



Pennsylvania Electric Vehicle Charging Reliability and Accessibility Accelerator (EVC-RAA) Program

Important Considerations for Prospective Contractors

FFY 2024 | May 23, 2024

On May 23, 2024, PennDOT released the Pennsylvania Electric Vehicle Charging Reliability and Accessibility Accelerator (EVC-RAA) Funding Opportunity. The EVC-RAA program focuses on repairing or replacing Broken or Non-Operational EV chargers to improve the reliability of existing EV charging infrastructure and expand EV charging access in Pennsylvania.

Section references in this document refer to the Pennsylvania EVC-RAA Funding Opportunity. Capitalized terms are defined in the EVC-RAA Funding Opportunity.

Program Description: [Section I-A, I-B]

- FHWA used a portion of the 10% set-aside funds from the National Electric Vehicle Infrastructure (NEVI) Formula program to create the Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC-RAA) program, which focuses on repairing or replacing Broken or Non-Operational EV chargers.
- PennDOT applied to FHWA for EVC-RAA program funds and received \$5 million.
- Funds for the PennDOT EVC-RAA program will be awarded to Projects on a competitive basis through this solicitation.
- PennDOT anticipates funding the repair or replacement of chargers associated with between 20 and 50 Alternative Fuel Data Center (AFDC) Station IDs, depending on the mix of successful Level 2 and Direct Current fast charging (DCFC) stations.

Eligibility Information and Program Requirements for EVC-RAA Projects

- There are 174 eligible AFDC Station IDs that can be proposed as Projects. [Appendix X]
- Prospective Contractors must certify the charging equipment is Broken or Non-Operational when the Proposal is submitted. [Section I-B]
- All incorporated entities are eligible to receive EVC-RAA funds unless a state or federal restriction would prevent PennDOT from awarding federal funds to the entity. [Section II-A]
- Projects must meet these requirements to be eligible for PennDOT EVC-RAA funding: [Section II-B, III-B]
 - A Project must repair or replace at least one existing Broken or Non-Operational charger.
 - Broken or Non-Operational chargers including Level 1, non-networked Level 2, networked Level 2, and DCFC are eligible for repair or replacement.
 - A Project must bring Charging Station up to Federal standards to include four charging ports with any combination of Level 2 chargers with SAE J1772 ports and DCFCs with Combined Charging System (CCS) ports.
 - Charging Stations must be capable of simultaneously charging four EVs continuously.
 - Chargers must meet Federal Rule power requirements.
 - Chargers can be at public or private locations and must be open to the public at least as frequently as the business operating hours of the site host in accordance with Federal Rule § 680.106(e).
- Project locations within 1-mile driving distance of an Alternative Fuel Corridor (AFC) and designed to serve users of the AFC, must meet stricter requirements. [Section II-B]
 - Charging Stations must include four 150 kW Direct Current Fast Chargers (DCFCs) with CCS ports.
 - Chargers must be accessible for public use 24 hours per day, 7 days per week, year-round.
- Ineligible Projects include: [Section III-B]
 - Projects to repair Level 1 or non-networked Level 2 charging equipment without upgrades to comply with the Federal Rule.

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- Projects that exceed the standards and requirements in the Federal Rule (e.g., distributed energy resources that are not intrinsically needed to make the charger operational).
- Projects that replace Level 2 chargers with DCFC at locations that are not designed to serve users of an Alternative Fuel Corridors (AFC).
- Repair Projects for which costs would exceed the cost to replace the Broken or Non-Operational equipment with new equipment.
- Replacement Projects that could be returned to a reliable operational status with less costly repairs.
- Refer to the EVC-RAA Funding Opportunity for specific eligible and ineligible Project costs. [Section II-C]
 - Costs that are directly related to EV charging are eligible.
 - Only costs incurred after Agreement execution are eligible for reimbursement.

