



Charging the Atlanta Region

A Transportation System
Electrification Plan that Works for
Everyone

Charging and Fueling Infrastructure (CFI) Project
Pre-Bid Conference
June 2, 2025

A decorative graphic consisting of several overlapping, semi-transparent, colorful rectangles in shades of blue, green, orange, and red, arranged in a vertical, slightly staggered pattern.

ONE
great
REGION



Agenda

Welcome – David Haynes (Project Manager)

Procurement Process – Reginald Bryant (Procurement Manager)

- General process and schedule
- How ARC will respond to questions received today
- Procedures in the event of RFP amendments

Application Requirements – David Haynes (Project Manager)

- Project overview
- Funding availability
- Proposal organization
- Evaluation criteria
- Phasing and schedule
- Charging infrastructure requirements
- Other considerations

Questions from Attendees



Procurement Process and Schedule

Milestone	Date & Time
ARC issues public advertisement of RFP	May 28, 2025
Optional online pre-bid conference	June 2, 2025 2:00 - 3:00 PM ET
Written questions and requests for clarification due	June 4, 2025 4:00 PM ET
Responses to questions posted	June 6, 2025
Proposals due	June 27, 2025 4:00 PM ET
Notification to applicants of request for interview (short list)	July 11, 2025
Interviews (if necessary)	Week of July 21-25, 2025

Responses today will be limited to factual clarifications about funding amounts, proposal requirements, process milestone dates, etc.

More substantive questions will be reserved for a complete and formal response that will be posted on the procurement site by Friday, June 6

Email notification will be provided of any RFP amendments and info will be available on the procurement site

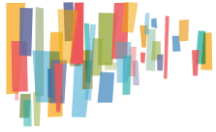
<https://atlantaregional.org/procurement/charging-and-fueling-infrastructure-project/>




Charging & Fueling Infrastructure Program (CFI)

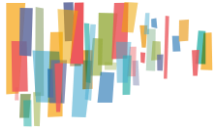
- Established by the Infrastructure Investment & Jobs Act (IIJA) in 2021
- \$2.5 billion of federal funds available over a five-year period through a competitive application process
- Applications for first two years of funding were due in June 2023 and recipients were announced in January 2024
- ARC was awarded \$6.1 million, to be leveraged with a minimum 20% match from the private sector



