

# Request for Funding

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

Notice of Funding Opportunity (NOFO) Number 693JJ323NF00004

**Submitted on:**

June 13, 2023

**Project Name:**

Metropolitan Washington Charging and Fueling Infrastructure Discretionary Grant Program  
Application (Project)

**Submitted by:**

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**Submitted to:**

U.S. Department of Transportation  
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# PROJECT SUMMARY

EV deployment is a top priority for COG and its members. There is significant commitment and cooperation region-wide on equitable EV infrastructure deployment. This momentum sets the stage for the region to expand community-based infrastructure by leveraging existing priority locations in COG member communities, existing cooperative and competitively bid contracts, and supportive equitable engagement and workforce development activities.

This Project proposal includes 48 locations across metropolitan Washington, 30 (63 percent) of which are located in or near disadvantaged communities (14 or 29% are within disadvantaged communities and 16 or 33% are nearby and can serve these communities). Proposed projects are located in the Cities of Alexandria, Fairfax and Manassas and the Counties of Arlington, Fairfax, Frederick, and Prince George’s. Project locations are all proposed as Level II stations located at existing local government facilities. All proposed projects are publicly accessible. The proposed projects will provide convenient, affordable access to EV charging stations in urban/suburban areas, including low- and moderate-income neighborhoods and support meeting both current and future market demands. The projects in this proposal will realize a greenhouse gas emission reduction benefit of roughly 290 short tons annually.

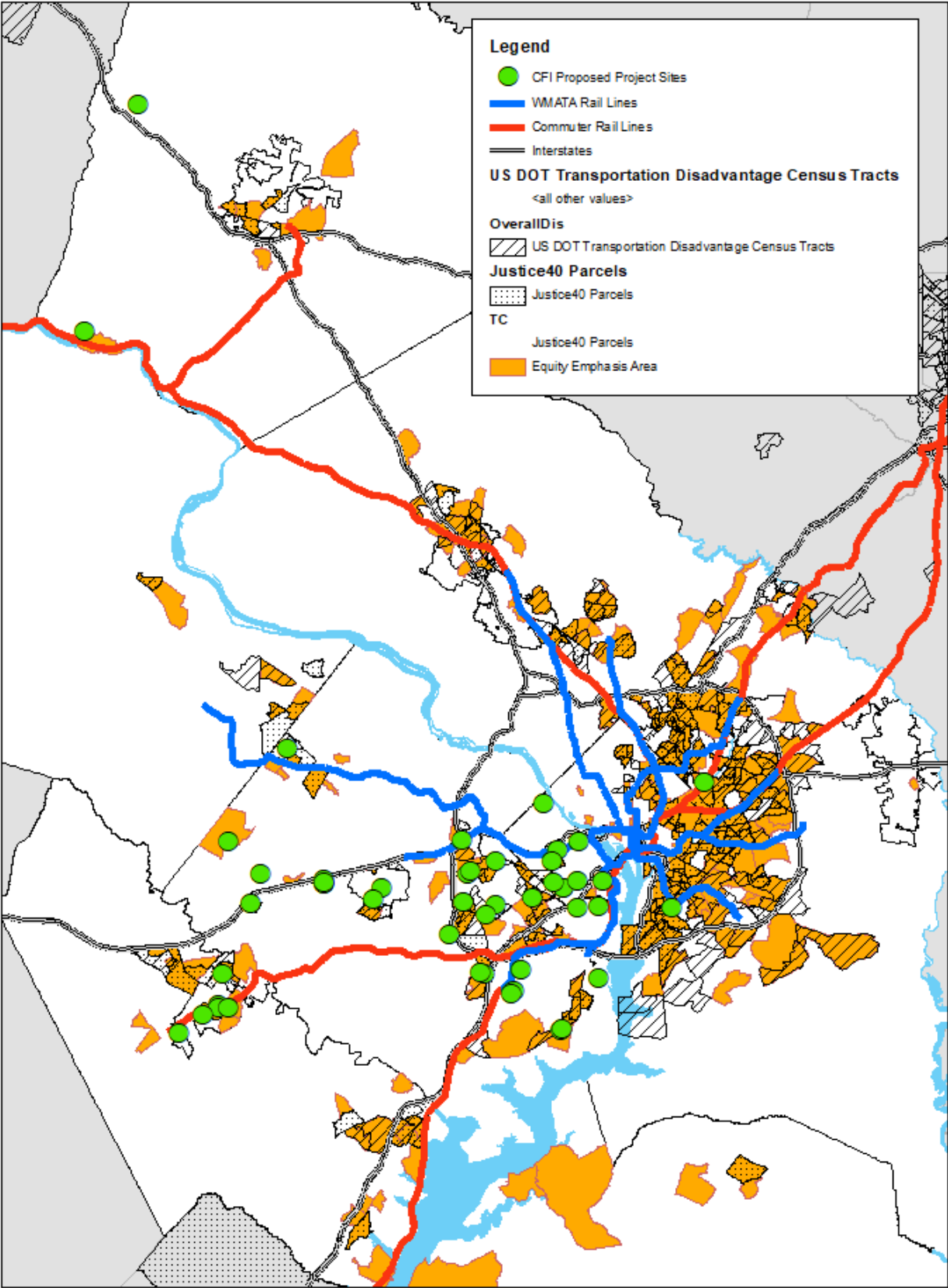
The Project will equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community at municipal and local community sites, parking facilities, multiunit dwellings, public parks and recreational destinations, and other frequented site host locations in the local community. Below is a summary table of the type of location for proposed publicly-accessible EVSE and how many locations are being proposed for that type.

