

Tier 2 (Non-interstate Corridors)  
Application and Guide  
Electric Vehicle Infrastructure Projects



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Application and Guide  
For Tier 2 Electric Vehicle Infrastructure Projects along Non-interstate Corridors

**BACKGROUND**

The purpose of ADECA’s Electric Vehicle Infrastructure Program is to fund projects to support the electric vehicle infrastructure needs of citizens, visitors, and the automobile manufacturing sector of the state of Alabama by installing Electric Vehicle (EV) Direct Current Fast Charging (DCFC) and AC Level 2 Charging infrastructure on Alabama’s interstate and non-interstate corridors. Per the Alabama Electric Vehicle Infrastructure Plan, Tier 2 priority is given for projects along non-interstate corridors to fill critical charging gaps and catalyze further EV adoption.

Additional information on Tier priorities can be found in the Alabama Electric Vehicle Infrastructure Plan at <https://adeca.alabama.gov/wp-content/uploads/Alabama-Electric-Vehicle-Infrastructure-Plan.pdf>.

**ELECTRIC VEHICLE INFRASTRUCTURE GRANT APPLICATION GUIDELINES**

Applications shall be submitted in PDF format by email to [ev@adeca.alabama.gov](mailto:ev@adeca.alabama.gov). Only submit one application per email. The application must be submitted as one single document. Applications will be accepted starting on April 1, 2022. Completed applications must be submitted by 11:59 PM CST, on June 10, 2022. Any applications received after the deadline will not be considered. All applications must be complete; however, the Alabama Department of Economic and Community Affairs (ADECA) reserves the right to contact applicants for additional information and/or clarifications.

**AMOUNT AVAILABLE FOR FUNDING**

The ADECA Energy Division intends to issue awards for Tier 2 totaling no more than \$1,300,000.00. The program will have a grant ceiling of \$250,000.00 per application. In the event that a balance of funds remains after the projects have been selected, the amount available for distribution will be redistributed at the discretion of the ADECA Director. Projects must support the Alabama Electric Vehicle Infrastructure Plan and have an anticipated completion timeframe of 12 months.

**REQUIRED MATCH AMOUNTS**

Subrecipients will be required to provide a minimum 20% match of project costs. Anything over a 20% match will result in additional scoring points. Eligible sources of match include cash, loans, other grants, or capital assets dedicated to the project. All matching funds claimed in a project proposal must be supported with documentation that demonstrates the funds are available. The grant program is a reimbursement grant program. Grant payments are disbursed as reimbursements after the work is completed, verified, and approved. Detailed invoice requirements and submission instructions will be provided to successful applicants.

All project costs must be necessary for and directly connected to the acquisition and installation of EV infrastructure.

### ELIGIBILITY

Eligible applicants are government and non-government entities looking to install EV DCFC and AC Level 2 charging infrastructure equipment at strategic locations along non-interstate corridors to fill critical charging gaps and catalyze further EV adoption. Joint project partners are permitted; however, the application should be submitted by the primary partner.

### PROGRAM GOALS

- Increased EV Adoption

EV manufacturing in Alabama is new and increasing. There are 17 DC fast-charging sites with 38 charging ports and 10 Tesla-only DC fast-charging sites with 84 charging ports currently in Alabama. The availability of vehicle charging stations is a major challenge facing the adoption of EVs. Expanding publicly accessible EV charging infrastructure is critical to achieving increased EV adoption.

- Economic Development

Economic development potential is a major focus for the state of Alabama. Directing funding to projects that rely on domestic sources of fuel and utilize vehicles and technologies produced in Alabama can have a significant economic impact for the state by ensuring that more money stays in our local economy to create more local jobs. Projects that facilitate local, regional, and long-distance EV travel and enhance consumer EV adoption will support the Alabama EV manufacturing industry as well as support and grow associated interstate commerce.

- Fuel Security and Energy Assurance

To address the goal of increasing fuel security and energy assurance, EV infrastructure projects will rely on domestically-sourced energy. These types of projects increase our fuel security and energy assurance by reducing dependence on foreign fuels and the global oil market.

