**ITP Form 1**

**NEVI ZONE SUBMITTAL PACKAGE CHECKLIST**

INSTRUCTIONS:

* + 1. Submit one copy of ITP Form 1 for each NEVI Zone Proposer is pursuing.
		2. Proposer should delete any bracketed and italicized text and replace with the information requested therein.
		3. Proposers must include detailed references in the right column so reviewers can accurately confirm Proposer’s compliance with the requirements.
		4. There is no page limit for ITP Form 1.

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| --- | --- |
|  **Proposer:** |  |
|  **NEVI Zone Number:** |  |
|  **AFC Route:** |  |

| **No.** |  **Requirement** | **Requirement Met (Proposer to Complete)** | **Document (form #, etc.) and page where confirmation of requirement can be found** |
| --- | --- | --- | --- |
|  ***Site Requirements*** |
|  | For Zones with exit ramps, the EV charging site is within 1.0 mile of driving distance between the end of at least one off-ramp at the AFC interchange and the entrance to the charging station | [ ]  Yes  [ ]  No |  |
| For Zones without exit ramps, the EV charging site is within 1.0 mile of driving distance from AFC and the intersecting road or from AFC between the two intersecting roads and the entrance to the charging station |
|  | Charging station is available for use and sited at locations physically accessible to the public 24 hours a day, 7 days per week, 365 days a year | [ ]  Yes  [ ]  No |  |
|  | All charging Connectors meet applicable industry standards | [ ]  Yes  [ ]  No |  |
|  | Each DCFC Charging Port is capable of charging any combined charging system (CCS)-compliant vehicle and North American Charging Standard (NACS) compliant vehicle. The project site shall have a minimum of 4 permanently attached NACS connectors and 4 permanently attached CCS1 connectors. | [ ]  Yes  [ ]  No |  |
|  | Site includes at least one ADA-compliant parking space with access to the EV charging infrastructure | [ ]  Yes  [ ]  No |  |
| ***Security and Customer Data Privacy Requirements*** |
|  | Project Site includes physical and cybersecurity strategies consistent with the Arizona Electric Vehicle Infrastructure Deployment Plan to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, EV charging infrastructure and the grid. Physical strategies include lighting illuminating EV charging infrastructure and required parking spaces | [ ]  Yes  [ ]  No |  |
|  | Proposer will collect, process, and retain only that personal information strictly necessary to provide the charging service to a consumer, including information to complete the charging transaction and to provide the location of charging stations to the consumer | [ ]  Yes  [ ]  No |  |
|  | Chargers and Charging Networks are compliant with appropriate Payment Card Industry Data Security Standards (PCIDSS) for the processing, transmission, and storage of cardholder data | [ ]  Yes  [ ]  No |  |
|  | Proposer will implement reasonable measures to safeguard consumer data | [ ]  Yes  [ ]  No |  |
| ***EV Charger Requirements*** |
|  | DCFC Charging Ports have a continuous power delivery rating of at least 150 kilowatt (kW) per Charging port and supply power according to an EV’s power delivery request up to 150kW, simultaneously from each Charging Port at a charging station.  | [ ]  Yes  [ ]  No |  |
|  | Charging stations have a minimum of four DCFC ports each (the definition of “ports” shall be the same as 23 CFR 680.104) and are capable of simultaneously charging at least four Electric Vehicles (EVs) | [ ]  Yes  [ ]  No |  |
|  | DCFC Charging Ports have the ability to provide DC output voltages within the entire range of 250–920 volts (DC) | [ ]  Yes  [ ]  No |  |
|  | Chargers conform to ISO 15118-3 and have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. Charger software conforms to ISO 15118-2 and is capable of Plug and Charge. Conformance testing for charger software and hardware follows ISO 15118-4 and ISO 15118-5, respectively | [ ]  Yes  [ ]  No |  |
|  | All DCFC chargers will be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory and all chargers are certified to the appropriate Underwriters Laboratories (UL) standards for electric vehicle supply equipment (EVSE) | [ ]  Yes  [ ]  No |  |
| ***Connectivity and Interoperability Requirements*** |
|  | Chargers communicate with a Charging Network via a secure communication method | [ ]  Yes  [ ]  No |  |
|  | Charging Networks are capable of communicating with other Charging Networks to enable an EV driver to use a single method of identification to charge at Charging Stations that are a part of multiple Charging Networks | [ ]  Yes  [ ]  No |  |