Location Type	Location Count
Community Centers	14
Government Centers	8
Libraries	7
Parks	7
Recreational Centers	4
Historic Districts/Sites	3
Low-Income Multi-Unit Dwellings	2
Courthouse	1
Transit Center	1
General Aviation Airport	1

This Project will leverage existing competitively bid cooperative and rideable contracts from Fairfax County and Sourcewell Cooperative Purchasing. Arlington County provides an example of riding the Fairfax County agreement and City of Fairfax provides an example of a jurisdiction that leverages the Sourcewell cooperative contract with Blink. These jurisdictions will continue their Electric Vehicle Supply Equipment (EVSE) installation relationship with these EVSE installer/operators while other jurisdictions will have the opportunity to select a vendor via these contracting resources.

Fairfax County included a rider clause for the use of the contract by other public bodies. The Sourcewell contracts are available to be leveraged by the local jurisdictions and the sites that are proposed in this proposal. Vendors are expected to offer volume pricing. Blink offers up to a 25 percent hardware discount for entities that leverage the Sourcewell contracts and ChargePoint offers up to 20 percent.

Proposed EVSE Site Locations Map



All proposed projects will follow Public Safety and Security Guidance from COG's EV-Ready Checklist and the National Capital Region Transportation Planning Board (TPB) safety policies, programs, and guidance. COG and its local government members have a number of policies, programs, and guidance in place that support safer people, safer roads, safer vehicles, safer speeds, and post crash care that will contribute to the safety of the proposed EVSE projects.

Upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project. COG will incorporate this CFI Project into the measures of the climate plans developed for the EPA CPRG Program as well as identify additional opportunities in the CPRG plans to leverage CFI funding. EV infrastructure projects for potential incorporation into the TIP and CPRG will also be informed by the development of the Regional Electric Vehicle Infrastructure Implementation Strategy.

COG will continue to partner with the DC Sustainability Energy Utility (DCSEU) Workforce Development Program and Greater Washington Region Clean Cities Coalition (GWRCCC) to train professionals in EV planning and EVSE installations as well as host career expos in disadvantaged communities. COG has recently hired two DCSEU externs to support COG's regional EV work, will continue to engage additional externs on this CFI project, and in partnership with the GWRCCC, will engage the local EV industry to host additional externs on transportation electrification.

COG and GWRCCC, will lead equitable engagement and workforce development activities. For this grant opportunity, COG and GWRCCC will fill in needed gaps in engaging disadvantaged communities and EV workforce development by conducting listening sessions targeting disadvantaged and rural communities, hosting career expos for disadvantaged and rural communities, and conducting workforce development trainings to address EVSE reliability.

This Project will support GWRCCC's Racial Equity Agenda by bringing listening sessions and EV career expos to disadvantaged communities that have not yet been engaged on EVs. The listening sessions will be focused on engaging disadvantaged communities to best understand their desires and needs around electrification in their community. This Project will help ensure that GWRCCC can continue to advocate for clean energy and transportation equity and inclusion in the DMV.

For this Project, COG will engage the DMV Climate Partners' network, the Air and Climate Public Advisory Committee and their network of community and environmental justice (EJ) activists, local government EV public engagement programs, and utility EV programs to promote EV and EVSE public engagement and workforce development initiatives. COG and GWRCCC will specifically engage the partners on this Project at the Auto Show Public Policy Day event to share progress and best practices with stakeholders across the region. COG will engage the Electric Vehicle Association of Greater Washington, DC (EVADC) to promote the new stations that are installed with CFI funding for this Project.

Blink has minority partners and suppliers and trains workers from disadvantaged communities in Washington D.C., Prince George's County, Maryland and Baltimore, Maryland. The Blink/SemaConnect merger provides the opportunity for the growth of green jobs and the green economy in Prince George's County, Maryland, one of the most diverse counties in the country. ChargePoint has several authorized resellers with various Women or Minority Business Entity (WMBE) or Small Business Entity (SBE), and Service-Disabled Veteran owned accreditations.

The Project will (1) connect and promote multi-modal hubs and shared-use fleets and services; (2) provide convenient, affordable access to charging and alternative fuel infrastructure to offer

urban/suburban area charging and fueling solutions; and (3) support multi-purpose use to offer rural area charging solutions. The Project will equitably expand the deployment of public EV charging infrastructure in publicly accessible locations for use by the community at municipal and local community sites, parking facilities, multiunit dwellings, public parks and recreational destinations, and other frequented site host locations in the local community.