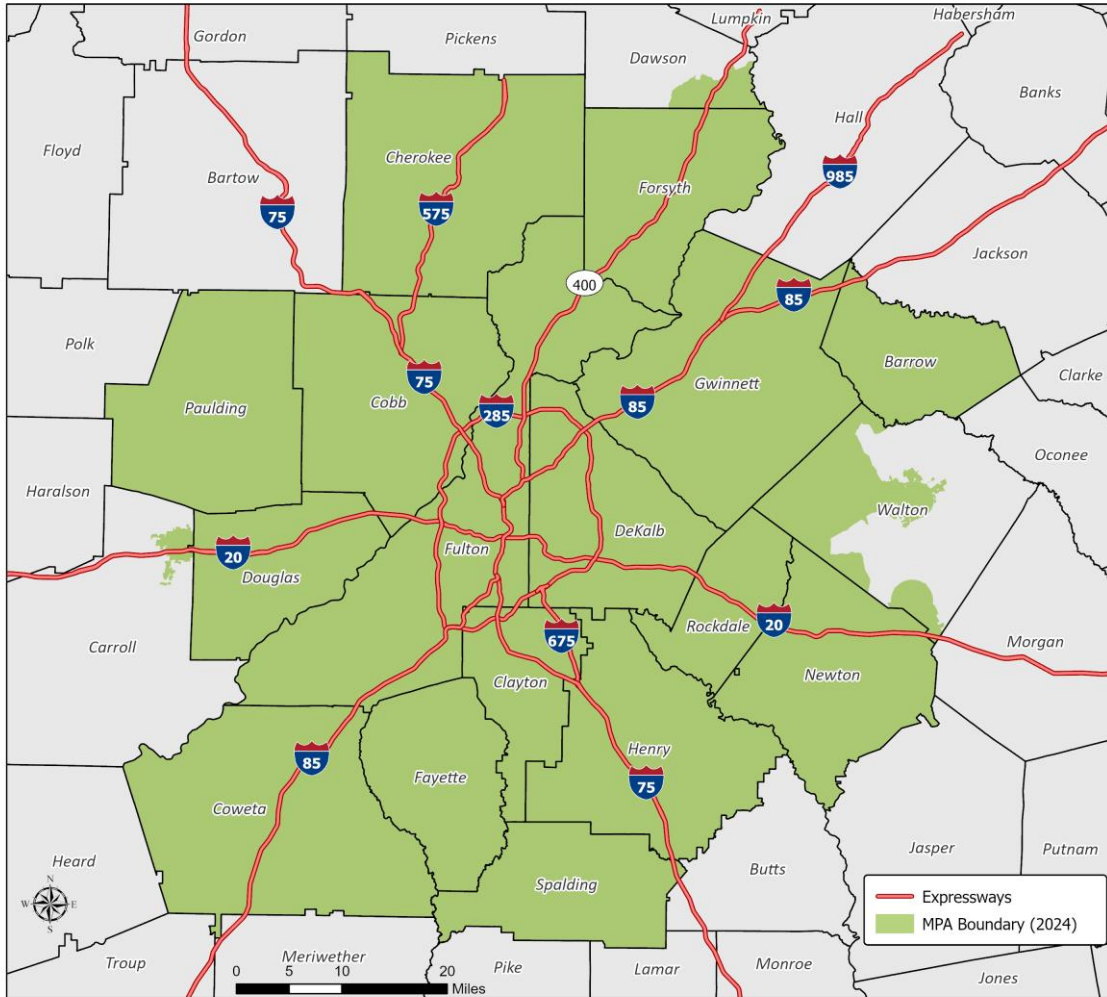


ARC Serves Many Regional Roles

RESPONSIBLE PLANNING AGENCY		The Atlanta Urbanized Area (2020 Census) Includes Portions of 21 Counties																				
		Cherokee	Clayton	Cobb	DeKalb	Douglas	Fayette	Forsyth	Fulton	Gwinnett	Henry	Rockdale	Barrow	Bartow	Carroll	Coweta	Dawson	Hall	Newton	Paulding	Spalding	Walton
	Regional Commission / Metropolitan Area Planning and Development Commission																					
	Metropolitan Planning Organization													○	PARTIAL		PARTIAL	○				PARTIAL
	Area Agency on Aging													⋮				⋮				
	Atlanta Regional Workforce Development Board													⋮				⋮				
	Urban Area Security Initiative													⋮				⋮				
	Metropolitan North Georgia Water Planning District													⋮				⋮				
Cartersville-Bartow Metropolitan Planning Organization														↓								
Gainesville-Hall Metropolitan Planning Organization																		↓				



MPO Planning Area / CFI Project Area



ARC's CFI application defined the area for EV charging infrastructure expansion to be our entire MPO transportation planning jurisdiction, a 19-county region which is currently home to about 6.1 million people.



ARC's CFI Application Concept

- 75 to 100 new Level 2 charging stations, each with four charging ports
- Regional coverage, with priority given to communities which may be overlooked by the free market
- Located where people go on a regular basis, such as grocery stores, pharmacies, movie theaters, and other retail / entertainment / service destinations
- Final installation sites will be determined through a collaborative process
- Consideration will also be given to the charging needs of electric bicycles and personal mobility devices
- Free to use by consumer





Funding Availability Disclosure (RFP Page 1)

- Funding agreement between ARC and FHWA for \$6,120,067 of CFI funds executed on January 13, 2025
- Funds will be officially “obligated” in the FHWA financial system and available to project sponsors for reimbursement in two phases
 - Phase 1 - \$200,000 currently available for pre-NEPA activities (site selection and environmental clearance)
 - Phase 2 - \$5,920,067 to be available in the future for post-NEPA activities (equipment purchase and installation)
- FHWA has been reviewing competitive programs and individual grant awards since March to determine alignment with executive orders and other policy directives, with three possible outcomes
 - Project is allowed to proceed with no changes
 - Project may be allowed to proceed if certain conditions are met and/or changes are made to the scope
 - Funding for the project is cancelled
- In the event that the remaining \$5.9 million is revoked by FHWA, ARC will explore alternative implementation approaches
- ARC intends to contract with an EV charging partner (EVCP) for both phases of work through this single procurement process, with the second phase being conditional on the availability of funding



Important Notes on Federal Funding

- **A minimum of 20% of the total project cost must be provided by the EVCP to leverage the available federal funding**
- **Payments to the EVCP will be made on a reimbursement basis as invoices are submitted to ARC**
 - **Example: During the previous month, the EVCP incurred \$50,000 of eligible expenses related to the CFI project. The invoice to ARC will request reimbursement of up to \$40,000.**
 - **A maximum of \$200,000 of federal funding is available for Phase 1 reimbursement, which means all expenditures incurred over \$250,000 will be borne 100% by the EVCP**
- **The EVCP may include subcontractors as part of its team and will be responsible for all payments to those entities**
- **Funds for Phase 1 may be used to cover costs of personnel involved in developing the Deployment Plan**
- **ARC intends to maximize the impact of federal funds under Phase 2 by limiting eligible expenses to the purchase of charging equipment and associated installation/construction costs**
 - **Permitting, safety reviews, traffic engineering, community engagement, administrative, compliance and monitoring costs under Phase 2 must be borne entirely by the EVCP**



