NORTH TEXAS ELECTRIC VEHICLE INFRASTRUCTURE

CALL FOR PROJECTS

ADDITIONAL PROJECT ACTIVITY DETAILS FORM

Updated: October 15, 2025

APPLICANT LEGAL NAME:

SITE NUMBERS INCLUDED IN THIS FORM:

North Central Texas Council of Governments

North Texas Electric Vehicle Infrastructure Call for Projects

Part 3: Site Information

Complete the fields for "Station Location Information", “Charger Information”, "Consistency with National Environmental Policy Act (NEPA) Clearance", and "Scoring Criteria". Complete a Site for each location at which chargers will be installed. Complete a column for each site proposed in your application. If you require additional sites, please download an additional Project Activity Details Form from our webpage and attach to your application. Applicants are encouraged to review the EV charging station requirements outlined in 23 CFR Part 680 as all federally funded charging stations must meet these requirements. Please complete all fields to the best of your ability.

	Station Location Information	**Example**	**Site Number: #**	**Site Number: #**	**Site Number: #**
1	Provide a brief site description:	Chargers will be added in front of City Hall, with one dual port DCFC and one dual port Level 2 charger. Overall, the entire site will be capable of charging 4 vehicles simultaneously.			
2	Location/facility name:	City Hall			
3	Physical Address:	3100 Place St.			
4	City:	Anytown			
5	Zip Code:	12345			
6	County:	Square			
7	Does this location currently have charging equipment?	No			
8	What brings visitors to this location?	Residents coming to City Hall			
9	Are the chargers intended to serve the local community, or drivers traveling through the community?	Local community			
10	Approximately how many visitors come to the site or nearby destinations per day, if known?	50			
11	Days/Hours site facility is open:	M-F, 8:00 am - 5:00 pm			
12	Days/Hours station will be publicly available: *Federal regulations laid out in 23 CFR Part 680 require federally funded EV charging stations to be open to the public at least as frequently as the business operating hours of the site host.* *DCFC stations installed within a mile of a designated alternative fuel corridor and intended to serve travelers through the community must be open 24/7.*	6:00 am - 7:00 pm daily			
13	Are there any physical barriers that prevent access to the charging station? If so, when are they deployed?	Yes; parking lot gate closed at 7:00 pm daily			

	Charger Information	Example	Site Number: #	Site Number: #	Site Number: #
	A charging station is defined as the area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, charging areas adjacent to the chargers, and lanes for vehicle ingress and egress. A charging port is defined as the system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time. Federal regulations laid out in 23 CFR Part 680 require federally funded EV charging stations to have at least 4 network-connected ports capable of dispending power simultaneously. The SAE J1772 connector is the standard for Level 2 stations and SAE CCS for DCFC stations. It is expected that all DCFC stations will offer at least one SAE J3400/North American Charging Standard (NACS) connector. NCTCOG will administer the procurement of the EV charging vendor to ensure compliance with all federal requirements on the chargers. Selected applicants will have the opportunity to provide input on the charger procurement.				
14	How many Level 2 ports are planned?	2			
15	How many DCFC ports are planned?	2			
16	Total number of charging ports (Must total at least 4):	4			
17	Minimum number of ports interested in receiving funding for at location:	4			
18	Desired Level 2 charger power level (kW) (Must be a minimum of 6 kW per port):	12 kW			
19	Desired DCFC power level (kW) (Must be a minimum of 150 kW per port):	150 kW			
20	Number of SAE J1772 connectors:	2			
21	Number of SAE J3400 Level 2 connectors:	0			
22	Number of SAE CCS connectors:	2			
23	Number of SAE J3400 DCFC connectors:	2			
24	Total number of charging connectors:	6			
25	How many vehicles will be able to charge at one time?	4			
26	Total development phase costs:	$0			
27	If development phase costs are expected, please explain why these services can't be provided by the NCTCOG procured Deployment Dream Team.	N/A			
28	Total estimated charging equipment cost:	$224,000			
29	Total estimated other equipment cost:	$0			
30	Total estimated design cost:	$41,000			
31	Total estimated electrical infrastructure and upgrade cost:	$20,000			
32	Total estimated civil construction and demolition cost:	$3,000			
33	Total estimated installation cost:	$64,000			
34	Total initial deployment estimated eligible costs:	$352,000			
35	Total initial deployment grant funding expected (Up to 80% of total eligible costs):	$281,600			
36	Total estimated 5 year Operations and Maintenance (O&M) Costs:	$54,000			
37	Total 5 year O&M grant funding expected (Up to 20% of O&M costs):	$10,800			
38	How was the project budget determined?	Estimates were provided by the Deployment Dream Team			