|  | Chargers conform to Open Charge Point Protocol (OCPP) 2.0.1 or higher | [ ]  Yes  [ ]  No |  |
|  | Charging Networks are capable of communicating with other Charging Networks in accordance with Open Charge Point Interface (OCPI) 2.2.1 | [ ]  Yes  [ ]  No |  |
|  | Chargers are designed to securely switch Charging Network Providers without any changes to hardware | [ ]  Yes  [ ]  No |  |
|  | Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with Charging Networks | [ ]  Yes  [ ]  No |  |
|  | Charging Networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management | [ ]  Yes  [ ]  No |  |
|  | Chargers and Charging Networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime | [ ]  Yes  [ ]  No |  |
|  | Charging Networks are capable of secure communication with electric utilities, other energy providers, and local energy management systems | [ ]  Yes  [ ]  No |  |
|  | Chargers remain functional if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in the NEVI Federal Standards and Requirements | [ ]  Yes  [ ]  No |  |
| ***Traffic Control Device and On-Premises Sign Requirements*** |
|  | All traffic control devices comply with 23 CFR 655 (Traffic Operations) | [ ]  Yes  [ ]  No |  |
|  | On-property or on-premise advertising signs comply with 23 CFR 650 (Highway Beautification) and Section 3(d) (*Signage, Marking, Striping)* of the ADOT Standards and Requirements | [ ]  Yes  [ ]  No |  |
| ***EVSE Payment Option Requirements*** |
|  | Payment options provide secure payment methods, accessible to persons with disabilities, which at a minimum shall include a contactless payment method that accepts major debit and credit cards, and either an automated toll-free phone number or a short message/messaging system (SMS) that provides the charging customer with the option to initiate a charging session and submit payment | [ ]  Yes  [ ]  No |  |
|  | Charging stations do not require a membership for use | [ ]  Yes  [ ]  No |  |
|  | Payment options do not delay, limit, or curtail power flow to vehicles on the basis of payment method or membership or payment method type. Access and service is not restricted by membership or payment method type | [ ]  Yes  [ ]  No |  |
|  | Charging stations provide access for users who are limited English proficient and accessibility for people with disabilities; automated toll-free phone numbers and SMS payment options clearly identify payment access for these populations | [ ]  Yes  [ ]  No |  |
| ***Information, Pricing, Availability, and Accessibility Requirements*** |
|  | The price for charging is displayed prior to initiating a charging transaction and is based on the price for electricity to charge in $/kWh | [ ]  Yes  [ ]  No |  |
|  | The price for charging is displayed and communicated via the Charging Network and is the real-time price (i.e., price at that moment in time). The price at the start of the session cannot change during the session | [ ]  Yes  [ ]  No |  |
|  | The price structure, including any other fees in addition to the price for electricity to charge, must be clearly displayed and explained  | [ ]  Yes  [ ]  No |  |
|  | Each Charging Port has an average annual uptime of greater than 97%, subject to the requirements of Exhibit 2, Part A, Section 6(b) (*Minimum Uptime*) of the Project Agreement | [ ]  Yes  [ ]  No |  |
|  | The data fields described in Exhibit 2, Part A, Section 6(c) (*Third-Party Data Sharing*) are made available, free of charge, to third-party software developers, via application programming interface (API) | [ ]  Yes  [ ]  No |  |
| ***Other Requirements*** |
|  | At least 20% non-federal match is provided by other sources | [ ]  Yes  [ ]  No |  |
|  | EV charging customers have mechanisms to report outages, malfunctions, and other issues with charging infrastructure and have access to accessible platforms that provide multilingual services. The Proposal complies with the American with Disabilities Act of 1990 requirements and multilingual access in connection with reporting mechanisms | [ ]  Yes  [ ]  No |  |
|  | All chargers will be maintained and operational in compliance with the Federal Rule for the Term, being a period of not less than five (5) years from the Services Commencement Date | [ ]  Yes  [ ]  No |  |
|  | All workforce installing, maintaining, and operating chargers have appropriate licenses, certifications, and training as specified in Exhibit 2, Part A, Section 1(j) (*Qualified Technician*) of the Project Agreement | [ ]  Yes  [ ]  No |  |