



## 2021 VW DMTF DCFC RFA Log of Revisions to the RFA

### Revisions (November 19, 2021)

1. Language Corrections in Section 4.2:
  - a. References to 120 kW have been corrected to say 100 kW.
  - b. Item 4 has been revised to read “Each station location must have the ability to charge at least two SAE CCS connector vehicles with at least ~~50 kW~~ **100 kW** supply to each.”
2. Project Proposal Template Section III.1 has been revised to also require the approximate coordinates (latitude/longitude) of the proposed chargers.
3. Project Proposal Template Section III.7 has been revised to also list the available amenities within 0.25 miles of the proposed location and their hours of service

### Revisions (January 14, 2022)

1. Section 2.1 has been revised to allow for reimbursement of eligible expenses incurred through contracts signed after November 1, 2021.
2. Section 2.2 has been revised to remove the requirement for prior authorization.
3. Section 2.4 has been revised to allow for more than one time extension as long as the total project completion period does not get extended beyond 12 additional months.
4. Section 3.1 has been revised to add the “available amenities” requirement from Section 4.1 here as well.
5. Section 3.3 has been revised to allow for reimbursements for costs incurred from contracts signed after the RFA opening day of November 1, 2021. Expenses incurred in the preparation of grant applications remain ineligible as always.
6. Section 4.1 has been revised to address a typo left over from the November revision above. Each project site must have electrical service adequate to serve the EV charging stations proposed in this application **AND** at least two additional **100 kW (not 120 kW)** or higher charging stations in the future.
7. Section 4.4.2 Item 4 has been revised to emphasize that, among other photos, reimbursement requests must include photos that show the serial numbers of the chargers. These photos are best taken when the new chargers are first removed from the boxes. It often becomes harder after installation.
8. Project Proposal Section II has been revised as follows:

- a. Line E: Number of cars that will be able to concurrently charge at 100 kW minimum:
- b. Line F: Grant funding requested per 100 kW minimum charger made available (Line C/Line E)
- c. The example for the text box has been revised to emphasize providing a good explanation of how the proposed charger configuration meets program requirements.

This will allow us to confirm eligibility and determine cost-effectiveness of a proposal while still being flexible and allowing for multiple single port, dual port and paired charger configurations.

9. The Project Budget Template Lines E and F have been revised to match the changes in Item 8 above.

10. The Application Certification Statements document has been revised to

- a. Remove the assertion requiring “competitive procurement practices” (that applies to some of our applicants) and simply require commitment to comply with all applicable state and local laws (that applies to all our applicants).
- b. Clarify that the charger usage reporting requirement is annual rather than semiannual.