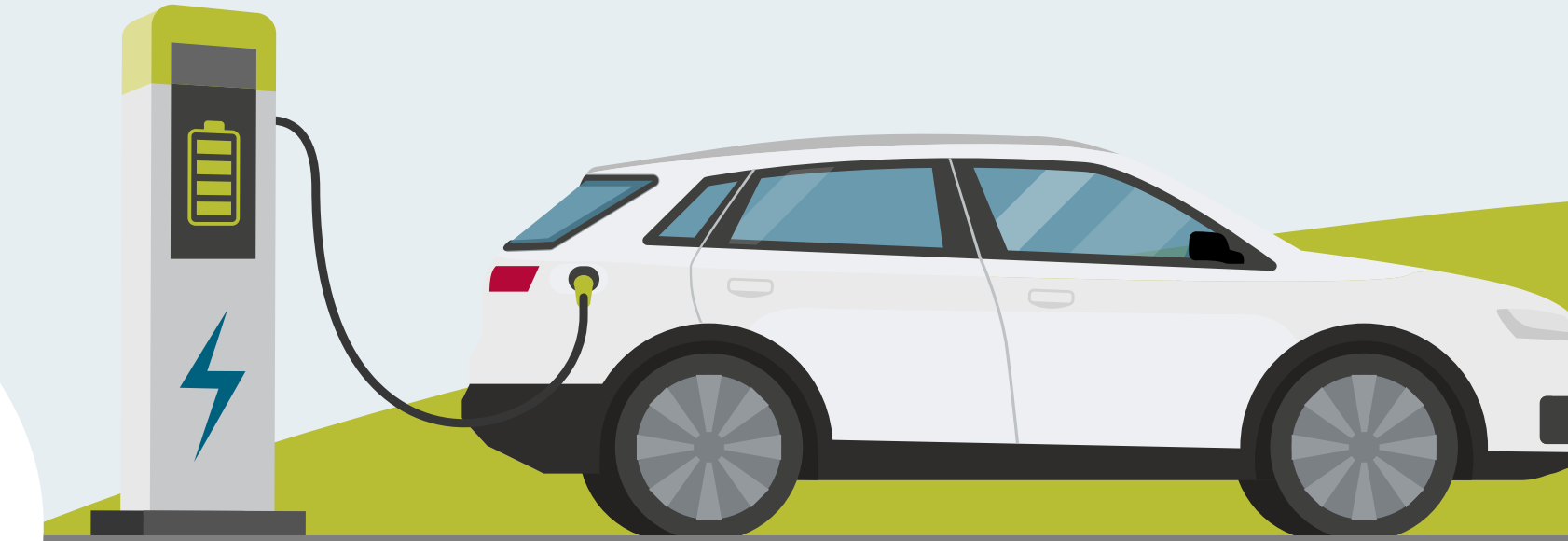
North Texas Electric Vehicle Infrastructure Call For Projects Workshop

NCTCOG | August 21, 2025



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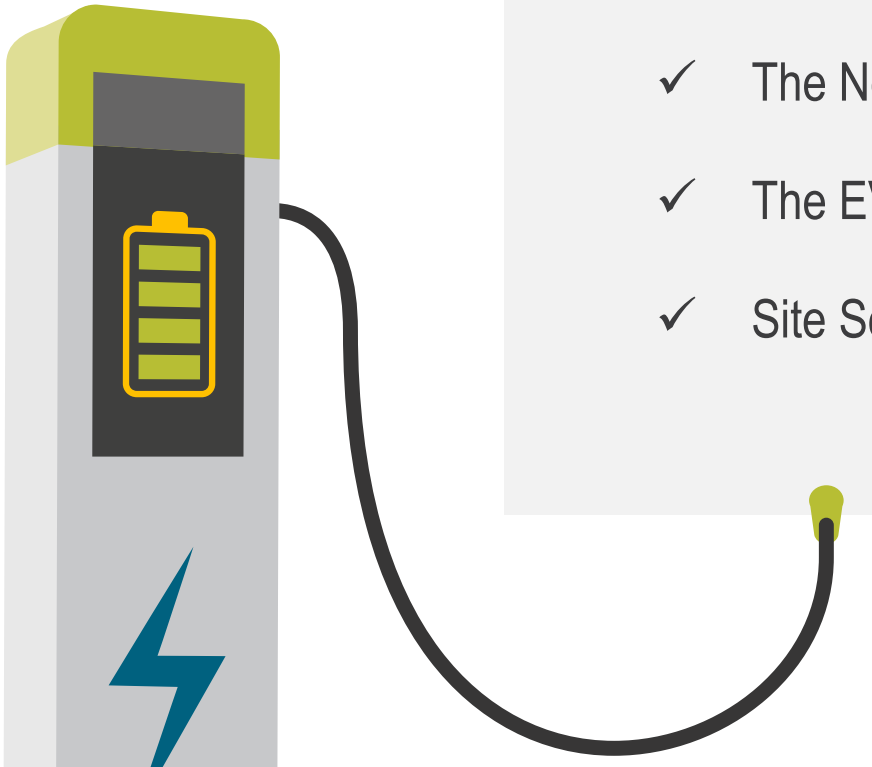
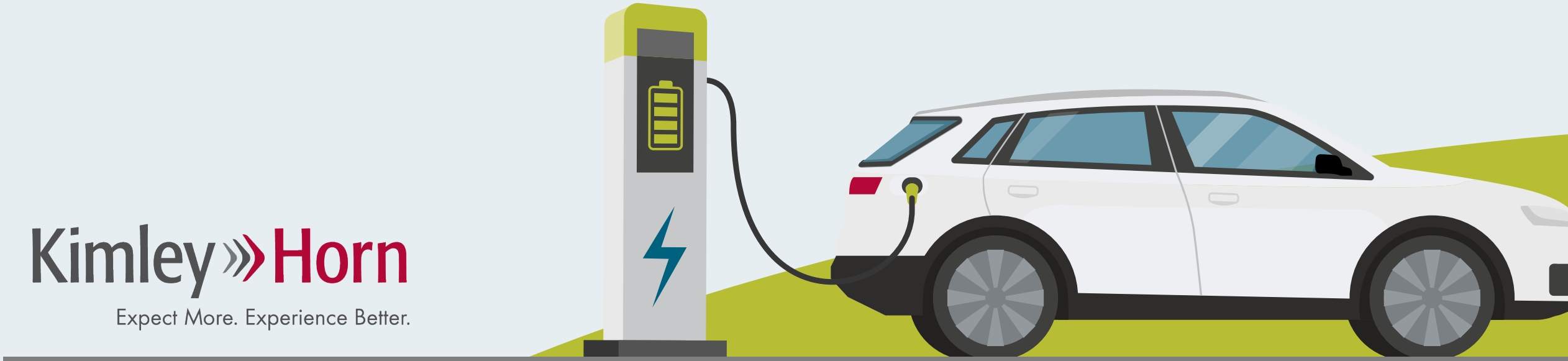
Learning Objectives

- ✓ Understand the:
  - ✓ Basics of Electric Vehicles & Charging
  - ✓ The North Texas EV Infrastructure CFP Process
  - ✓ The EV Deployment Timeline
  - ✓ Site Selection Criteria (Through a Site Design Workshop)