General Requirements for EVC-RAA Proposals:

- EVC-RAA Proposals must be submitted between 07/02/2024 and 08/14/2024 at 5:00 PM EDT using the eGrants Public Portal Interface. [Section V-A]
- As part of the eGrants submission, Prospective Contractors must complete the PennDOT EVC-RAA Proposal Excel File. Instructions are included in the file and in the EVC-RAA Funding Opportunity [Appendix II]
- Prospective Contractors must submit a single Proposal containing all proposed Projects [Section I-B]
- PennDOT will individually score and rank each proposed Project included in the Proposal. [Section I-B]
 - Proposals will have unique scores for each proposed Project [Appendix III, IV]
 - A Prospective Contractor may receive a Conditional Award for a portion of their proposed Projects.
- All chargers must meet certification requirements in accordance with Federal Rule § 680.106(g): [Section III-B]
 - All Level 2 chargers must be ENERGY STAR certified.
 - All Level 2 chargers and DCFC must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
 - All Level 2 chargers and DCFC must be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.
- All proposed Projects must apply for 80 percent federal cost share of the eligible costs, with a required match of 20 percent from eligible non-federal sources. [Section II-C]
- Projects must comply with all Federal Rule requirements, including Davis-Bacon Act, EVITP or similar certification requirements, and others. [Section IV-F, IV-G]
- Other than allowable downtime for scheduled maintenance, vandalism, and natural disasters, equipment must be fully operational greater than 97 percent of the time on average, annually, as per Federal Rule § 680.116(b). [Section III-A]
- The Prospective Contractor must operate and maintain the EVSE at each Project site for at least five years from the date on the Notice of Acceptance letter. [Section III-A]
- The Prospective Contractor must charge its end users a reasonable price. [Section III-F]
- Prospective Contractors must comply with Pennsylvania labor and workforce safety laws. [Section IV-E]
- PennDOT will obtain environmental clearances for the site work for each Project site related to EV installation as required by the National Environmental Policy Act (NEPA). [Section III-J]
- 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-M]
- 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-C]

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- Contractors must produce a Data Management and Cybersecurity Plan and update the plan annually throughout the Period of Performance of the Project. [Section III-I]
- PennDOT's EVC-RAA program includes a local hiring preference requirement. At least 50% of the total amount of Davis-Bacon Act covered labor performed during the Project shall be completed by workers whose permanent residence is within 50 miles of the Project site. [Section IV-H]
- Davis-Bacon Wage Determinations are provided in the EVC-RAA Funding Opportunity. The Davis-Bacon Wage Determinations will be updated on August 5, 2024, and the updated rates must be used when developing Project budgets. [Section IV-G and Appendix XI]
- A disadvantaged community (DAC) score is given to Proposals based on their AFDC Station ID location. [Appendix VII, X]
- A draft Agreement is provided. [Appendix XII]
- This list is not exhaustive. See the full EVC-RAA Funding Opportunity for details and requirements.

Important Links:

- PA Electric Vehicle Charging Reliability and Accessibility Accelerator Program Site:
<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Pages/EVC-RAA-Program.aspx>
- Full PA EVC-RAA Program Funding Opportunity (Updated 05/23/2024):
<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Documents/PennDOT%20EVC-RAA%20Funding%20Opportunity%2005-23-2024.pdf>
- Proposals submitted through the eGrants Public Portal Interface (Available 07/02/2024):
<https://www.esa.dced.state.pa.us/Login.aspx>
- PennDOT EVC-RAA Proposal Excel File:
https://www.penndot.pa.gov/ProjectAndPrograms/Planning/EVs/Documents/PennDOT_EVC-RAA_Proposal_Excel_File.xlsm
- FHWA EVC-RAA Program Overview:
https://www.fhwa.dot.gov/environment/nevi/evc_raa/
- FHWA EVC-RAA Program Notice of Funding Opportunity:
<https://www.grants.gov/search-results-detail/350190>
- FHWA EVC-RAA Q & A:
<https://www.fhwa.dot.gov/environment/nevi/resources/evc-raa-faqs-06-23.pdf>
- Federal National Electric Vehicle Infrastructure Standards and Requirements, 23 CFR Part 680 (Federal Rule):
<https://www.federalregister.gov/d/2023-03500>

Submit technical questions regarding the EVC-RAA Funding Opportunity to RA-PDEVCorridors@pa.gov by June 24, 2024. Submitted technical questions and responses will be posted online to the PennDOT EVC-RAA website.

This document is a summary, and the terms are not binding. Please refer to the draft agreement contained in the EVC-RAA Funding Opportunity for details. Inconsistencies between this document and the EVC-RAA Funding Opportunity will be resolved in favor of the terms in the EVC-RAA Funding Opportunity.