## FUNDING CATEGORY

Applications will be compared to each other using the criteria established in the Rating Guide. This involves assigning points based on how well an application addresses each rating criterion. The following priority has been established for this round of funding:

Tier 2 Priority – Funds in this category are reserved for projects along non-interstate corridors to fill critical charging gaps and catalyze further electric vehicle adoption. The top priority is to support EV supply equipment projects at strategic locations along non-interstate corridors. Applications for projects to fund both AC Level 2 and DC fast chargers will be eligible under this category.

## CHARGING SITE REQUIREMENTS

The following are required of each of the charging sites to be chosen:

<b>Charging Site Requirements</b>	<b>DC Fast Chargers</b>	<b>Level 2 Chargers</b>
<b>1.</b> All charging sites shall be publicly accessible to the general public twenty-four (24) hours per day, seven (7) days a week with the site accessible free of charge to EV drivers (may require payment to charge); adequately lit from dusk to dawn; and within a short and safe walking distance to retail and service establishments with amenities such as restrooms, convenience stores, restaurants, shopping centers, or tourism destinations.	<b>X</b>	
<b>2.</b> Preferred, but not limited to, publicly accessible to the general public twenty-four (24) hours per day, seven (7) days a week; adequately lit from dusk to dawn; and within a short and safe walking distance to retail and service establishments with amenities such as restrooms, convenience stores, restaurants, shopping centers, or tourism destinations. If the charging is primarily for workplace and/or multi-unit dwelling locations, the proximity to retail, etc. may not be required.		<b>X</b>
<b>3.</b> Charging stations must be capable of utilizing Open Charge Point Protocol (OCPP) V1.6 or newer for communications to various network back-ends (i.e., the system must be able to “default” to OCPP for basic functionality).	<b>X</b>	<b>X</b>
<b>4.</b> Charging stations must be connected to an operating network and must have the ability to switch to OCPP networks.	<b>X</b>	<b>X</b>
<b>5.</b> Charging stations must support continuous operations, even when network connectivity is not available or consumer cell phone service is not available (i.e., “default on” with loss of network).	<b>X</b>	<b>X</b>
<b>6.</b> Charging stations must be payment card industry compliant – must allow direct use of a credit card, debit card, and network card at the charging station, except when charging is free. Stations may also offer additional payment methods including subscription methods, smart cards, or smart phone applications. Real-time pricing and fee information shall be displayed on the device or payment screen. Charging station equipment shall allow for flexible pricing including, but not limited to per kWh/kW, per minute or per hour, by space, or by time of day. ADA type access to initiate charging should be considered.	<b>X</b>	<b>X</b>
<b>7.</b> DCFC Sites must be equipped with both Society of Automotive Engineers Combined Charging System (SAE CCS) and CHAdeMO protocol connectors.	<b>X</b>	
<b>8.</b> Each DCFC charging site must be capable of charging at least two (2) EVs simultaneously with provisions for future expansion to charge four (4) vehicles simultaneously.	<b>X</b>	
<b>9.</b> Each Level 2 charging site must be capable of charging at least four (4) EVs simultaneously with provisions for future expansions to charge a minimum of eight (8) vehicles simultaneously.		<b>X</b>
<b>10.</b> At this time DC fast charger sites for Tier 2 projects should at least be capable of charging two vehicles simultaneously and a single EV at greater than 100kW with future provisions for expansion and power upgrades to include two additional (4 total) charging stations and/or upgrades to higher power to meet demand growth and anticipated technology developments in EVs and DCFC infrastructure. Conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future expansion must be included in the installation. The charging enclosure must be constructed for use outdoors with UL50, Standard for Enclosures for Electrical Equipment, National Electrical Manufacturers Association (NEMA), and Type 3R exterior enclosure or equivalent.	<b>X</b>	