Part 1: Basics of Electric Vehicles & Charging



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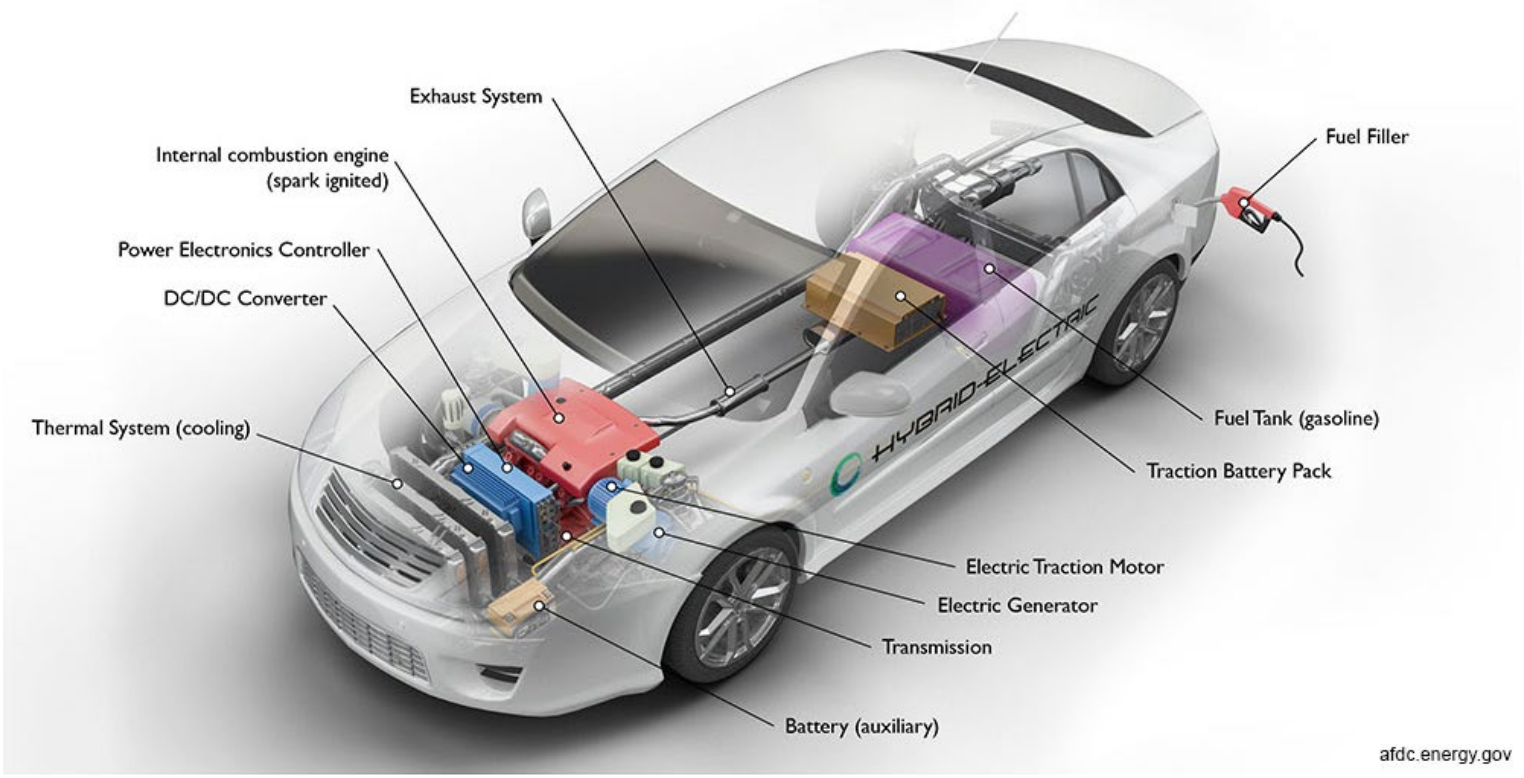
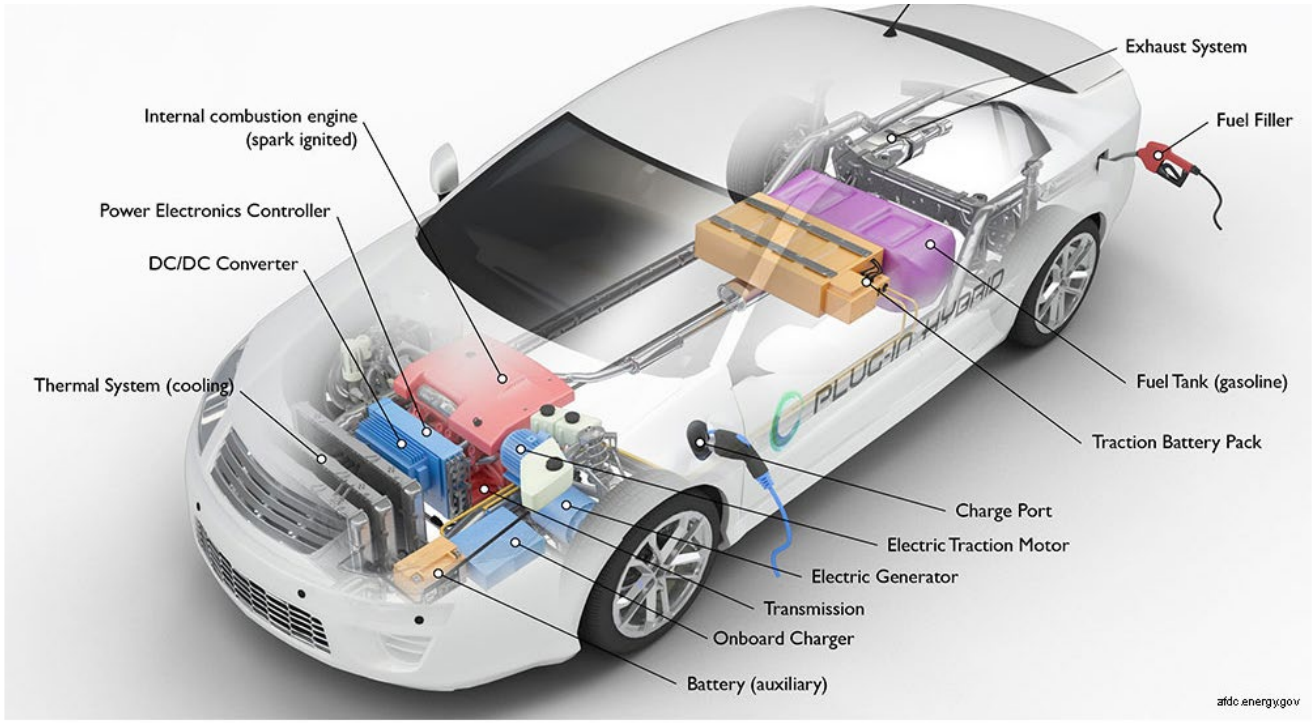
Types of Vehicles



Hybrid Electric Vehicles (HEV)

- ✓ Does not charge from an external source
- ✓ Uses a battery powered breaking mechanism to offset reliance on traditional fuels through an Internal Combustion Engine

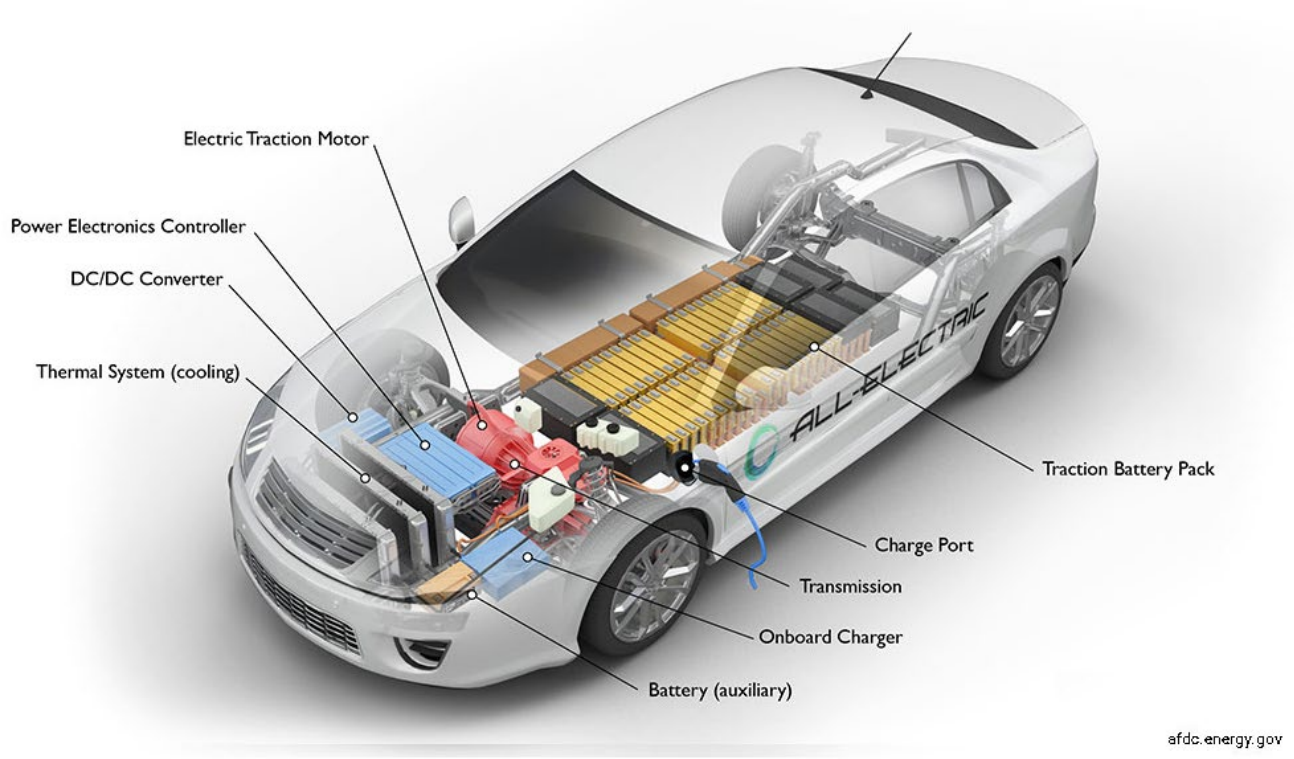
Types of Vehicles



Plug-In Hybrid Electric Vehicles (PHEV)

