



REQUEST FOR PROPOSALS NO. 24-015

U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Discretionary Grant Partnerships and Support

EXHIBIT A

The Metropolitan Washington Council of Governments (COG) is coordinating a proposal to submit to the Federal Highway Administration (FHWA) 2024 Round 2 Charging and Fueling Infrastructure (CFI) Grant Community Program. COG is looking for partners who have potential sites to install Electric Vehicle (EV) charging or hydrogen fueling infrastructure through this program across the Washington-Arlington-Alexandria, D.C.-VA.-MD.-W.VA Metropolitan Statistical Area (MSA).

Proposed infrastructure sites may be located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity. Infrastructure may be placed in parking garages, on-street parking locations, and other parking facilities that charge a parking fee. Projects are encouraged that address innovative ways to navigate challenges such as curbside access, reservation/convenient availability, reliability, and management of limited spaces. CFI Community Program grants are expected to reduce greenhouse gas emissions and expand or fill gaps in access to EV charging infrastructure.

The FHWA 2024 Round 2 CFI Grant Community Program Notice of Funding Opportunity (NOFO) requires applicants to submit specific information in proposals. The table on the following page will collect the information COG needs from potential partners to include in the Metropolitan Washington proposal. Please complete the table on the following page for each of your proposed infrastructure site locations.

The information provided in the table will also be used to develop a map of all the proposed infrastructure locations included in COG's CFI proposal. It will also be used to confirm proximity to underserved communities and floodplains as well as assess potential climate vulnerabilities to proposed locations and avoided greenhouse gas emissions and other air pollutants. COG will review proposed EV charging locations against Pepco and Dominion Energy EV Capacity maps, if a location is within their territories, as an initial review of EV capacity and readiness. Lastly, the information provided in the table below will inform the project scope of work and budget.

Descriptions of the information needed for columns A-L are described after the table. Complete the table to the best of your ability. Add rows to the table as needed.

Do not include proposed sites that were included in any FHWA CFI Round 1 application that has been resubmitted for funding consideration this year or any other federal application/proposal that is currently under review/consideration for funding.



- A. **Proposed Project Location Name:** Provide a descriptive name for the proposed project location.
- B. **Street Address:** Provide the street address of the proposed EV charging or hydrogen fueling infrastructure installation. If an address is not available, please provide the nearest intersection.
- C. **City:** Identify the City in which the proposed infrastructure site is located.
- D. **State:** Identify the state in which the proposed infrastructure site is located.
- E. **Zip Code:** Identify the state in which the proposed infrastructure site is located.
- F. **Site Owner:** Identify the property owner of the proposed infrastructure site.
- G. **Focus Area:** Identify one or more of the following as the proposed EV charging or hydrogen fueling infrastructure site's Focus Areas. Descriptions of each are provided, as provided in the NOFO.
- **Neighborhood and Multi-Family Charging**
Provide convenient, affordable access to charging infrastructure in public or shared private locations within walking distance of where future EV owners live, potentially including multi-family properties and curbside installations in urban neighborhoods
 - **Multi-Model Hubs and Shared-Use Fleets**
Seek to connect or promote rental vehicle, taxi, carshare, ride-share, ride-hail, bicycle, micromobility, microtransit, and other electrified or alternative fuel multi-passenger or active mobility options that provide alternatives to individual vehicle ownership. Projects may also seek to connect national freight corridors with local delivery providers and fleets.
 - **Multi-Purpose Workplace and Destination Charging**
Destination charging that corresponds to locations where vehicles are likely to be parked for an extended period of time facilitates convenience and often allows for lower-power, low-cost charging. Locations can serve multiple purposes allowing employees, customers, or visitors to use a location to both park and charge their vehicle.
 - **Community Fleets and Freights**
Enable local medium- and heavy-duty electrification and alternative fuel use for Class 3 through Class 8 Vehicle fleets for use cases including, but not limited to municipal services, first-mile/last-mile, and hybrid deployments that combine dedicated infrastructure for medium- and heavy-duty vehicles with co-deployed charging for light-duty passenger vehicles. The deployment of these projects should align with Phases 1, 2, or 3 of the National [Zero Emission Freight \(ZEF\) Corridor Strategy](#), as specified in the Appendix for each Phase.
- H. **Location Type:** Use the below list to identify the Location Type. The CFI Community Program is looking to equitably expand the deployment of public infrastructure at the following types of locations (enter all that apply):
- Municipal and Local Community Site
 - Local Business
 - Retail Center
 - Intermodal Transportation Facility
 - Parking Facility
 - Multimodal Hub
 - Multiunit Dwelling
 - Workplace
 - Commercial District

- Tourism Destination or Cultural Site
 - Public Park or Recreational Destination
 - Other Frequented Site in the Local Community (please describe)
- I. **Community Type:** The below list identifies the priority Community Types for the CFI Community Program. The NOFO does not specifically define “census defined urbanized area” or “rural area;” however, a FHWA CFI program webinar noted a preference for leveraging the [Climate and Economic Justice Screening Tool \(CEJST\)](#). Use the below list to identify the Community Type in the table (enter all that apply):
- Rural Area (outside a census-defined urbanized area)
 - Disadvantaged (in a census-defined urbanized areas)
 - Near Disadvantaged (within a ½-mile radius of a disadvantaged community in a census-defined urbanized area)
 - Low Ratio of Private Parking Spaces to Households
 - High Ratio of Multiunit Dwellings to Single Family Homes
 - Federal Recognized Tribe
- J. **Proposed Infrastructure:** Direct Current Fast Charging (DCFC), Alternating Current Level II chargers and hydrogen fueling stations are eligible under the CFI Community Program. Identify the proposed number of stations, level of EV charging (Level II or DCFC), and number of ports. For EV charging, preference is for all proposed stations to have at least four network-connected charging ports and be capable of simultaneously charging at least four EVs (i.e. 4 ports).
- K. **Proposed Completion FY:** Provide the anticipated fiscal year (FY) the project will be completed, if awarded funding under this proposal. Options are FY25, FY26, FY27, FY28, FY29, and FY30.
- L. **Cost:** CFI proposals must include cost estimates for each proposed site. Costs are influenced by development phase activities, level of site readiness and pre-construction activities (including utility upgrades needed), number of stations and ports, level of charging (Level II or DCFC), operations and maintenance, need for floodproofing (if located in a floodplain or site experiences urban inland flooding), etc.