<b>Charging Site Requirements (continued)</b>	<b>DC Fast Chargers</b>	<b>Level 2 Chargers</b>
11. All Level 2 charging ports/connectors must be capable of supplying a minimum of 6.6 kW to any vehicle connected.		<b>X</b>
12. Charging equipment shall be capable of operating without any decrease in performance over an ambient temperature range of minus 22 to 122 degrees Fahrenheit with a relative humidity of up to 95%.	<b>X</b>	<b>X</b>
13. The equipment must have a minimum manufacturer’s hardware warranty of five (5) years and continually be in full working order to the extent possible. Should repair be necessary, charging units shall be fully operating within 72 hours of equipment issue/breakdown to ensure a 97% annual uptime guarantee. A minimum of five (5) years software network and scheduled maintenance agreements are preferred.	<b>X</b>	<b>X</b>
14. The charging stations must be Nationally Recognized Testing Laboratory (NRTL) certified to demonstrate compliance with appropriate product safety test standards. NRTLs are found online at: <a href="https://www.osha.gov/dts/otpca/nrtl/list_standards.html">https://www.osha.gov/dts/otpca/nrtl/list_standards.html</a> . Supporting evidence must be provided.	<b>X</b>	<b>X</b>
15. Sites should include a customer service support telephone number that is available twenty-four (24) hours per day, seven (7) days a week, and clearly posted to assist customers with difficulties accessing or operating the charging station.	<b>X</b>	<b>X</b>
16. Sites shall include paved parking spaces enabling the maximum number of vehicles capable of being charged simultaneously and shall include adequate space for future expansion. Larger spaces and pull-through designed charging to enable larger vehicles, drivers with mobility limitations (ex. wheelchairs), and vehicles towing trailers to charge are suggested for consideration due to expected near-term future vehicle developments and market availability.	<b>X</b>	<b>X</b>
17. Charging Stations shall be connected to a network by Wi-Fi, hardwired connection, or cellular connection. Furthermore, projects shall maintain appropriate EV charging network diagnostics, remote start of the equipment, and collecting and reporting usage data.	<b>X</b>	<b>X</b>
18. “Electric vehicle charging only” signs are required on each side of each charging station along with “electric vehicle charging only” stenciled graphics on each striped parking stall.	<b>X</b>	<b>X</b>
19. Site design, development, installation, and maintenance shall be done in compliance with all applicable laws, ordinances, regulations, and standards, including but not limited to the Americans with Disabilities Act (ADA).	<b>X</b>	<b>X</b>
20. Site utilization data shall be made available upon request for a period of five (5) years after initial operation.	<b>X</b>	<b>X</b>

## ADDITIONAL APPLICATION REQUIREMENTS

- Utility Site Assessment - must include the following:
  - a. Documentation illustrating the location's proximity to a power source.
  - b. Detailed explanation of what construction will be required to provide electricity to this location (any needed cutting, trenching, drilling, etc.).
  - c. Metering – will there be separate metering for each charger?
  - d. Host-Operator Agreements – detailed explanation of the relationship plans between the owner and operator and how this working relationship will affect the utility work needed.
- A detailed plan and scaled drawing to show the proposed site's exact charging station locations and parking space locations. In addition, this plan should indicate positioning of signage, lighting, etc.
- A detailed map of the local area to indicate the location's accessibility to amenities in the immediate area. In addition, this map should show the location's proximity to an interstate/highway, indicating the chosen site's degree of support of the Alabama Electric Vehicle Infrastructure Plan.
- Pictures of the proposed site showing the exact charging station location during daytime and nighttime hours.

## QUESTIONS

Questions pertaining to this Application and Guide may be submitted by email to [ev@adeca.alabama.gov](mailto:ev@adeca.alabama.gov).

## SECTION A: GRANT APPLICANT INFORMATION

<b>Program Name</b>	<i>Electric Vehicle Infrastructure/Tier 2: Non-interstate Corridors</i>		
<b>Grant Applicant's Legal Name</b>			
<b>EV Infrastructure Location Name</b>			
<b>EV Infrastructure Physical Address</b>			
<b>City</b>		<b>State</b>	
<b>County</b>			
<b>Federal Employer Identification No.</b>			
<b>Organization Type</b>	<input type="checkbox"/> Government	<input type="checkbox"/> Non-Government	
<b>Requested Award Amount</b>		<b>Project Duration (months)</b>	
<b>Match Amount</b>		<b>Match Percentage</b>	
<b>Total Project Cost</b>		<b>Charger kW</b>	
<b>Closest Interstate/Highway</b>		<b>Closest Exit/Mile Marker</b>	
<b>Distance from Highway (miles)</b>			
<b>Charging Infrastructure Type</b>	<input type="checkbox"/> AC Level 2	<input type="checkbox"/> DC Fast Charging	
<b>Number of Bays</b>			