- ✓ Uses traditional fuels through an internal combustion engine but has a separate battery that can be charged from an external source
- ✓ Larger battery is intended to offset the reliance on traditional fuels

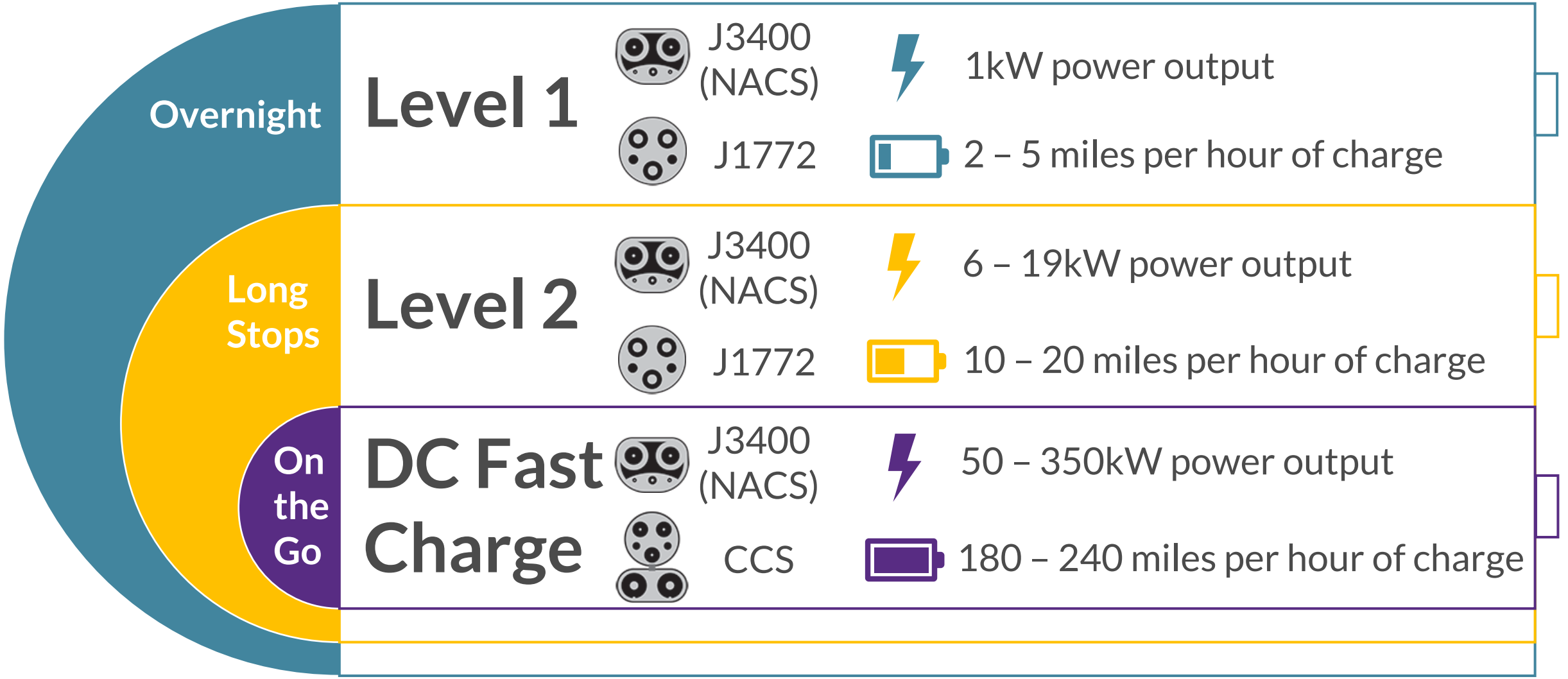
Types of Vehicles



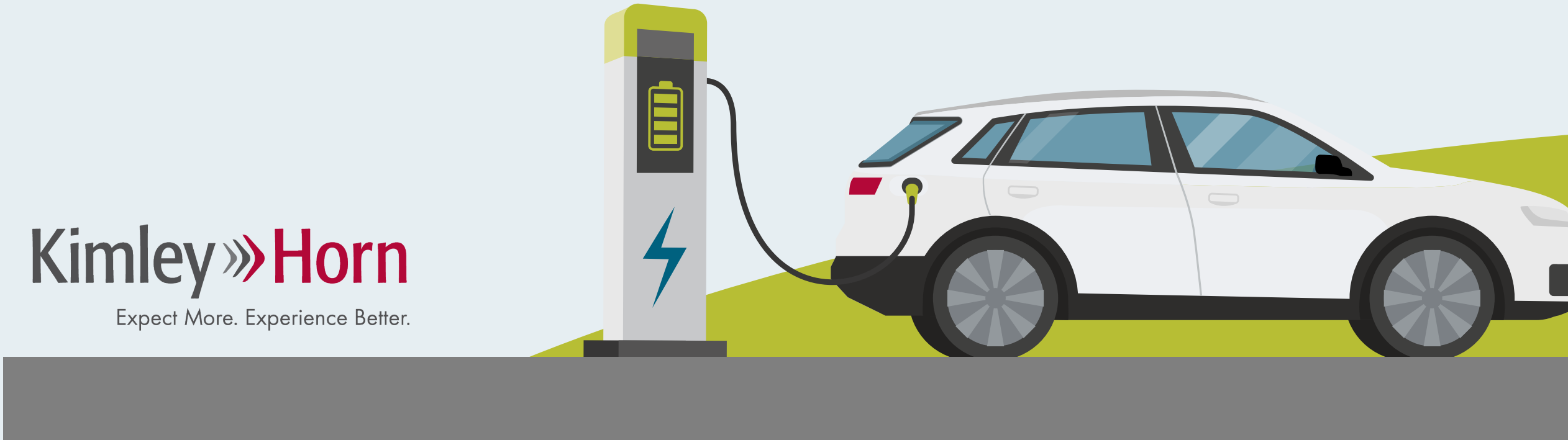
Battery Electric Vehicles (BEV)

- ✓ Does not have an have an internal combustion engine
- ✓ Main power source is an electric battery that is refueled externally

Charging Station Classifications



Part 2: North Texas EV Infrastructure CFP



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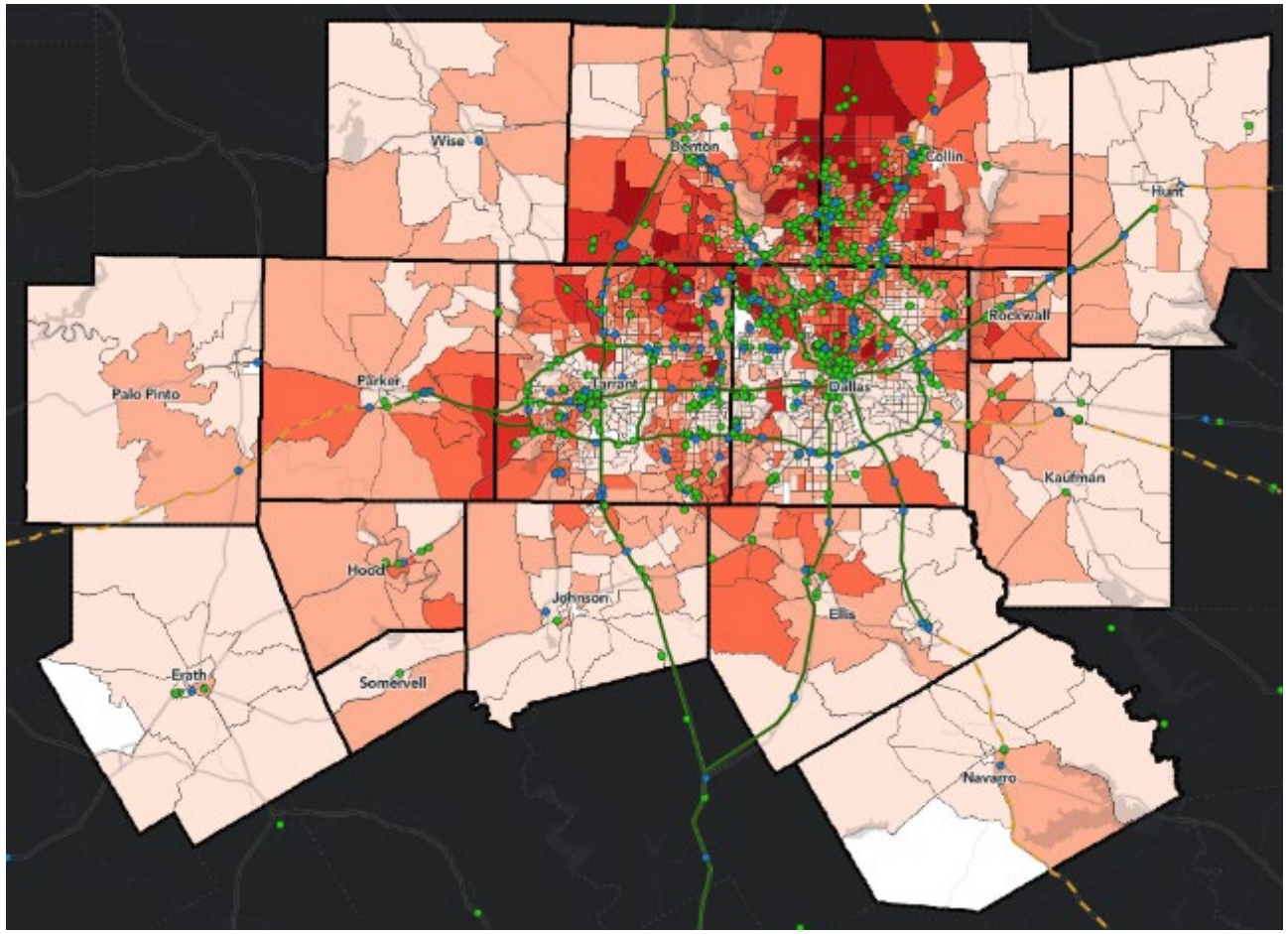
North Texas Electric Vehicle Infrastructure Call for Projects Applicant Workshop

