section 206.2.2 of the ADA accessibility standards

iii. If applicable, design of a pull-through accessible space shall include 16 feet of width to accommodate turning space pursuant to Section 304 of the ADA accessibility standards.

14. Appearance:

a. Any form of graphics including branding, logos, and/or art, included on or in the vicinity of the charging stations within the public ROW are subject to the rules and regulations as directed by the Department. Vendors shall use only Department-approved branding to enhance the user experience and perhaps generate revenue for the project. Should vendors seek to use any Department branding, they shall coordinate that with the Department's branding requirements.

15. Miscellaneous Minimum Requirements:

a. EVSE shall include security design features to remain tamper-resistant and vandalism-resistant, such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant coating.

b. EVSE shall be capable of operating in an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 90 percent.

c. EVSE shall be able to withstand extreme weather conditions including minor flooding, heavy rains, high winds, snow, and ice, and is protected from malfunctions due to condensation.

d. Cabinets and above ground structures shall be designed to a 90 MPH or greater wind load.

e. EVSE and any external accessories (if applicable) shall have outdoor-rated enclosure - NEMA 3R or greater.

f. EVSE shall have the ability to measure demand and energy delivered at an accuracy per national standards.

g. Sites shall be lighted in accordance with good industry practice and any relevant local requirements. Locations should be checked for nighttime lighting levels near EVSE and between parked cars.

h. Safe passage and signage for pedestrians to adjacent amenities shall be clearly provided at Site.

16. Data

a. The NEVI Developer shall supply data following EVSE Acceptance as required by NEVI Formula Program Rules. Data shall be transferred or available using methods agreed upon between the NEVI Developer and the Department. The submitted data will be maintained in a secure manner and will not be used for any purposes other than those required to fulfill the requirements of the Contract. The NEVI Developer shall disclose the location of the data and security processes and systems governing it while under the control of the NEVI Developer.

b. Data Sharing Requirements

i. General Requirements

1. The NEVI Developer shall transmit data to the Department via an agreed upon secure communication mechanism.

2. The NEVI Developer shall structure data submissions pursuant to the standards in the EV-ChART Data Format and Preparation Guidance (EV ChART Guidance) and the format prescribed by the Joint Office of Energy and Transportation in the EV-ChART Data Input Template (EV-ChART Template).

3. The NEVI Developer shall de-identify the data to remove personally identifiable information (PII) and payment card industry (PCI) data to minimize privacy risks.

4. The NEVI Developer shall provide the data in .CSV format. The NEVI Developer may propose an alternative format. Alternative formats must be Approved by the Department.

5. The NEVI Developer shall implement an application programming interface (API), available free of charge to the Department, federal partners, and third-party software developers. Access to the API for federal partners and third-party software developers may be requested to be given to the parties directly. It also shall be made directly available to the Department. The NEVI Developer shall provide access to the API to entities requested by the Department.

6. The NEVI Developer may offer the Department access to a NEVI Developer dashboard that contains the same data elements listed in the below categories. This will not negate the need for the near real-time data category listed in paragraph 16(b)(ii) (Near Real-Time Data Requirements) unless the Department Approves such a change.

ii. Near Real-Time Data Requirements

1. To support the Department's performance monitoring and measurement, the NEVI Developer shall provide the following data in near real-time. Near real-time should be considered no more than an hour lag.

a. Station ID
b. Address (street, city, state and nine-digit zip code) of the property where the charging station is located
c. Port ID
d. Number of charging sessions
e. Number of unique users
f. Charging session start time/end time
g. Successful session completion by port (yes/no)
h. Energy (kWh) dispensed to EVs per session by port
i. Peak session power (kW) by port
j. Price customer paid (itemized, including power, tax, and other fees) by session
k. Average charging session time
l. Average charging session power (kW and kWh)
m. Charger operational (yes/no)

