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

[Note that in order to receive NEVI Formula Program funds each State is required to annually develop an FHWA-approved EV Infrastructure Deployment Plan (Plan) that describes how the State intends to use the funds in accordance with the NEVI Formula Program Guidance and the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR 680). FHWA recognizes that certain sections of the Plan may not change from year to year. As such, beginning with the FY 2024 Plan (due on August 1, 2023), State DOTs are permitted to annually submit an updated Plan that incorporates and identifies relevant additions and modifications made since the prior year’s Plan approval.

States are encouraged to satisfy the annual plan submission requirement by submitting a more streamlined Plan update, to the extent practicable. However, if changes have been made corresponding to a particular section of the prior year’s Plan, the State DOT should clearly identify what has changed. Refer to Section III-B of the Program Guidance for additional details on each section below.

States are highly encouraged to use this template to develop their updated Plans, noting that FHWA would expect specific updates both to those sections marked “REQUIRED” and to those other sections where the State has noted a need to update/change content from the prior year’s approved Plan.]

Introduction

<Insert an overview of updates to the Plan and Plan development process.>

Updates from Prior Plan [REQUIRED - Updated 6/2/23]

<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

<Insert updates to discussion of how the State has coordinated with other State agencies in developing and approving the Plan consistent with the NEVI Formula Program Guidance, and steps taken to maximize opportunities to utilize U.S.-made EV supply equipment.>

Memoranda of Understanding with other agencies [Updated 6/2/23]

<Identify and discuss any memoranda of understanding (MOUs) entered into with another State agency to help administer the NEVI Program.>

Interagency Working Group(s) [Updated 6/2/23]

<Identify and discuss interagency working groups that have been established.>

Public Engagement [Updated 6/2/23]

< This section should discuss the statewide public engagement on EV charging infrastructure. Insert updates to overview of public involvement in the Plan’s development to include general public, governmental entities, federally recognized Tribes, labor organizations, private sector/industry representatives of the transportation and freight logistics industries, state public transportation agencies, and urban, rural, and underserved or disadvantaged communities.>

Community Engagement Outcomes Report [REQUIRED - Updated 6/2/23]

<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.>

Tribal Engagement [Updated 6/2/23]

<Include information regarding engagement with Tribal communities. This information should identify the tribal entities or types of communities engaged, the number and type of events in which each tribal entity was engaged, the resources used to engage with tribes, the feedback received and links to any posted summaries of feedback, and a summary of how feedback impacted the development of the Plan.>

Utility Engagement [Updated 6/2/23]

<Include information regarding engagement with utilities. Identify the utilities in the State and the territories they serve. Identify any steps taken to continue engagement of utilities and to incorporate this engagement into meaningful steps towards successful deployment of EV chargers.>

Site-Specific Public Engagement [Updated 6/2/23]

<Include information regarding site-specific engagement plans to engage communities or ensure that third-party entities contracted to install EV charging infrastructure will engage communities in the locations where EV charging infrastructure will be sited.>

Plan Vision and Goals

<Insert updates to the State’s vision to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection and support the development of convenient, accessible, reliable, and equitable EV charging. Provide an enumerated list of goals that supports the establishment of an interconnected network that will facilitate: 1) data collection; 2) equitable access; and 3) network reliability. Plan vision and goals should provide an outlook for the 5-year program and beyond with at least one outcome-oriented goal with a quantified target. States are also encouraged to discuss their strategy for utilizing NEVI funds once EV alternative fuel corridors are certified as “fully built out”.>

Contracting

<Insert updates to discussion of the State’s plans for contracting with private entities, including plans for the participation of small businesses. Discuss how the State will ensure that EV charging infrastructure is delivered in a manner that leads to efficient and effective deployment against broader Plan goals. Also discuss the State’s contracting strategy for achieving efficient delivery of ongoing operations and maintenance activities during and after the period of the award. Finally, this section should identify how the State will ensure that contractors will engage communities where EV charging infrastructure will be installed.>

Status of Contracting Process [REQUIRED - Updated 6/2/23]

< Include the number, status, and timeline for existing and upcoming State Request for Proposals (RFPs), Request for Qualifications (RFQs), or Contract Awards.>

Awarded Contracts [REQUIRED - Updated 6/2/23]

< Identify the number and status of contracts awarded and include the type of contract mechanism used (public-private partnership design-build-operate-maintain, design-build, indefinite delivery/indefinite quantity, or others). States should identify RFP/contract provisions utilized/to be utilized to promote competitive bids and cost containment.>

Scoring Methodologies Utilized [REQUIRED - Updated 6/2/23]

< Identify scoring methodology used to evaluate contracts including specifically if contracts used scoring methods for equity and Justice40 topics.>

Plan for Compliance with Federal Requirements [REQUIRED - Updated 6/2/23]

<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 [Updated 6/2/23]

<Insert updates to discussion here about how the State will ensure compliance with State and Federal civil rights laws, including Title VI of the Civil Rights Act and accompanying USDOT regulations, the American with Disabilities Act, and Section 504 of the Rehabilitation Act. States should indicate changes in civil rights compliance considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under [23 CFR 680](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680)>