North Central Texas Council of Governments

EV Registration Data

County	August 2025	County	August 2025
Collin	40,025	Kaufman	1,919
Dallas	38,379	Navarro	152
Denton	27,616	Palo Pinto	80
Ellis	2,113	Parker	1,696
Erath	123	Rockwall	2,300
Hood	521	Somervell	39
Hunt	580	Tarrant	27,914
Johnson	1,514	Wise	465

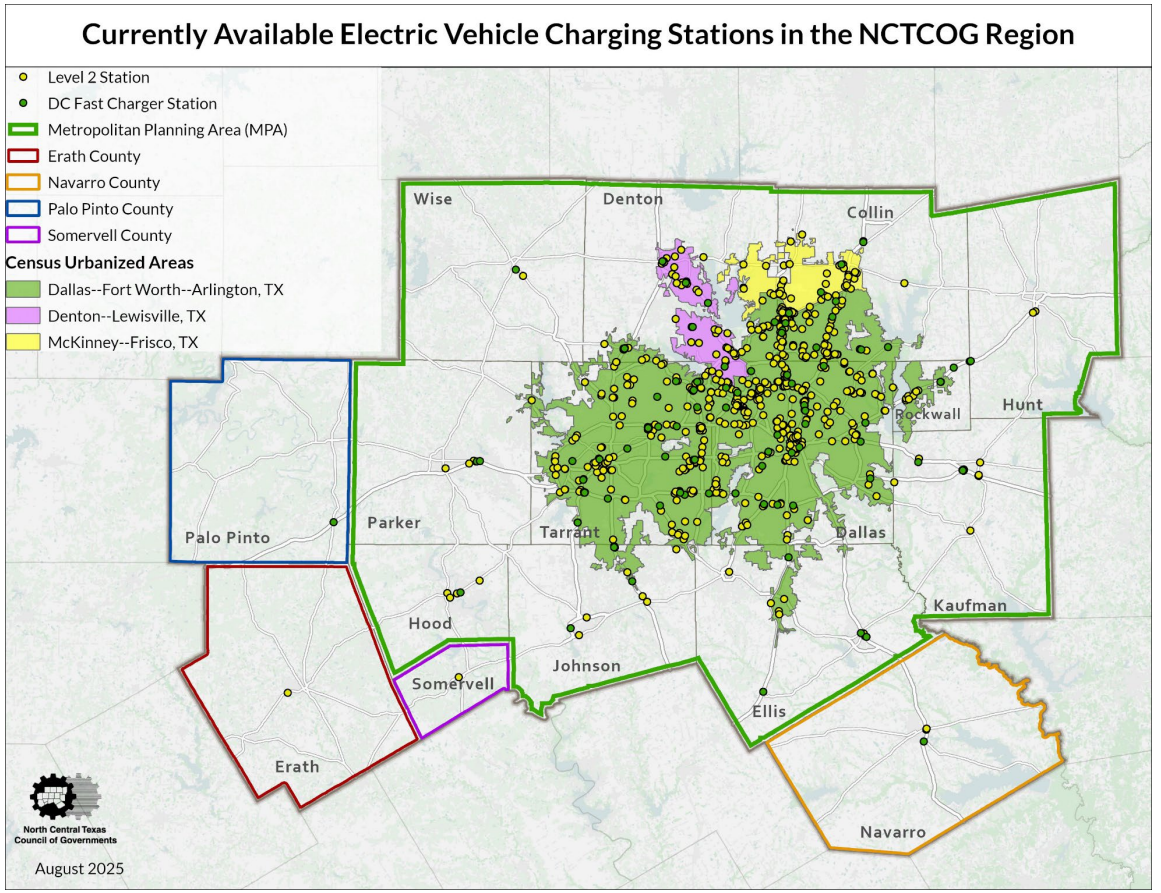


Data as of August 1, 2025

Electric Vehicle (EV) Registration Data
dfwcleancities.org/evnt -> EVs and Texas

NCTCOG Charging and Fueling Infrastructure (CFI) Community Award

Phase	Federal Funding
Phase 1: NCTCOG Administration and “Deployment Dream Team” to expedite implementation (procured Kimley-Horn and Associates)	$3,037,884
Phase 2: Deploy up to 100 charging ports (~25 locations) to fill gaps in the existing regional network and achieve equal access to charging stations across the region	$11,962,116
Total Federal Funding:	**$15,000,000**



Funds Currently Obligated: $14,068,800
Funds Pending Obligation: $931,200 (Sites in Erath, Palo Pinto, and Somervell Counties)

Project Eligibility

Project Eligibility

Eligible Applicants: Public agencies, including local governments, transit agencies, school districts and universities

Eligible Projects: Install level 2 or direct current fast charge (DCFC) stations on public sector property in the 16 county NCTCOG region

- Set Asides for Navarro, Erath, Palo Pinto and Somervell counties*
- Examples: Sports complexes, parks, city halls, community centers, libraries, multi-use service centers, transit stations, public schools
- No public roadway rights-of-way

Funding: Grant pays up to 80% initial deployment capital costs plus up to 20% O&M
Non-federal share to be contributed by vendor(s), including O&M payments

Photo Credit: Dallas Area Rapid Transit

* = Set asides for Erath, Palo Pinto and Somervell counties pending FHWA approval

Eligible Costs

Charging Equipment: Charging station infrastructure and equipment directly related to the charging of a vehicle

Electric Equipment: Acquisition and installation of necessary on-site electrical service equipment such as power meters, transformers, and switchgear, etc.

- If not provided by the utility through "make-ready" services

Construction: Construction for the installation of the stations, including materials, labor and subcontracts for permanent facilities, electrical capacity, and necessary facility improvements such as paving, foundation, and covers

Site improvements: Elements related to the EV charging infrastructure such as lighting, security cameras, signage, wheel stops, striping, etc.

Operations and Maintenance: Preventative maintenance, networking fees, etc.

- Warranties are not an eligible cost

Location Requirements

All stations must meet the following requirements:

- Comply with National Electric Vehicle Infrastructure (NEVI) Standards and Requirements outlined in 23 CFR 680 (ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680)
- Be able to charge at least 4 vehicles simultaneously
- Have dusk to dawn lighting
- Comply with U.S. Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations (access-board.gov/tad/ev/)
- Have signage for each EV parking space
- Located in an existing parking lot as of the time of application submittal

Stations are encouraged to:

- Meet or exceed Energy Star standards for EV charging stations
- Install motion activated lighting
- Incorporate features that minimize grid impacts (charge management, battery storage, etc.)