iii. Quarterly Data Requirements

1. The NEVI Developer shall provide data as further described on a quarterly basis. If a charging station is installed and accepted by the Department at any point prior to the end of a quarter, quarterly data information still needs to be submitted from the start of operation to the end of the quarter. For reporting purposes, quarterly periods are as follows:
    a. January 1 to March 31
    b. April 1 to June 30
    c. July 1 to September 30
    d. October 1 to December 31
2. Unless directed otherwise by the Department, quarterly data submissions shall be made no later than one month following the end of each completed quarter (i.e., submit data for January 1 to March 31 period by April 30).
3. The NEVI Developer shall provide a quarterly report that includes the following data attributes consistent with EV-ChART Guidance using the EV-ChART Template:
    a. Station ID (this shall be the same charging station name or identifier used to identify the charging station in data made available to third-parties)
    b. Port ID (this shall be the same charging port identifier used to identify the charging port in data made available to third-parties – see section 16(b)(v)(i)).
4. The quarterly report shall include data required by the following modules in accordance with EV-ChART Guidance using the EV-ChART Template:
    a. Module 2: Charging Sessions
    b. Module 3: Uptime

c. Module 4: Outages

5. The quarterly report shall also include a summary of the following information:

a. Number of charging sessions by port

b. Number of unique users by port

c. Number of sessions with successful session completion by port

d. Number of sessions with unsuccessful session completion by port

e. Number of sessions by payment method

f. Port uptime, T_outage, and T_excluded calculated in accordance with the equation in the definition for Uptime Requirement in Exhibit 1 (Definitions) for each of the previous three months

g. Explanation for each instance of T_excluded describing why the nature of the associated outage and basis for including as a Permitted Uptime Outage.

h. Average charging event time by port

i. Average charging event power (kW and kWh) by port

j. Maintenance and repair cost per charging station for each of the previous three months (total cost and costs paid through use of federal funds)

iv. Annual Data Requirements

1. An annual data report for all stations that were installed and accepted by the Department at any point prior to the end of a calendar year shall be submitted annually on or before March 1 of the year following acceptance for the NEVI Developer to meet the Final NEVI Standards and Requirements (e.g., for stations that became operational any time during the 2025 calendar year, annual data must be submitted no later than March 1, 2026). Unless directed otherwise by the Department, annual data shall be comprised of data for each calendar year (January 1 through December 31).

2. The NEVI Developer shall provide an annual report that includes the following data attributes consistent with EV-ChART Guidance using the EV-ChART Template:

a. Station ID (this shall be the same charging station name or identifier used to identify the charging station in data made available to third-parties)

b. Port ID (this shall be the same charging port identifier used to identify the charging port in data made available to third-parties)

3. The annual report shall include data required by the following modules in accordance with EV-ChART Guidance using the EV-ChART Template:

a. Module 5: Maintenance Costs

b. Module 7: Station Operator Program

v. Third-Party Data Sharing Requirements

1. Pursuant to the Final NEVI Standards and Requirements, the following data fields are to be made available, free of charge, to third-party software developers, via API:
    a. Station ID
    b. Address (street, city, state and zip code) of the property where the charging station is located
    c. Geographic coordinates (latitude and longitude) in decimal degrees of at the location of the charging station itself (not the parcel where it is located)
    d. Charging station operator name
    e. Charging station phone number
    f. Charging network provider name
    g. Charging station status (operational, under construction, planned or decommissioned)
    h. Date when charging station first became available for use
    i. Charging port information:
        i. Number of charging ports
        ii. Port IDs
        iii. Number of accessible charging ports accessible to users with disabilities
        iv. Connector types available at each charging port
        v. Charging level by port (DCFC, AC Level 2, etc.)
        vi. Power delivery rating in kW by port
        vii. Accessibility by vehicle with trailer (pull-through stall) by port (yes/no)
        viii. Power sharing by port (i.e., whether power sharing between EVSEs is enabled) (yes/no)
        ix. Real-time status of each charging port in terms defined by Open Charge Point Interface 2.2.1
    j. Pricing and payment information:
        i. Pricing structure
        ii. Payment methods accepted at charging station
        iii. Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1.

vi. One-Time Data Requirements

1. Pursuant to the Final NEVI Standards and Requirements, data shall be collected and submitted once on or before March 1 of each year for each new/upgraded charging station installed during the previous calendar year (e.g., for stations that became operational any time during the 2025 calendar year, one-time data submittal must be provided no later than March 1, 2026).