	Consistency with National Environmental Policy Act (NEPA) Clearance	Example	Site Number: #	Site Number: #	Site Number: #
39	Is any right-of-way acquisition needed?	No			
40	Is the applicant the permitting authority? If no, has the applicant confirmed the project is consistent with zoning and permitting of the Authority Having Jurisdiction?	Yes; Coordinated and confirmed permit process with Anytown.			
41	Is the installation within an existing paved area?	Yes			
42	What is the approximate depth of excavation needed?	Under 5 feet			
43	What are the required modifications to install an EV Station? (Does it require relocation or installation of new utilities, reconfiguration of a parking lot or driveways or changes in access, or additional pavement and/or removal of trees?)	Installation of new conduit to parking lot, additional pavement slab for the charging station.			
44	Please describe any impacts to vegetation in the installation area.	Regularly mowed grass will be removed for new concrete pads.			
45	Is the site within the flood plain or on a regulated material site?	No			
46	Is the site at or near a historical property (45 years old or older)?	No			
47	Will additional lighting be needed and will it be nearby residential properties?	No, site has lighting.			
48	Will traffic increase to the site and cause an increase in noise levels?	Possible slight increase in road noise or site traffic, though EVs are quiet.			
	Scoring Criteria	**Example**	**Site Number: #**	**Site Number: #**	**Site Number: #**
	1. Areas with Insufficient Charging				
49	Closest existing public access EV charging station (address and driving distance): *Nearby stations can be found using a number of different mapping tools, including PlugShare, ChargeFinder, and the Alternative Fuels Data Center (AFDC) Station Locator. If you know of any existing sites that are not currently listed on the AFDC Station Locator, please send those details to cleancities@nctcog.org.*	3.5 miles, 123 Nowhere St., Anytown, TX, 12345			
50	Please provide additional reasons any existing charging stations may not support the area's needs.	Available chargers are at hotels that intend them for guests, not truly "public"			

	2. Areas with Potential Demand				
51	Who do you anticipate will be the primary users of the site and how do you expect they will use the site? *Please attach supporting letters as appropriate.*	To be answered by applicant			
52	Please describe any plans for this station to serve public or private fleets operating in the area. *Please attach letters from other organizations as appropriate.* If you plan for this station to serve your organization's fleet, it is highly encouraged that the agency adopt NCTCOG's Clean Fleet Policy, located at https://nctcog.org/clean-fleet-policy. For agencies who plan for organizational fleet use, adoption of the Clean Fleet Policy will be factored into the scoring of this section. Please attach relevant documentation to your application.	To be answered by applicant			
53	Please describe any plans for the station serve as a multi-modal hub to support other modes of transportation. *Examples of multi-modal hubs include stations located at transit park-and-rides and stations that can serve rideshare drivers at airports or train stations.*	To be answered by applicant			
54	Please describe any other ways in which this site will contribute to success, goals, or plans of the applicant or region.	To be answered by applicant			

	3. Public Engagement As part of the public engagement assessment, NCTCOG will be evaluating public feedback received via the Texas Department of Transportation Interactive Map and the Regional EV Charging Station Projects website (www.publicinput.com/nctcogEVcharging) among other factors. Applicants are encouraged to spread the word about these feedback opportunities to their residents to increase feedback by the application deadline.				
55	Please describe any public engagement you did as part of developing this application and how that contributed to your project. Please attach any other information indicating public engagement or support.	To be answered by applicant			
56	*Please describe any other community input you've received that is relevant to your application.*	To be answered by applicant			

	4. Feasibility and Risk				
57	How soon do you plan to go to construction (month and year)? What steps have you taken to ensure project readiness and station utilization? *Please attach any relevant materials to your application if applicable.*	To be answered by applicant			
58	What physical safety features will be included to prevent damage to the station?	To be answered by applicant			
59	What security or surveillance measures be implemented?	To be answered by applicant			
60	What resiliency features will the station include?	To be answered by applicant			
61	What is the estimated additional cost of these resiliency features?	$0			
62	Are you willing to support chargers that support bi-directional capabilities (vehicle to grid, vehicle to building, etc.)?	Yes			
63	Who is the site Electric Interconnection Provider (such as Oncor, Texas-New Mexico Power, CoServ, etc.)?	Oncor			
64	Is a new or upgraded electrical service required as part of the installation?	New service			
65	If new service, has the electrical utility company been contacted to confirm capacity?	Yes			
66	If an existing service in need up upgrades, what is the existing capacity of the service, and what additional capacity is needed?	N/A			
67	Has the utility company provided any documentation or correspondence (such as a "Will-Serve" letter) confirming project feasibility and available electric capacity for the site? Please attach any available documents.	Will-Serve letter attached			
68	Did you work with the NCTCOG procured Deployment Dream Team, Kimley-Horn and Associates, Inc., to develop your application, in part or in whole?	Yes			
69	If not, did you receive assistance from another consultant or similar entity? What entity?	No			