Location Requirements

Level 2 Stations:

- Offer at least 4 Society of Automotive Engineers (SAE) J1772 connectors
- Offer at least 6kW per port

DCFC Stations:

- Offer at least 4 SAE CCS1 connectors
- Offer at least 4 SAE J3400/North American Charging Standard (NACS) connectors
- Offer at least 150kW per port

For locations within a mile of an Alternative Fuel Corridor (AFC) (nctcog.org/trans/quality/air/for-everyone/alternative-fuel-corridors) and intended to serve drivers traveling through the community:

- At least 4 DCFC ports must be available
- Accessible to the public 24/7

For locations greater than a mile from an AFC or intended to serve visitors to nearby facilities:

- Stations may be a combination of Level 2 or DCFC
- Accessible to the public at least the hours of the site host facility

Project Requirements

National Environmental Policy Act (NEPA) Clearance

- Construction and installation must be on existing paved surface
- Excavation depth must be less than 5 feet
- No non-landscape vegetation may be removed or disturbed

Texas Historical Commission Requirements

- Locations with a structure 45 years or older may need to be surveyed for eligibility

Permitting, Zoning, and Code Requirements

- Certification that all requirements have been met must be submitted to NCTCOG before reimbursement

Property Management Requirements

- Grant recipients must utilize and maintain equipment consistent with the goals and objectives of the project until 5 years after the initial date of operation
- Grant recipients must receive written authorization from NCTCOG for any disposition of equipment; disposition that exceeds $10,000 may require recipient to return all or a portion of grant funding to NCTCOG

Scoring Criteria

Proposed Project Eligibility

Areas with Insufficient Charging	Areas with Potential Demand	Public Engagement	Feasibility and Risk	
Up to 60 points	Up to 20 points	Up to 10 points	Up to 10 points	0 Points - Fatal flaw analysis
Distance from existing or planned charging stations Existing chargers do not adequately support area needs (ratio of vehicles to chargers; community/ economic development)	Location could serve multi-modal hubs or fleet shared use areas (e.g. first- or last-mile driver connection, rideshare drivers) Location could serve community fleets	Near locations recommended by the general public Facility type recommended by the general public (e.g. parks, rec centers, schools)	Demonstrated project readiness (implementation plan, strategies to drive utilization) Measures to mitigate station damage or inoperability (e.g. site security, grid integration)	"Deployment Dream Team" location risk assessment (e.g. electrical capacity, flood risk)

Areas with Insufficient Charging – 60 points

Location is a significant distance from the nearest existing or planned charger

- Location is in a rural or low investment gap
- View nearby stations on the AFDC Station Locator (afdc.energy.gov/stations#/find/nearest)
  - If a known station is not listed, please contact us at cleancities@nctcog.org with the station information

Chargers that are nearby do not serve the area's needs

- Nearby chargers are not publicly accessible, are too slow, have low capacity, or are faulty
- Location census tract has a higher ratio of vehicles to chargers relative to surrounding areas
- Current chargers are not enough to meet expanding population/economic activity

Potential attachments

- Economic development forecasts
- Population growth forecasts

Areas with Potential Demand – 20 points

Multi-modal hubs

- Location could serve users of another mode of transportation
  - Rideshare, buses, trains, planes, bikes, walking, etc.
- Location could serve a university, college, school, or hospital campus

Shared use with fleets

- Fleets operating in the area plan to use the location to charge their vehicles
- If the applicant plans to use the location for the agency's own fleet, adoption of the NCTCOG Clean Fleet Policy (www.nctcog.org/fleetpolicy) is encouraged

Potential attachments

- Fleet commitment
- Clean Fleet Policy

Public Engagement – 10 points

Location is near sites recommended by the general public

- Comments on the TxDOT Interactive Map (publicinput.com/nctcogEVcharging) are on or near the submitted location expressing interest in charging stations

Location type reflects preferences of the general public

- Public opinion and/or industry research has indicated the location type is desirable
  - Shown by high traffic, proximity to amenities and community destinations, published studies, and local outreach
- NCTCOG has done outreach to collect this feedback and maintains an open survey on the Regional EV Charging Projects page (publicinput.com/nctcogEVcharging)

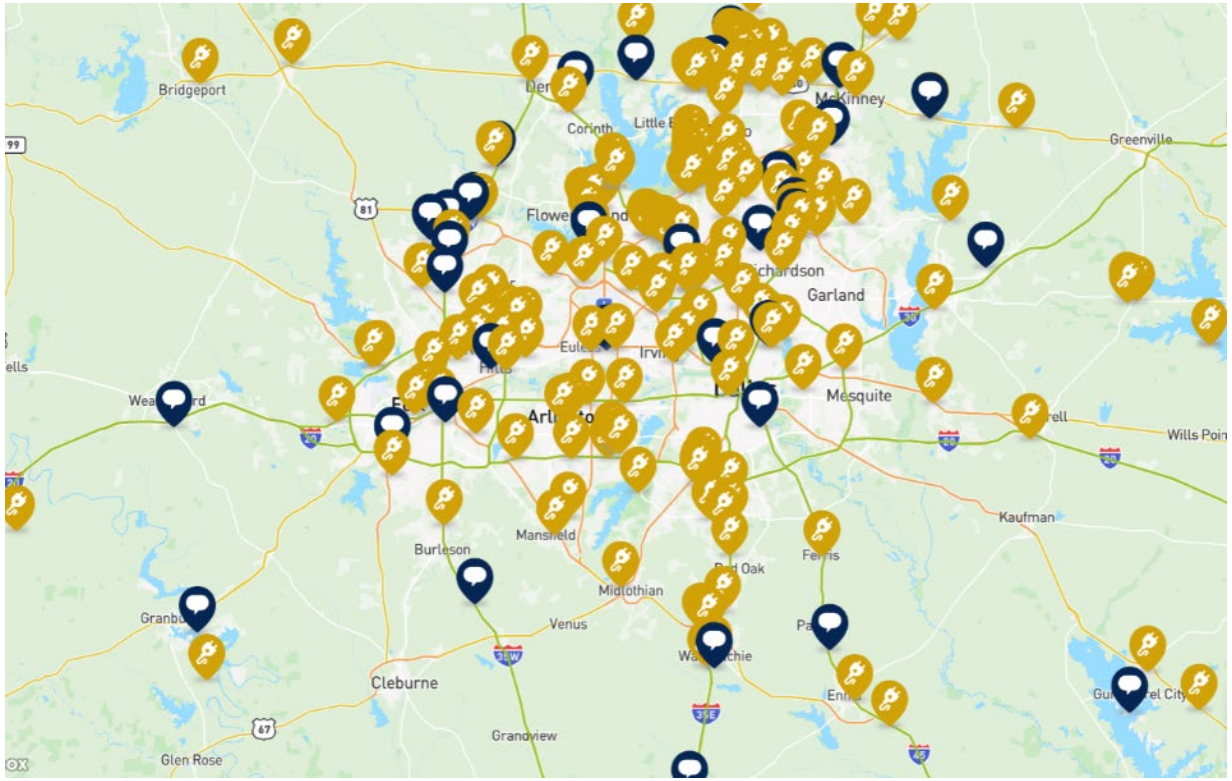
Agency collected information shows public interest

- Outreach or feedback collected by the agency through own methods or the Public Outreach Toolkit (publicinput.com/nctcogEVcharging – Public Agencies)

