State Plan/State Plan Update for Electric Vehicle (EV) Infrastructure Deployment [TEMPLATE]

Beginning with the FY 2025 Plan, State DOTs are permitted to meet the NEVI requirements by completing this streamlined template. In the following pages several section instructions are described as UPDATES ONLY. Those sections need updates *only if* relevant updates have been made since the submittal of the previously approved plan. If updates are required, please see Section III-B of the NEVI Formula Program Guidance for further guidance. **If no change has been made in these sections, States may simply indicate “No Change”.** States are highly encouraged to complete this template to serve as their updated Plan.

Introduction

<*UPDATES ONLY>*

Updates from Prior Plan [REQUIRED]

<Insert a bulleted list identifying which sections of the Plan have been updated from the prior fiscal year’s Plan, along with a brief synopsis of the nature of the update>

State Agency Coordination

<*UPDATES ONLY>*

Public Engagement

<*UPDATES ONLY>*

Community Engagement Outcomes Report [REQUIRED – Updated 6/11/24]

<Per 23 CFR 680.112 (d), include a community engagement outcomes report and include a description of the community engagement activities conducted as part of the development and approval of the most recently-approved Plan, including engagement with disadvantaged communities. This report may be incorporated into the body of the Plan. This report must address the community engagement activities that have occurred through the development of this fiscal year plan and should also address activities that are planned for the future. >

Tribal Engagement

<*UPDATES ONLY>*

Utility Engagement

<*UPDATES ONLY>*

Site-Specific Public Engagement

<*UPDATES ONLY>*

Plan Vision and Goals

<*UPDATES ONLY>*

Contracting

<*UPDATES ONLY>*

Status of Contracting Process [REQUIRED– Updated 6/11/24]

< Through the table below, include information about existing and upcoming State Request for Proposals (RFPs), Request for Qualifications (RFQs), or Contract Awards.>

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Round of Contracting (example: 1st Round of Three) | Number of Proposals or Applications received  | Contract Type(design-build-operate-maintain, design-build, or others)  | Date Solicitation Released | Date Solicitation Closed | Date of Award |
|  |  |  |  |  |  |

Awarded Contracts [REQUIRED– Updated 6/11/24]

< Through the table below, include information about the status of contracts awarded.>

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Round of Contracting (example: 1st Round of Three) | Award Recipient  | Contract Type(design-build-operate-maintain, design-build, or others)  | Location of Charging Station  | Award Amount | Estimated Date of Operation |
|  |  |  |  |  |  |

Scoring Methodologies Utilized [REQUIRED - Updated 6/11/24]

< Identify the scoring methodology used to evaluate NEVI Formula Program contracts . Provide detail about this scoring methodology, particularly identifying scoring used to evaluate equity and Justice 40. >

Plan for Compliance with Federal Requirements [REQUIRED]

<Identify how State is ensuring contractors comply with 23 U.S.C., 23 CFR 680, and all applicable requirements under 2 CFR 200.>

Civil Rights

<*UPDATES ONLY>*

Existing and Future Conditions Analysis

<*UPDATES ONLY>*

Alternative Fuel Corridor (AFC) Designations

<*UPDATES ONLY>*

Existing Charging Stations [REQUIRED – Updated 6/11/24]

<Through the table following, include information about existing locations of DCFC charging infrastructure along designated AFCs.>

Include an “as of” date that the table is populated.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| State EV Charging Location Unique ID\* | Route | Location (street address or AFC + mile marker) | Number of Charging Ports | EV Network (if known) | Meets all relevant requirements in23 CFR 680? | Intent to count towards Fully Built Out determination? |
|  |  |  |  |  |  |  |

\*Defined by the State – this should match the unique ID in the State’s applicable GIS databases.

Note that the table can be included in the Appendix, if too lengthy to include here.

<Explicitly identify the number of existing stations (and the number of ports at each station) counted towards the anticipated determination of fully built out status.>

EV Charging Infrastructure Deployment

<*UPDATES ONLY>*

Planned Charging Stations [REQUIRED – Updated 6/11/24]

< Through the table below, include information about both stations under construction and future stations.>

Stations Under Construction

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| State EV Charging Location Unique ID | Route (note if AFC) | Location  | Number of Ports | Estimated Quarter/Year Operational | Estimated Cost | Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+) | New Location or Upgrade? |
|  |  |  |  |  |  |  |  |

Planned Stations

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| State EV Charging Location Unique ID | Route (note if AFC) | Location  | Number of Ports | Estimated Quarter/Year Operational | Estimated Cost | Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+) | New Location or Upgrade? |
|  |  |  |  |  |  |  |  |

Planning Towards a Fully Built Out Determination [REQUIRED – Updated 6/11/24]