PROJECT DIRECTOR				
<b>Salutation</b>	<b>First Name</b>	<b>M.I.</b>	<b>Last Name</b>	
<b>Position/Title</b>		<b>Phone</b>	<b>Email Address</b>	
<b>Mailing Address</b>		<b>City</b>	<b>State</b>	<b>Zip Code</b>

SIGNATORY OFFICIAL / GOVERNOR'S NOTIFICATION				
<b>Salutation</b>	<b>First Name</b>	<b>M.I.</b>	<b>Last Name</b>	
<b>Position/Title</b>		<b>Phone</b>	<b>Email Address</b>	
<b>Mailing Address</b>		<b>City</b>	<b>State</b>	<b>Zip Code</b>

CERTIFICATION	
<p>I, the undersigned, am authorized to obligate my entity and enter into agreements for my organization. I understand that this application does not guarantee funding and a grant agreement will be executed prior to project funds being expended. I further understand that if the statements of this application cannot be verified, no grant funds will be awarded under this program. Finally, to the best of my knowledge the responses to this application are true and correct.</p>	
Signature of Applicant:	
Title of Applicant:	Date:



## SECTION B: PROJECT BUDGET

Please provide the following information to explain the estimated costs for the project budget. Please include the award amount and the match contribution.

### EQUIPMENT

Provide a description of the equipment, cost, and reason why it is necessary to purchase the equipment. Equipment is defined as tangible, non-expendable property having a useful life of more than one year and an acquisition cost of \$5,000 or more per unit.

Description	Reason	Cost
		\$
		\$
		\$
		\$
<b>TOTAL:</b>		\$

### SUPPLIES & MATERIALS

List estimated cost of supplies and materials.

Expense	Cost
	\$
	\$
	\$
	\$
<b>TOTAL:</b>	\$

### CONTRACTUAL

List categories of services to be contracted with outside agencies or for professional services. Note that written subcontracts must be obtained to engage these services. This category includes professional installation and all materials supplied by the installer.

Expense	Cost
	\$
	\$
	\$
	\$
<b>TOTAL:</b>	\$

### BUDGET TOTAL

List the totals of each budget category above. Please make sure that the totals in each budget category listed above match the totals of each cost category below.

Cost Categories	Project Award Amount	Match Contribution	Total Project Amount
Equipment	\$	\$	\$
Supplies & Materials	\$	\$	\$
Contractual	\$	\$	\$
<b>TOTAL</b>	\$	\$	\$

**PROJECT LEVERAGING**

*Describe how additional funds will be partnered with grant funds to make the project more viable.*

### SECTION C: RISK ASSESSMENT

Please answer the questions based on your organization’s operations and audit history to the best of your ability. Check the most appropriate response.

Risk Criteria	Possible Points	Points	Comments
1. Does the entity receive at least 10% of total funding from non-Federal sources?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
2. Does the entity actively seek additional funding?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
3. Has the entity received ADECA/Energy funds for at least three years?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
4. Has the entity's turnover rate exceeded 15% since 12 months ago? (Turnover rate = # of employees no longer there/average # of employees for the year)	Yes (2 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
5. Has the CEO and/or CFO been in the position for three (3) years or less?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
6. Have any other entities (program offices, auditors, staff employed by the entity, etc.) alerted ADECA/Energy to potential risk areas or has another authority (funding source) placed special conditions on its award to the entity?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
7. Has the entity been a defendant in an ongoing civil suit, or one that was adjudicated, within the last five years?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
8. Has any of the entity's current staff been jailed, convicted of a felony, or are they currently under criminal investigation?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
9. Is the entity currently or has it previously been suspended or debarred?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		