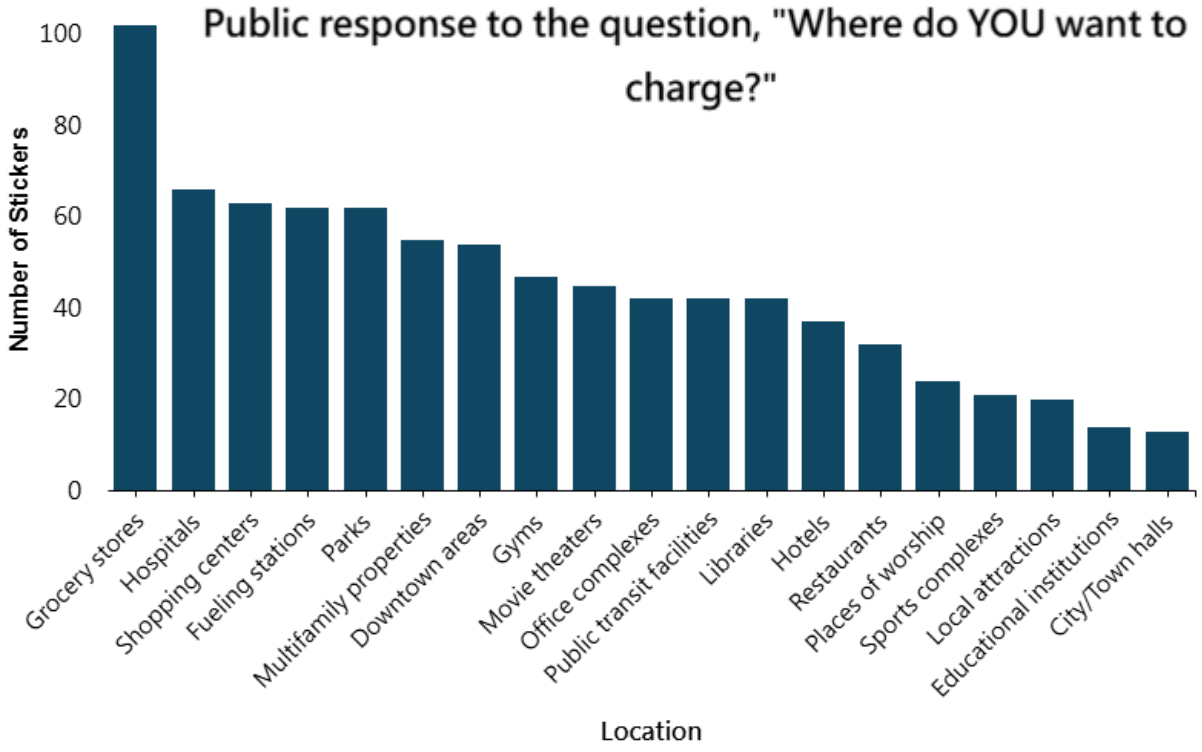
Potential Attachments

- Public engagement efforts
- Communications from residents

Public Engagement



TxDOT Interactive Map as of August 2025



NCTCOG public outreach from October 2024 – April 2025

Feasibility and Risk – 10 points

Applicant demonstrates some level of project readiness

- Project was planned or reviewed by a team of experts, such as the Deployment Dream Team
- Project includes strategies to drive utilization
- Project will be able to meet the goal of completed construction within one year, or justification otherwise

Location includes measures to mitigate station damage or inoperability

- Not in a floodplain, has proper drainage, etc.
- Will have dusk-dawn lighting, security cameras, on-site employees, etc.
- Incorporates resiliency features such as backup power sources, grid integration, etc.

Applicant has coordinated with the applicable utility

- Utility has provided confirmation that the necessary power can be provided

Potential Attachments

- Utility letters
- Inclusion in agency or facility development plans

Fatal Flaw Analysis

Kimley-Horn will conduct a Fatal Flaw Analysis of each submitted site for scoring consideration

- Items to be analyzed include:
  - Location and availability of power on site
  - Coordination with utility
  - Existence of currently paved surface
  - Inclusion in floodplains
  - Risks for schedule delay
  - Risks for unanticipated costs
  - Other feasibility concerns

Complementary Initiatives

Code Adoption Recommendations

The NCTCOG Executive Board encourages the adoption of the 2024 International Codes and Regional Amendments

Reducing the variation of building codes and promoting standardization across the region of model International Construction Codes helps:

- Simplify the construction process
- Advance the safety of building systems
- Promote common code interpretations
- Facilitate the mobility of contractors
- Reduce training and construction costs

For more information: visit nctcog.org/envir/regional-building-codes/amendments

For technical assistance: contact Randy Plumlee rplumlee@eepartnership.org

Charging Smart

Technical assistance and national designation program that guides cities to become EV-ready through streamlining administrative policies

- The City of Arlington has achieved Bronze designation!
- Eight other cities progressing towards designation
- Cohort session recordings available at www.dfwcc.org/charging-smart

Awards points for streamlining cities' permitting and zoning process for EVSE

- Ex: Review zoning requirements and identify restrictions that may prohibit EV charging infrastructure deployment
- Ex: Adopt a standard EV charging infrastructure permit application process
- Ex: Develop charging infrastructure permitting checklists

Email cleancities@dfwcc.org if interested!

Application Submission & Implementation

Application Submission

How to Apply – All documents available at www.nctcog.org/evcharginggrant

Complete the intent to submit form (optional)
Engage with the Deployment Dream Team (optional)
Submit the Application Form

- If submitting for more than 3 locations, attach the Additional Project Activity Details Form
- Required attachments:
  - Photos of each proposed site in the Application
  - Conceptual single-line diagrams of each proposed site
- Recommended attachments:
  - Correspondence from Utility
  - Signed copy of Clean Fleet Policy
  - Any documentation supporting scoring criteria

Application packets including the application form and required attachments must be received, "in-hand," by 5:00 pm, Friday, October 31, 2025.

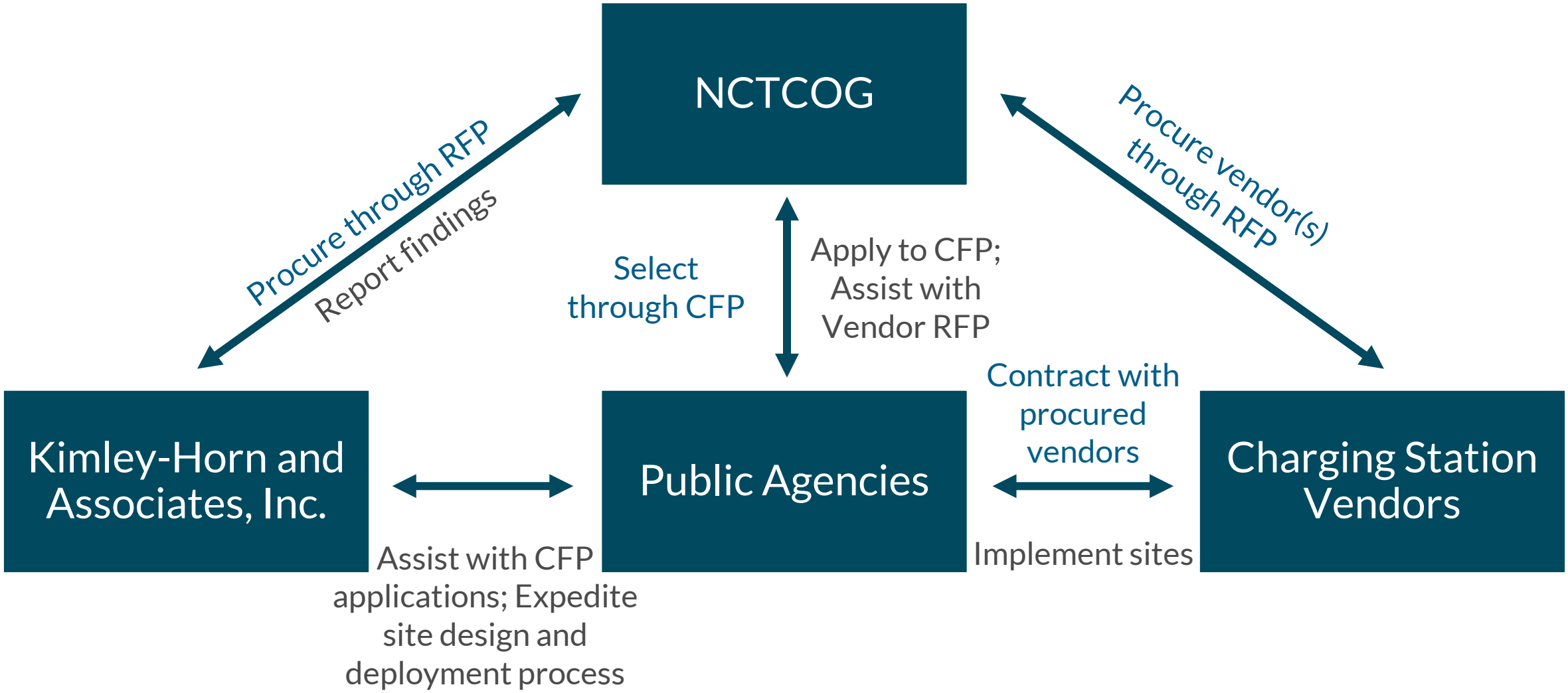
- In-hand submittal may consist of either a hard-copy proposal or a flash drive
- Electronic submittal through Bidnet Direct, is encouraged but not required

Planned Project Schedule

Proposed Milestone	Date
Call for Projects Opens	July 25, 2025
Call for Projects Deadline (14 weeks)	October 31, 2025
Staff Award Recommendations Finalized and Made Public with STTC Agenda Posting	Estimated November 26, 2025
STTC Recommendation of Awards	January 23, 2026
RTC Approval of Awards	February 12, 2026
Executive Board Authorization of Awards	February 26, 2026
Execution of Agreements	As Soon as Practicable Upon Executive Board Authorization
NCTCOG Procurement of Charging Station Vendor(s)	As Soon as Practicable Upon Consultation with Subrecipients; Early 2026
Contract with Awarded Vendor(s)	Early 2026
Project Implementation Deadline	One Year from Subrecipient Agreement Execution

Expectations for Awarded Projects

Site and Vendor Selection Roles and Responsibilities



Vendor Procurement

Procurement may include elements such as:

- Any specific equipment features or resiliency elements
- Separate metering of charging stations
- Revenue sharing with host public agency
- Operations and maintenance
- Anything else?