Existing and Future Conditions Analysis

<Insert updates to overview here. This section should introduce the State’s geography, terrain, and climate (to include current and future temperature and precipitation patterns). This section should also include a discussion of industry/market conditions (to include EV ownership/availability, grid capacity, electric utilities that service the study area) and land use patterns. This section should also discuss travel patterns in the State, public transportation needs, freight and other supply chain needs. This section should also include a discussion on known risks and challenges for EV deployment.>

Alternative Fuel Corridor (AFC) Designations [REQUIRED - Updated 6/2/23]

<Insert general discussion about AFC EV corridor networks here. Include specifically nominations and/or designations from the most recent round of AFC Nominations, if applicable.>

<INSERT MAP OF STATE WITH AFCs >

Existing Charging Stations [REQUIRED - Updated 6/2/23]

<Include descriptions of existing locations of charging infrastructure along designated AFCs here.>

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

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| State EV Charging Location Unique ID\* | Charger Level  (DCFC, L2) | Route | Location  (street address ) | Number of Charging Ports | EV Network  (if known) | Meets all relevant requirements in  23 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.

<INSERT MAP OF STATE WITH AFC & EXISTING PUBLIC DCFCLOCATIONS>

EV Charging Infrastructure Deployment [REQUIRED - Updated 6/2/23]

<Insert updates to overview here. This section should discuss the overarching strategy for EV charging infrastructure installations and associated policies to meet the vision and goals of the Plan. This section should include a discussion on the sources of funding for the non-federal share to match the NEVI Formula Program funds, as well as other funding sources used for EV supply equipment (EVSE) deployment in the State. This section should also discuss policy considerations/coordination to include zoning, permitting, or education policy.>

Planned Charging Stations [REQUIRED - Updated 6/2/23]

<Include a discussion of how the State intends to use their NEVI funding for deployment of EVSE. This discussion should include details about both stations under construction and future stations. Information about stations under construction should identify characteristics of those stations under construction at the time of Plan update approval. Information provided about future stations should illustrate characteristics about those stations that are anticipated to go under construction after Plan update approval. Tables and maps should be used to illustrate characteristics describing each station. These station characteristics should include, at a minimum: the general anticipated location of the charging stations, the anticipated number of ports at each charging station, and the anticipated year that each station will be operational.>

Stations Under Construction

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

< INSERT MAP(S) OF FY22’S EVSE DEPLOYMENTS/UPGRADES SHOWING:

1. Approximate locations of planned EV charging infrastructure;
2. Approximate locations of existing EV charging infrastructure along those corridors, specifically noting existing EV charging infrastructure targeted for upgrade or improvement to meet the requirements of the NEVI programs;>

Planning Towards a Fully Built Out Determination [REQUIRED - Updated 6/2/23]

< Insert a discussion describing the State’s strategy towards reaching a fully built out determination (see Section V-C of the NEVI Formula Program Guidance). This section should indicate how many additional stations (those stations that are not operational at the time of plan approval) the State estimates are needed to reach fully built out status. This section should also indicate the estimated timeframe when a State anticipates it will reach fully built out status.>

Implementation [Updated 6/2/23]

<Insert updates to discussion here. This section should include a discussion of the overall strategy to ensure ongoing operations and maintenance of EV charging infrastructure and data collection and sharing requirements. This section should identify installation, maintenance, and ownership responsibilities for the charging infrastructure. This section should also demonstrate how the implementation will promote strong labor, safety, training, and installation standards as well as opportunities for the participation of small businesses. This section should also address emergency and evacuation needs, snow removal and seasonal needs, and ways for EV charging to support those needs and describe strategies for resilience for operation during emergencies and extreme weather. States should indicate changes in implementation considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under [23 CFR 680](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680).>

Equity Considerations [REQUIRED - Updated 6/2/23]

<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. (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 6/2/23]

<Insert discussion here.>

Process to Identify, Quantify, and Measure Benefits to DACs [REQUIRED - Updated 6/2/23]

<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)** | **Strategy for Tracking Benefits (Metrics, Baseline, Goals, Data Collection & Analysis Approach, Community Validation)** |
| 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 6/2/23]

<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). Plans should also discuss how these qualified workforce requirements are enforced through the State’s NEVI contracting and procurement strategies.>

Physical Security & Cybersecurity [Updated 6/2/23]

<Insert updates to discussion of how the State will address physical security and cybersecurity of EV charging stations, including a discussion of changes to address compliance with minimum standards for EV charging infrastructure under [23 CFR 680](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680).>

Program Evaluation [REQUIRED - Updated 6/2/23]

<Include updates to a summary of how the State will monitor and report progress of the overall statewide Electric Vehicle AFC network and update this plan annually to address opportunities for improvement. If applicable, this section should provide a summary and assessment of the performance of EV chargers based on data submitted to the Joint Office in compliance with [23 CFR 680.112](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680) (see Section V-B in the NEVI Formula Program Guidance for more information).>

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]