Risk Criteria	Possible Points	Points	Comments
10. Does the entity have procedures and controls in compliance with OMB? (Fiscal/Personnel policies and procedures, etc.)	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
11. Was the last audit completed and submitted to ADECA within nine (9) months from year end?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
12. If audit findings were cited, does the entity have a corrective action plan for correcting the finding(s)?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
13. Does the entity have a financial management system that is appropriately complex for the amount of funds it manages and in compliance with OMB? (i.e.,QuickBooks, etc.)	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
14. Does the entity provide a budget to actual report by program at board meetings?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
15. Does the Applicant have a time and accounting system to track effort by cost objective?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
16. Does the entity have an indirect cost rate that is approved and current?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
17. Does the entity follow their cost allocation/indirect cost plan?	Yes (0 points) <input type="checkbox"/>		
	No (1 point) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
18. Are the entity's fiscal statistics outside of tolerance or trends (e.g., have there been more expenditures on supplies than average, little or no cash left after paying bills compared to similar entities)? Note: Compare current assets to current liabilities.	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
19. Has the entity been placed in a special financial status (e.g., high-risk, documentation submittal, etc.)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		

Risk Criteria	Possible Points	Points	Comments
19a. Is the entity in a negotiated repayment plan with ADECA?	Yes (1 point) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
19b. Is the entity current?	Yes (0 points) <input type="checkbox"/>		
	No (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
20. Has the entity used special loan or funding programs to meet its cash needs (e.g., line of credit, short-term loan)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
21. Do the financial reports show an insufficient/negative fund balance after the entity meets its obligations? Note: (Assets+Deferred Outflows) - (Liabilities+Deferred Inflows) = Net Position. Total Net Position should be positive.	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
22. Is the entity delinquent in paying any obligations? (Refer to Audit notes)	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
23. Is the debt trend increasing or declining? Note: Review previous year's financial statement.	Increasing (3 points) <input type="checkbox"/>		
	Decreasing (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
24. What is the entity's "current ratio"? Note: Current Assets/Current Liabilities. A 1:1 ratio means that the entity can just pay its bills.	1 or above (0 points) <input type="checkbox"/>		
	Below 1 (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
25. What is the entity's "debt to net assets ratio"? Note: Total Liabilities/Total Net Assets. Or Assets - Liabilities = Net Assets. This provides information on what the entity owns.	1 or below (0 points) <input type="checkbox"/>		
	Above 1 (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
26. Do the Notes to the Financial Statement and Report of the Independent Auditor disclose any potential financial problems at the entity (e.g., pending lawsuits, outstanding judgments, unsecured loans, etc.)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
27. Do the loan notes reflect poor financial health (e.g., unusually high interest rates, unusual repayment provisions, etc.)?	Yes (3 points) <input type="checkbox"/>		
	No (0 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		
28. Does the independent audit report for the most recent fiscal year contain an unmodified (standard) audit opinion?	Yes (0 points) <input type="checkbox"/>		
	No (3 points) <input type="checkbox"/>		
	N/A (0 points) <input type="checkbox"/>		

<b>Total Points</b>	
<b>Risk Classification for entity</b>	

**Notes:**

Risk Classification	Point Range
Excellent	0 Points - 5 Points
Good Standing	6 Points - 10 Points
Average Risk	11 Points - 15 Points
Moderate Risk	16 Points - 20 Points
High Risk	≥ 21 Points

**To the best of my knowledge, the information contained in this risk assessment is accurate. I understand that if this project scores high enough to be considered for funding, documentation to verify this risk assessment will be required.**

\_\_\_\_\_

**Signature**

\_\_\_\_\_

**Date**

## SECTION D: PROJECT DETAIL

*Please limit responses to the spaces provided unless otherwise indicated.*

### DESCRIPTION OF PROJECT

*Provide a brief description of the project. Include information on if higher power levels and/or faster charging speeds meet or exceed the minimum requirements.*

**LEVEL OF SUPPORT FOR THE ALABAMA ELECTRIC VEHICLE INFRASTRUCTURE PLAN**

*Provide an explanation of how this project will support the Alabama Electric Vehicle Infrastructure Plan.*

**EXTENT OF BENEFITS RELATING TO PROGRAM GOALS**

*Explain how the proposed project meets the following program goals:*

- (1) increased EV adoption,*
- (2) economic development, and*
- (3) fuel security and energy assurance.*



**PROJECT LOCATION**

*Provide information on the proximity to the following: federal and state corridors and existing publicly available electric vehicle charging infrastructure. Does the project serve multiple charging site location categories (corridor, destination, rural, underserved community, multi-family dwelling, etc.)? Provide a list of the available amenities and their proximity to the project location.*