2. The NEVI Developer shall provide a one-time data submittal that includes the following data attributes consistent with EV-ChART Guidance using the EV-ChART Template:
    a. Project ID
    b. Station ID
    c. Port IDs
3. The one-time data submittal shall include data required by the following modules in accordance with EV-ChART Guidance using the EV-ChART Template:
    a. Module 1: Station Location
    b. Module 6: Station Operator Identity
    c. Module 8: DER Information
    d. Module 9: Capital and Installation Costs

c. NEVI Program Uptime and Availability Requirements

i. NEVI Developer shall ensure that the Project Site complies with the 97% average annual uptime requirements for each charging port set forth in the NEVI Formula Program Rules and Requirements. Uptime is calculated on a monthly basis (at the end of each month) for the previous twelve months using the following equation:

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

where:

μ = port uptime percentage

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

$T_{excluded}$ = total minutes of outage in previous year caused by Permitted Uptime Outages

ii. If, for any year, the uptime requirements are not met, the Department will assess liquidated damages pursuant to the Final NEVI Standards and Requirements on number of days out of compliance for each charging port during the year. Liquidated damages are not assessed as a penalty, but as an assessment against the next yearly payment during the Operations and Maintenance period.

Range	Average Annual Uptime Percentage	# of Days per Year in Range	Amount of Liquidated Damages Per Day Per Charging Port
1	Above 97%	10.95	$0
2	80% to ≦ 97%	63	$250
3	50% to < 80%	110	$500
4	< 50%	182	$1,000

17. Additional NEVI Developer Requirements

a. The NEVI Developer shall establish and maintain a customer service phone line that is available 24 hours per day, 7 days a week. The NEVI Developer customer service

phone line shall allow users to report outages, malfunctions, and other issues with the EVSE. The NEVI Developer, or its contractors, shall use the customer service phone line to provide support and responses to inquiries and comments from EVSE users who are using or attempting to use the EVSE charging equipment. The customer service phone line shall be compliant with customer service requirements described in the Final NEVI Standards and Requirements. The NEVI Developer shall develop key performance indicators (KPI) and monitor the KPI to ensure quality performance.

b. The NEVI Developer shall be required to provide materials and follow construction methods as per the either the Idaho Transportation Department's Standard Specifications or Idaho Standards for Public Works Construction, which will be defined in the RFA.

NEVI RFA TECHNICAL EVALUATION DRAFT CRITERIA OUTLINE

Note: The following draft evaluation criteria outline is provided as a resource for Applicants to prepare for the RFA, should the Applicant be short-listed. The Department reserves the right to modify, add, delete, and otherwise change these criteria without limitation. Applicants should expect this information to be updated.

Program Management	
Program Management Approach	a. Demonstrates an approach that is aligned with federal and IAWG NEVI Program objectives and needs b. Demonstrates a comprehensive approach through NEVI Program phases c. Demonstrates an effective operations & maintenance approach d. Describes an effective monitoring and reporting approach
Site Features	
Site Selection & Access	a. Selected site meets NEVI Program requirements and goals b. Describes Site access and customer service approach
Site Resilience	a. Provides onsite energy storage b. Describes monitoring and repair strategy
Site Amenities	a. Describes Site amenities b. Describes pricing and payment strategy considering transparency, accessibility, multilingual customers, and accessibility
Infrastructure Needs Assessment & Plan	a. Provides Site designs that maximize accessibility b. Describes utility requirements c. Demonstrates understanding of the permitting process d. Provides project schedule e. Describes expected customer charges
Security Features	
Data Management Approach	Describes the data management and cybersecurity approach
Safety Approach	a. Demonstrates understanding of the general and EVSE safety issues at the Site b. Demonstrates effective risk management and mitigation approach c. Describes an approach to weather maintenance and incidents
Future Proofing	a. Provides additional Site preparation for future development b. Provides additional chargers beyond the minimum requirements, including North American Charging Standard (NACS) ports c. Provides more than one ADA-accessible parking space
Community Features	
Workforce Development Approach	Describes strategies for EV labor and workforce considerations and development strategies
Community Impact	a. Selected a Site located in a disadvantaged, Tribal, or rural community b. Describes an approach to support the disadvantaged, Tribal, or rural community