Electric Vehicle Infrastructure Custom Grant Program

Scoring Criteria Matrix

Application score is based on the proposed project's benefits to the program goals. Whole points between zero and five will be assigned according the matrix and scale below. The highest scoring applications in each review cycle will be the first considered for grant award.

Category	← Meets Ideal 5	Does Not Meet Ideal → 1
Feasibility and Readiness		
Technology ***Ideal**: Projects encounter few equipment installation hurdles related and remain dependable and reliable through the system life.*	Proven technology, Commercially available and previously deployed; no technical risks	Unproven technology that has not been commercially available or previously deployed in significant numbers; significant structural or other technical risks
System Communications ***Ideal**: Systems able to participate in future optional demand response programs; system data accessible to Program.*	System enabled with DR/V2G capable communications and control systems; usage data accessible by Program	System not enabled with DR/V2G capable communications and control systems; usage data not accessible by Program
Project Leadership ***Ideal:** Strong management to ensure that projects progress smoothly from planning to completion.*	Highly qualified team in place, industry leaders, extensive history completing more complex projects	Project team not well-established or significant members not yet defined, no relevant experience
Probability of Completion ***Ideal**: Projects are completed according to project schedule and have low likelihood of withdrawing from program.*	Few identified risks, high probability of completion according to or ahead of provided project schedule	Numerous identified risks, low probability of completing according to provided project schedule
Progress Status ***Ideal**: Projects with permits approved by local building department, other departments and/or NV Energy; construction ready within a reasonable amount of time following grant award.*	Most or all pre-development work completed, all required approvals identified, approval in place	No pre-development work completed, unsure of what approvals are required, approval unlikely
Operations and Maintenance Plan ***Ideal**: O&M budget is comprehensive with contingent costs, to include out-of-warranty costs, costs and effort for any change of system ownership, end of life replacement or removal costs.*	Excellent O&M plan, highly-experienced O&M provider, industry-standard or better warranty terms, insurance policy(s), on-site spare parts inventory	No O&M plan, minimal equipment warranties, no installation labor/workmanship warranty or insurance

Financing		
Project Budget ***Ideal**: Project budget is comprehensive and accurately represents costs and contingencies.*	Complete, detailed, and itemized conservative budget	Significant errors/omissions; largely incomplete; unrealistic
Costs ***Ideal**: Expected project installation costs are supported by competitive construction bids and are reasonable when compared to similar projects, using available data from other utilities' incentive programs, and other applications submitted through this program.*	Cost below industry norm, competitive bid, high value for price	Cost significantly higher than norm, single bid, poor value for price
Project Financing Risks ***Ideal**: Project financing plan is realistic and achievable, and supported by evidence of secured funding.*	Minimal project financing risks, strong mitigation strategies in place	Significant and unmitigated project financing risks
Additional Funding ***Ideal**: Project financing plan is broadly supported and not overly dependent on program grant.*	at least 50% of proposed project cost secured from other sources	less than 20% of proposed project cost secured from other sources
Stability ***Ideal**: Developer has strong record of successful and similar projects.*	Strong and long-term financial stability	Poor/undemonstrated financial stability
Community Benefit		
Goals ***Ideal**: Project plan clearly identifies community benefit goals for the project including how the project benefits long-term transportation electrification efforts.*	Goals clearly stated, highly consistent with Legislation	Goals not clearly stated or inconsistent with Legislation
Positive Regional Impact ***Ideal**: Project is publicly accessible; reasonable or no cost for use; serve areas most benefited but least market viable, (e.g. rural areas or areas without existing charging); provides benefits that extend beyond individual customers to the broad community.*	Strong benefit to all parties, significant regional impact	Minimal benefit, no regional impact

Nevada Electric Highway ***Ideal**: Project supports the goals of the Nevada Electric Highway, but was not selected by NGOE in current funding cycle.*	Far exceeds NEH goals; more than 3 DCFC	Meets none of the NEH goals
Education ***Ideal**: Project plans include education of benefits and opportunities of transportation electrification.*	Well designed, effective educational component that is likely to increases awareness of EV benefits and EVID opportunities, targeting both expected users of the completed project and the broad public	No educational component
Utility Benefit ***Ideal**: Project benefits utility and grid. Benefits may include the following distribution elements: thermal, voltage, safety, reliability and power quality. For example, a project is installed on a distribution feeder with limited hosting capacity due to thermal limitations and the project increases the hosting capacity capability. Project provides projected daily operational schedule including potential load impacts.*	Project plan clearly identifies utility and grid benefits	Project plan does not describe any utility benefits