**OPERATIONS AND MAINTENANCE**

*Provide information on the operations and maintenance of the EV charging equipment and equipment outage protocols.*

**QUALIFICATIONS AND EXPERIENCE OF APPLICANT**

*Provide a description of the qualifications and experience of the applicant pertaining to the administration of grant awards and/or supervision of similar projects.*



**ADDITIONAL INFORMATION**

*(This can include any additional information you wish to provide regarding your project.)*

## ATTACHMENTS REQUIRED

- Utility Site Assessment - must include the following:
  - a. Documentation illustrating the location's proximity to a power source.
  - b. Detailed explanation of what construction will be required to provide electricity to this location (any needed cutting, trenching, drilling, etc.).
  - c. Metering – will there be separate metering for each charger?
  - d. Host-Operator Agreements – detailed explanation of the relationship plans between the owner and operator and how this working relationship will affect the utility work needed.
- A detailed plan to show the proposed site's exact charging station locations and parking space locations (including at least two additional spaces to accommodate future expansion). In addition, this plan should indicate positioning of signage, lighting, etc.
- A detailed map of the local area to indicate the location's accessibility to amenities in the immediate area. In addition, this map should show the location's proximity to an interstate/highway, indicating the chosen site's degree of support of the Alabama Electric Vehicle Infrastructure Plan.
- Pictures of the proposed site showing the exact charging station location during daytime and nighttime hours.

<b>PROJECT REQUIREMENTS – Please check the appropriate box for the following:</b>	
Will this location be open to the public 24 hours a day, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will DC Fast Charging locations be accessible free of charge to EV drivers (may require payment to charge)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Will this location have access to amenities, water, and restrooms available 24 hours a day, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the location be well lit between charger and amenities from dusk to dawn, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will charging stations be capable of utilizing Open Charge Point Protocol (OCPP) V1.6 or newer for communications to various network back-ends?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will charging stations be connected to an operating network and have the ability to switch to OCPP networks?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will charging stations support continuous operations, even when network connectivity is not available, or consumer cell phone service is not available?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the location be payment card industry compliant, allowing direct use of a credit or debit card or network card at the charging station (except when charging is free)?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will all DC Fast Charging units be equipped with both Society of Automotive Engineers Combined Charging System (SAE CCS) and CHAdeMO protocol CCS and CHAdeMO connectors?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the location include equipment sufficient to charge at least two (2) EVs simultaneously with provisions for future expansions to charge four (4) vehicles simultaneously and to charge one EV at power levels or configurations at a minimum of 100 kW? (DCFC only)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Will the location include equipment sufficient to charge at least four (4) EVs simultaneously with provisions for future expansions to charge a minimum of eight (8) vehicles simultaneously? (Level 2 Chargers only)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Will the charging site include provisions for future expansion to meet demand growth and anticipated technology developments in EVs and charging infrastructure?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will all charging ports/connectors be capable of supplying a minimum of 6.6kW to any vehicle connected? (Level 2 Chargers only)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Will the charging equipment be capable of operating without any decrease in performance from minus 22 to 122 degrees Fahrenheit with relative humidity of 95%?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the equipment have a minimum manufacturer's warranty of 5 years and be in continually full-working order?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the charging equipment be NRTL certified?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will there be a customer service support telephone number available 24 hours a day, 7 days a week?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the project include paved parking spaces enabling the maximum number of vehicles capable of being charged simultaneously and adequate space for future expansion?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the project be connected to a network by Wi-Fi, hardwired connection, or cellular connection?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will "Electric Vehicle Charging Only" signs be located on each side of the charging station and will the parking spaces have stenciled graphics?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will the project be in compliance with all applicable laws, ordinances, regulations, and standards, including ADA?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Will site utilization data be made available upon request for a period of 5 years after initial operation?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Do you agree to place the "Drive Electric Alabama" logo on each side of the charging station?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Do you agree to maintain property and charging equipment? The ADECA VW/EV Property Management Manual can be found at <a href="https://adeca.alabama.gov/ev/">https://adeca.alabama.gov/ev/</a>	<input type="checkbox"/> Yes <input type="checkbox"/> No
I agree to submit semiannual reporting for the duration of the project.	<input type="checkbox"/> Yes <input type="checkbox"/> No