TECHNICAL SPECIFICATIONS AND REQUIREMENTS FOR OPERATION

Funding for any agreement resulting from this Round 2 Notice of Funding Opportunity (NOFO) and Request for Proposals (NOFO/RFP) will be paid from National Electric Vehicle Infrastructure (NEVI) Federal Formula Funds. All applicable requirements of Title 23 United States Code (USC) and 2 Code of Federal Regulations (CFR) Part 200 apply to the administration of these funds, which include, but are not limited to: 23 CFR 680, the Davis-Bacon Act, FHWA Form 1273, the Americans with Disabilities Act of 1990 (ADA), Title VI of the Civil Rights Act of 1964, the National Environmental Policy Act of 1969 (NEPA), and the Build America, Buy America (BABA) Act. The Grantee must also comply with all other standards and requirements required by Federal, State, and local laws.

Electric Vehicle Supply Equipment (EVSE) funded under any agreement resulting from this NOFO will be covered by the ***Build America, Buy America Implementation Plan to Enhance Buy America for Electric Vehicle (EV) Chargers.***

In addition to the above, Grantees must comply with the following technical requirements.

1	1. Project Site Requirements	
1.1	Distance from AFC	The Project AFC Segment location(s) shall conform to distance requirements identified in Section 1.4 of the Round 2 NOFO/RFP. The design of interchanges may vary significantly, but the distance may be measured from the end of the exit ramp or loop—in other words, where the ramp or loop intersects or merges with the adjoining road. Whichever exit or ramp is nearest the station may be used.
1.2	Distance from other station(s) meeting NEVI requirements	The Project AFC Segment location(s) shall conform to distance requirements identified in Section 1.4 of the Round 2 NOFO/RFP and shall meet all minimum requirements of the NEVI program, and all corridor termini must have a station located within 25 miles of the state border. The distance is measured between one (1) charging station (existing or proposed) along a designated AFC to the next charging station along the AFC. The distance is the approximate driving distance between stations.
1.3	Site Accessibility	The Project AFC Segment location(s) shall be accessible to the public and reachable from a public road 24 hours per day, 7 days per week, throughout the year, without a fee. Access to the Project location(s) must have adequate traffic control measures, such as signage, signals, striping, etc. The Project location(s) shall be situated on private property.
1.4	ADA Compliance	The Project location(s) includes at least one (1) parking space that factors in the U.S. Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations (Not exclusive ADA use).

1.5	Traffic Control Devices or On-Premises Signs Acquired, Installed, or Operated	The Grantee shall adhere to the requirements of 23 CFR 680.110.
1.6	Safety Lighting	The Project location(s) shall provide lighting to illuminate all EVSE and corresponding parking spaces. Lighting levels and requirements shall be consistent with existing jurisdictional and zoning requirements.
1.7	Cell Phone Service	The Grantee shall make certain that there is adequate cell phone service available at the Project location. This may include an open access Wi-Fi hotspot.
1.8	Pull-Through Charging	Grantee shall provide pull-through design and charging features that conform to requirements identified in the Round 2 NOFO/RFP. Pull-through design shall consider ingress and egress, station design, and shall enable vehicles pulling a trailer and medium-duty vehicles to easily access charging.
1.9	Trash and Recycling Receptacles	The Project location(s) shall have trash and recycling receptacles available to customers. The trash and recycling receptacles shall be emptied and maintained on a regular basis to prevent overflow of contents. If recycling services are not available in the Project build out location, the Applicant must state that clearly in the application.
1.10	Snow Removal	The Grantee shall provide snow and ice removal service at the Project location(s) when snow accumulates above 1 (one) inch within two (2) hours of the end of the weather event.
1.11	Fire Extinguisher	The Grantee shall provide and maintain a properly rated, readily accessible fire extinguisher at each charging site in accordance with applicable fire codes and the requirements of the authority having jurisdiction. The extinguisher shall be securely mounted or housed to reduce the risk of theft, vandalism, or unauthorized use while remaining readily accessible for emergency use. A clearly identified, tamper-resistant enclosure is recommended. The Grantee shall ensure the extinguisher is inspected, maintained, and replaced as necessary.
1.12	Physical Security	All EVSE, electrical infrastructure, and other equipment at the Project location(s) shall be protected (e.g., bollards) from being hit by vehicles from inside and outside of the site. They must also be secured physically to prevent unauthorized access.