<*UPDATES ONLY>*

<Insert relevant information into the table below>

|  |  |
| --- | --- |
| How many stations are still needed to achieve Fully Built Out status (based on the State’s EV AFCs as of the date of this update’s submission)? |  |
| Provide the estimated month/year to achieve Fully Built Out status: |  |

EV Charging Infrastructure Deployment After Build Out [REQUIRED – Updated 6/11/24]

< Insert a discussion describing plans for further EV charging infrastructure deployment using NEVI funding after the achievement of full build out such as deployment strategy, funding strategy and how these strategies are (or will) be informed by stakeholder input and community engagement.>

Implementation

<*UPDATES ONLY>*

Equity Considerations [REQUIRED– Updated 6/11/24]

<Include updates to a discussion of how the State is adhering to the goal outlined in the Justice40 Initiative as a part of Executive Order 14008 in the use of the NEVI Formula Program. Discuss how the plan complies with the White House Interim Guidance on Justice40, including using the [Climate & Economic Justice Screening Tool to](https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5) identify DACs. (See Section III-B of the NEVI Formula Program Guidance, Equity Considerations for example benefits)>

Identification and Outreach to Disadvantaged Communities (DACs) in the State [REQUIRED– Updated 6/11/24]

<Insert discussion here identifying DACs and describing outreach to DACs for the development of this Plan. Ensure DAC priorities are being represented in the Plan by providing detail regarding the groups met with, and show how the input of these groups was used to inform the development of the State Plan.  >

Process to Identify, Quantify, and Measure Benefits to DACs [REQUIRED– Updated 6/11/24]

<Insert discussion of which benefits will be measured, what metric will be used to measure those benefits, and the data sources and analysis methods used to track metrics. Also describe how a baseline and goals may be set for each benefit area, and how communities will be engaged to validate the receipt of benefits. Refer to White House Interim Guidance on Justice40 for examples on measuring benefits to DACs. For mapping benefits to DACs, refer to Argonne National Laboratory’s page Electric Vehicle Charging Equity Considerations and the Electric Vehicle Charging Justice40 Map tool.>

|  |  |  |
| --- | --- | --- |
| **Benefits Category (examples)** | **Metrics** | **Data Source** |
| Improve clean transportation access through the location of chargers; |  |  |
| Decrease the transportation energy cost burden by enabling reliable access to affordable charging; |  |  |
| Reduce environmental exposures to transportation emissions; |  |  |
| Increase parity in clean energy technology access and adoption; |  |  |
| Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers; |  |  |
| Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities;Increase energy resilience; |  |  |
| Provide charging infrastructure for transit and shared-ride vehicles; |  |  |
| Increase equitable access to the electric grid; and |  |  |
| Minimize gentrification-induced displacement result from new EV charging infrastructure. |  |  |
| Others |  |  |

Labor and Workforce Considerations [REQUIRED– Updated 6/11/24]

<Insert updates to discussion of how the State will approach training, experience level, and diversity of the workforce installing and maintaining EV charging infrastructure. At a minimum, this should include a discussion of how the State will ensure that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications and trainings in compliance with [23 CFR 680.106(j)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680). Specifically clarify that any additional apprenticeship and/or training programs referenced would only be utilized in place of the Electric Vehicle Infrastructure Training Program (EVITP) if and when such programs are approved by the Department of Labor per the [23 CFR 680.106(j)](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680). Plans should also discuss how these qualified workforce requirements are enforced through the State’s NEVI contracting and procurement strategies.>

<Confirm intent to comply with 23 CFR 680.106(j) by including the following statement:>

“In compliance with [23 CFR 680.106(j)](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.ecfr.gov%2Fcurrent%2Ftitle-23%2Fchapter-I%2Fsubchapter-G%2Fpart-680&data=05%7C01%7Csuraiya.motsinger%40dot.gov%7C11f19a3c7dbc48a4ca9908dbbeb8457d%7Cc4cd245b44f04395a1aa3848d258f78b%7C0%7C0%7C638313470867974580%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=z%2B9DB%2FYK16ePewj%2BxIc2q%2FrT6pZnckifuI%2BVtYqLF4I%3D&reserved=0) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, **if and when such programs are approved.”**

Physical Security & Cybersecurity

<*UPDATES ONLY>*

Program Evaluation

<*UPDATES ONLY>*

Discretionary Exceptions [if any]

<Identify and support the need for any requested exceptions, if applicable, from the geographic requirements that charging infrastructure is installed every 50 miles along that State’s designated electric vehicle alternative fueling corridors and within 1 travel mile of the corridor.>

Appendix A: Supporting Materials [if applicable]