NCTCOG Conducts Vendor Procurement(s) (Equipment, Construction/Installation, O&M)

- Public agencies recommended for award have opportunity to:
  - Provide input on Request for Proposals (RFP) and needed services
  - Participate in Consultant Selection Committee

Awarded public agencies must select from procured charging station vendor(s)

Implementation Roles and Responsibilities

Construction and Installation

- Conducted by public agency vendor of choice
- Public agency assumes ownership of the station

5 Year Operations and Maintenance

- Public agency funding responsibility begins (if necessary)
- Vendor(s) answerable to the public agency for performance, repair, and O&M
- Vendor(s) provide required reporting on charger utilization and uptime (federal program requirement)

Kimley-Horn and Associates Available to Guide All Parties Throughout Implementation

After 5 Year O&M

- Public agency obligations end after 5 years, ongoing operations at public agency discretion

Contracting

- Vendor pays 20% balance of the invoice as the non-federal share
- Vendor(s) allowed to recover return on investment

- Public agency pays vendor for 80% federal share of the invoice
- Public agency submits to NCTCOG to be reimbursed for 80% federal share

- Reimburses full 80% federal share to public agency

Repeat for the O&M phase, but the federal/local share inverted– public agency pays 20% and the 80% to come from the vendor since there's an allowance for recovering return on investment by charging end user fees

Reporting

Report	Description	Duration	Responsible Party
Project Status Report	Project status report to NCTCOG regarding current project progress	Monthly until final reimbursement is issued	Awarded public agency
Annual Asset Management Report	Information on the usage, condition, and location of grant funded equipment	Annually until property management requirements are fulfilled	Awarded public agency
EV Charging Station Data	Required to submit data through the Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) as part of 23 CFR 680 Reported data covers charging sessions, uptime, maintenance costs, etc. NCTCOG will make template reports available	Varies: Quarterly, Annual and One-Time reports across 9 modules	Charging station vendor(s) Awarded public agency to hold vendor(s) accountable

Contact Us

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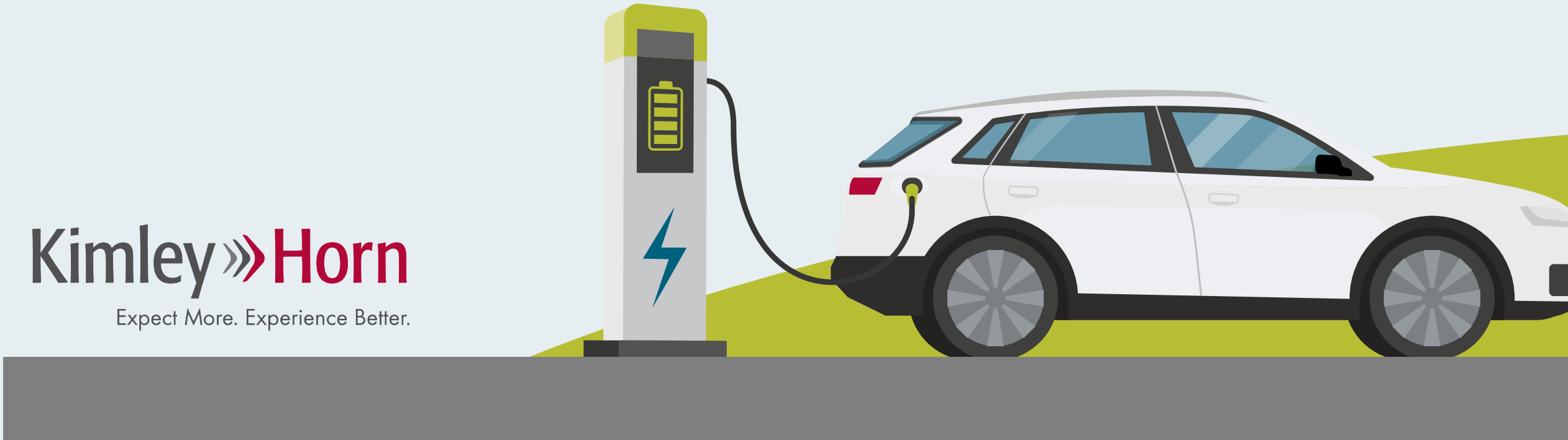
North Central Texas Council of Governments

Dallas-Fort Worth CLEAN CITIES

dfwcleancities.org

cleancities@nctcog.org

Part 3: The EV Deployment Timeline



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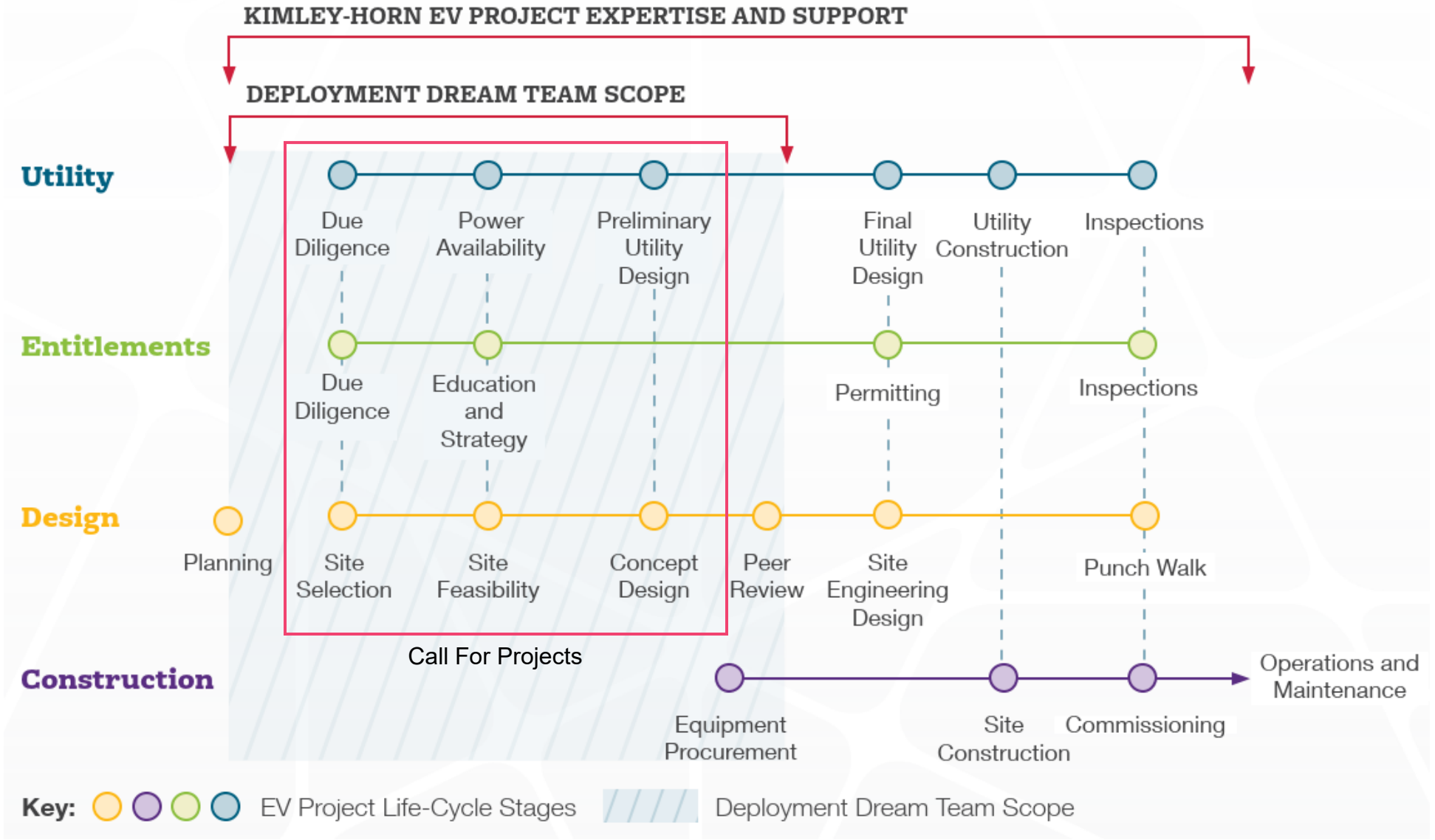
Typical Deployment Timeline