Proposal Organization & Evaluation Criteria (RFP Pages 3 & 4)

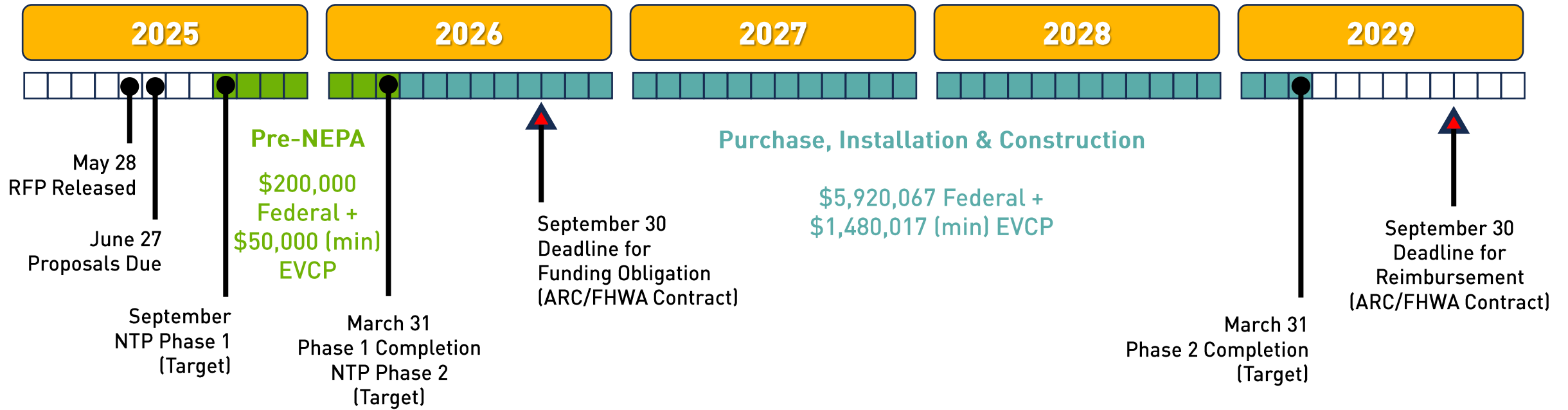
- Cover Letter (optional)
- Team Composition and Organization
- Team Experience **(20% of score)**
- Key Personnel **(20% of score)**
- Overview of Proposed Technology
- Responses to EV Charging Infrastructure Requirements **(40% of score)**
- Schedule **(20% of score)**
- Budget
- Required Forms



**Please adhere to formatting
requirements and page
limitations**



Phasing and Schedule





EV Charging Infrastructure Requirements

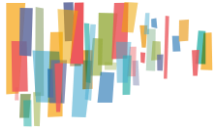
Up to 40 points (out of a total 100 available) will be awarded based on responses to questions on how your proposed technology solution will meet or exceed the requirements specified in eight criteria areas.

- 📊 Relevant Federal Standards (maximum of 8 points)
- 📊 Number of Chargers (maximum of 8 points)
- 📊 Location of Chargers (maximum of 8 points)
- 📊 Cost to Consumers (maximum of 8 points)
- 📊 Reporting Requirements (maximum of 4 points)
- 📊 Design Standards and Amenities (maximum of 2 points)
- 📊 Types of Vehicles to be Served (maximum of 2 points)



Other Considerations

- Project should not involve the permanent acquisition of property (right-of-way)
- The EVCP will own and operate all fixed assets installed under this contract
- Equipment must be maintained in good operating condition for a minimum of five years and quarterly/annual data must be provided to ARC
- If there is a pending change in business operations, ARC must be consulted as soon as possible so we can coordinate with FHWA to ensure contractual obligations will continue to be met
- ARC intends to secure the services of a firm or team to assist the EVCP, primarily with construction oversight and helping resolve implementation challenges during Phase 2 work
 - The EVCP will be expected to collaborate with this implementation partner to deliver the project
 - The timeframe for securing these supplemental services will be determined in the next few weeks
- The EVCP may wish to consider including transportation planning and engineering firms on its team to assist with finalizing site locations and clearing them through NEPA



Thank You for Attending Today!

Please put your questions in the chat box or submit them by email to: dhaynes@atlantaregional.org

REMINDER OF KEY NEAR-TERM MILESTONES

June 4 at 4:00 PM ET

Questions due

June 6

Responses posted at

<https://atlantaregional.org/procurement/charging-and-fueling-infrastructure-project/>

June 27 at 4:00 PM ET

Proposals due (upload link included in RFP)



Presentation slides and a recording of this meeting will be posted on the procurement site on Tuesday, June 3