1.13	Conduit and Wiring	Applicant shall provide conduit and wiring that meet or exceed requirements identified in the Round 2 NOFO/RFP.
2	2. EVSE Requirements	
2.1	Weather Resistance	EVSE and associated equipment shall be designed for reliable outdoor operation under expected site conditions, including rain, snow, ice, high winds, and extreme temperatures. All above-ground structures, cabinets, and enclosures shall comply with applicable building and electrical codes. Outdoor EVSE enclosures shall have a minimum rating of NEMA 3R, NEMA4, or an equivalent rating appropriate for the installation environment.
2.2	Output Current Limit	**Passenger vehicle charging sites**: The output current may be the lower of 350 amps of direct current (ADC) or the current required to reach 150kW based on the output voltage. The EVSE shall be capable of outputting at least one (1) voltage and current combination that reaches 150kW per port, when all four (4) chargers are operated simultaneously. **MHDV charging sites**: The output current must reach a level of ADC sufficient to reach 350kW based on the output voltage. The EVSE shall be capable of outputting at least one (1) voltage and current combination that reaches a minimum of 250 kW per charging port, with at least four (4) ports capable of simultaneously delivering 350 kW each. Applicants shall demonstrate that the proposed charging equipment meets these requirements under simultaneous operation.
2.3	Charger Locks and Tamper Protection	EVSE shall incorporate security features to deter tampering. Features shall include the use of locks on enclosures and tamper-resistant screws.
2.4	Charger at above 150kW (or 250kW)	Grantee shall provide chargers with output that meets or exceeds requirements provided in the Round 2 NOFO/RFP. This shall have no impact on the ability to provide minimum charger output simultaneously to all chargers.
2.5	Minimum Power Supply	The utility feed to the Project site shall have a minimum per port power capacity that meets or exceeds requirements identified in the Round 2 NOFO/RFP and the ESVE shall have a per port input power rating that meets or exceeds Round 2 NOFO/RFP requirements.
2.6	Cord Length	Charging cables shall be sufficiently long to reach vehicle charging inlets for the range of vehicle types the station is designed to serve, without creating a safety hazard or obstructing vehicle movement. For MHDV charging, cable length and cable management systems shall accommodate the charging-port locations and configurations of the intended vehicles.

2.7	NEVI Port Power Sharing	The Project location(s) shall have a minimum NEVI compliant charging ports that meet or exceed requirements identified in the Round 2 NOFO/RFP. Additional charging ports that do not meet the NEVI requirements are allowed, but these additional non-NEVI ports are ineligible for NEVI funding. Power sharing between the NEVI ports and the non-NEVI ports is allowed as long as the continuous and simultaneous power requirements for the NEVI ports meet or exceed requirements identified in the Round 2 NOFO/RFP.
2.8	Interoperability of EVSE	The Grantee shall adhere to the requirements of 23 CFR 680.108.
2.9	Charging Network Connectivity of EVSE	The Grantee shall adhere to the requirements of 23 CFR 680.114.
2.10	Information on Publicly Available EVSE Locations, Pricing, Real-Time Availability and Accessibility Through Mapping Applications	The Grantee shall adhere to the requirements of 23 CFR 680.116.
3	3. CYBERSECURITY AND DATA MANAGEMENT REQUIREMENTS	