NCTCOG's Deployment Schedule

	2025								2026								2027
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15	Month 16	Month 17	Month 18	Month 19
	July	August	September	October	November	December	January	February	March	April	May	June	July	August	September	October	November	December	January
Call For Projects																			
Call For Projects Prep *7/15/25 - 07/25/25*	★																		
Call For Projects Open *07/25/25 - 10/31/25*				★															
Call For Projects Application Review & Approval *(10/31/2025 - 02/26/2026)*						★	★	★											
Vendor RFP																			
Vendor RFP Prep *(08/04/2025 - 11/01/2025)*				★															
Vendor RFP Open *(11/01/2025 - 02/26/2025)*						★													
Vendor RFP Review & Approval *(11/01/2025 - 02/26/2025)*								★	★	★									
Utility																			
Due Diligence				★															
Power Availability				★															
Preliminary Utility Design										★									
Final Utility Design														★		★			
Utility Construction																		★	
Inspections																			★
Entitlements																			
Due Diligence				★															
Education & Strategy												★							
Permitting																★			
Inspections																			★
Design																			
Site Selection				★				★											
Site Feasibility				★															
Conceptual Design				★															
Peer Review															★				
Site Engineering Design														★					
Punch Walk																			★
Construction																			
Equipment Procurement												★						★	
Site Construction																		★	
Commissioning																			★

Legend	
	CFP Phase
	Vendor RFP Phase
	Implementation Phase
	Task Complete
	Task In-Progress
★	Milestones

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Entitlements																			
Due Diligence				★															
Education & Strategy												★							
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Construction																			
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Site Construction																		★	
Commissioning																			★

Legend	
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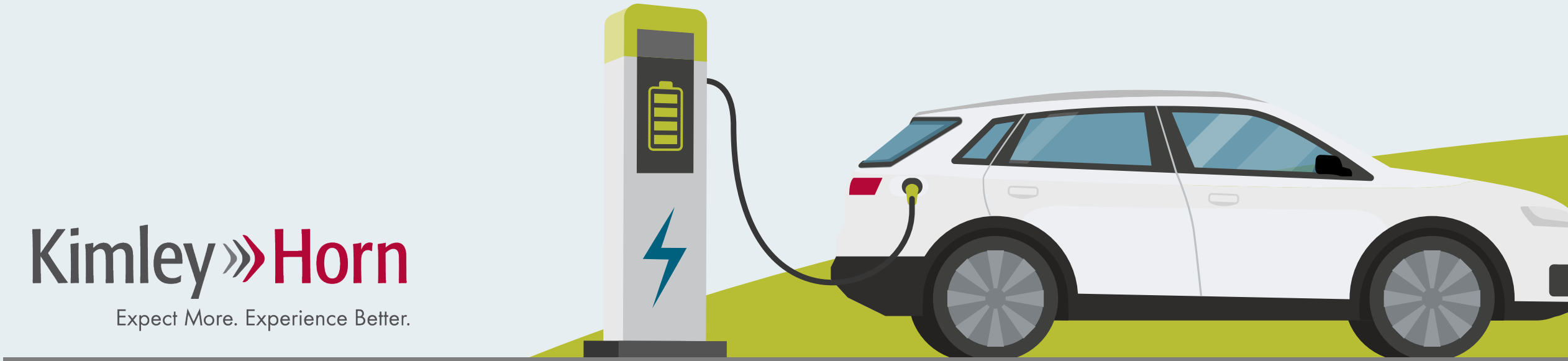
★	Milestones

Part 4: EV Site Design Workshop



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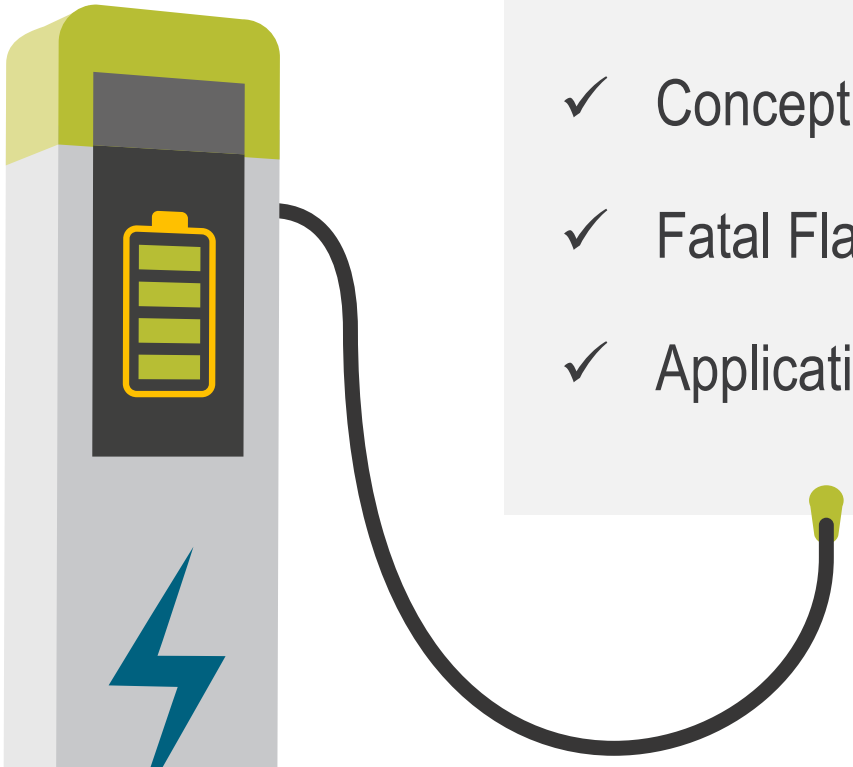
Expect More. Experience Better.

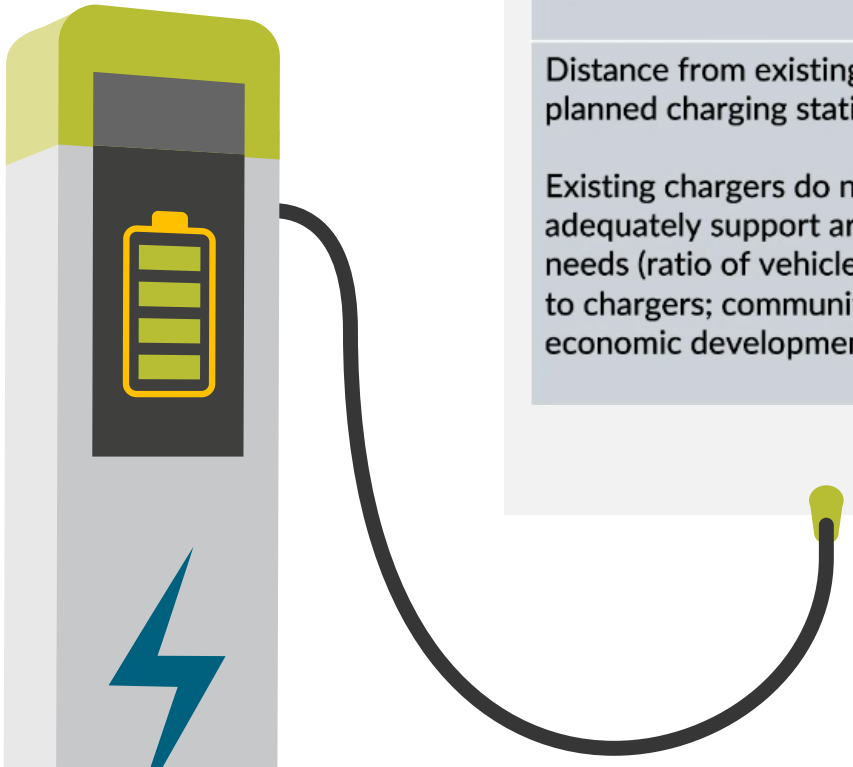
Deployment Dream Team Services

- ✓ Site Selection Assistance
- ✓ Test Fits / Site Visits
- ✓ Conceptual Design & Opinion of Cost
- ✓ Fatal Flaw Analysis
- ✓ Application Support



Deployment Dream Team Services

Areas with Insufficient Charging	Areas with Potential Demand	Public Engagement	Feasibility and Risk	
Up to 60 points	Up to 20 points	Up to 10 points	Up to 10 points	0 Points - Fatal flaw analysis
Distance from existing or planned charging stations Existing chargers do not adequately support area needs (ratio of vehicles to chargers; community/ economic development)	Location could serve multi-modal hubs or fleet shared use areas (e.g. first- or last-mile driver connection, rideshare drivers) Location could serve community fleets	Near locations recommended by the general public Facility type recommended by the general public (e.g. parks, rec centers, schools)	Demonstrated project readiness (implementation plan, strategies to drive utilization) Measures to mitigate station damage or inoperability (e.g. site security, grid integration)	"Deployment Dream Team" location risk assessment (e.g. electrical capacity, flood risk)



Thank you!

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