3.1	Cybersecurity and Data Management Plan	All services implemented in Washington on State energy systems and networks must be compliant with the National Institute of Standards and Technology Cybersecurity Framework Profile for Electric Vehicle Fast Charging Infrastructure, International Standard 15118-20:2022, and third-party contractor approval. Accordingly, the Grantee shall develop a written cybersecurity plan that adheres to the National Institute of Standards and Technology (NIST), Cybersecurity Framework (CSF), Energy Resilience and Emergency Management Office (EREMO) standards, and Washington Technology Solutions (WaTech) requirements. The plan shall include but not be limited to outlining cybersecurity best practices to be used through all phases of the Project and include the EV charging and supporting infrastructure. The plan shall include security and privacy measures to be implemented, a description of how the entire system will be safeguarded against cyberattacks, and a description of how data will be securely stored, transmitted, and protected from unauthorized access, modification, or destruction. In addition, the plan will detail the expected threat surface and specify the NIST 800-53 controls to be implemented for risk reduction. The plan shall establish roles for Project governance and oversight. **The NEVI Grantee will be required to represent and warrant that they will comply with all applicable elements of the State Energy Resilience and Emergency Management Office (EREMO) cybersecurity and physical security program and to Washington Technology Solutions (WaTech) requirements**.
3.2	Cybersecurity Event Management Team	The Grantee shall establish a Cybersecurity Event Management Team (CEMT) made of Grantee staff members who will be responsible for responding to any cybersecurity events that may occur during any phase of the Project. The Grantee shall develop a Cybersecurity Event Management Plan that outlines the processes that will be followed in response to an event, including notifying the CEMT.
3.3	Data Segmentation	Data networks used by the charging network shall be segmented to minimize the risk of unintended damage, unauthorized access, data loss, lack of service, privacy breaches, or other issues resulting from unprotected connections.
3.4	Cybersecurity Operations	Cybersecurity operations shall adhere to and maintain certification for System and Organization Controls (SOC 2) and conduct an annual SOC 2 audit.

3.5	Risk Assessment Schedule	The Grantee shall provide a schedule for regular risk assessments and process reviews. Risk assessment read-out reports shall be provided to WSDOT twice per year. A baseline risk assessment shall be part of Task 3 of the Scope of Work and Deliverables and shall include penetration testing. Risk assessments shall include vulnerability scans using the MITRE or Cybersecurity and Infrastructure Security Agency (CISA) Common Vulnerability and Exposures (CVE) database and a report summarizing results and actions for mitigating new or existing vulnerabilities. Qualified personnel shall provide regularly scheduled security patching.
3.6	Cybersecurity Event Notification	The Grantee shall inform WSDOT of any cybersecurity event that requires notification to any person under federal or state law, including data breaches or incidents affecting an electric utility, within 24 hours of the Grantee's discovery of the event.
3.7	Data Reporting	The Grantee shall report data required by 23 CFR 680.112 directly to EV-ChART at the time specified in Exhibit C, Scope of Work and Deliverables.
4	4. Operations and Maintenance Requirements	
4.1	Monthly Preventative Maintenance	The Grantee shall perform monthly preventative maintenance on the EV charging infrastructure. This shall include checking for damage and vandalism and replacing any damaged or deteriorated cables or connectors.
4.2	Customer Service	The Grantee shall provide a customer service phone line. The Grantee shall also provide a website or text message number to report problems or issues with the EVSE or Project location(s). The customer service phone line, and the website or text message number, shall be available 24 hours a day, 7 days a week, and posted clearly and visible at the charging stations. All contact methods must connect the customer to the station service provider and must provide access for users that have limited English proficiency and for people with disabilities.
4.3	Service Level Agreements and Warranties	The Grantee shall provide WSDOT with proof of a warranty and parts replacement program, which may include a Service Level Agreement with the manufacturer.
4.4	Operations and Maintenance Plan	The Grantee shall submit an Operations and Maintenance Plan to WSDOT for review and approval. The Operations and Maintenance Plan shall discuss any warranties and/or service level agreements.
5	5. Emergency Management Plan	
5.1	Emergency Management Plan	The Grantee shall develop an emergency management plan outlining actions the Grantee will take in the event of a natural disaster or other declared emergency.

6	6. Training Requirements	
6.1	Annual Safety Training	The Grantee shall provide annual safety training to all on-site staff, staff operating and maintaining the EV charging infrastructure, and local emergency personnel. The training shall address subjects like electrical safety, shutdown procedures, and firefighting techniques relevant to EVs and/or EV charging emergencies.
6.2	Qualified Workforce Training and Technician Documentation	The Grantee shall verify that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications, and training to verify that charger installation and maintenance is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers per 23 CFR 680.106. Workforce training is encouraged to target recruiting, training, and hiring individuals from communities of disadvantage.
7	7. Community Engagement	
7.1	Community Engagement Plan	The Grantee shall provide WSDOT with an explanation of benefits to the communities, and a detailed plan for stakeholder engagement and outreach.