

Washington State Plan for Electric Vehicle Infrastructure Deployment

July 2023 Update



WASHINGTON STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT: JULY 2023 UPDATE

Submitted to the Federal Highway Administration and the Joint Office of Energy and Transportation for the National Electric Vehicle Infrastructure (NEVI) Formula Program

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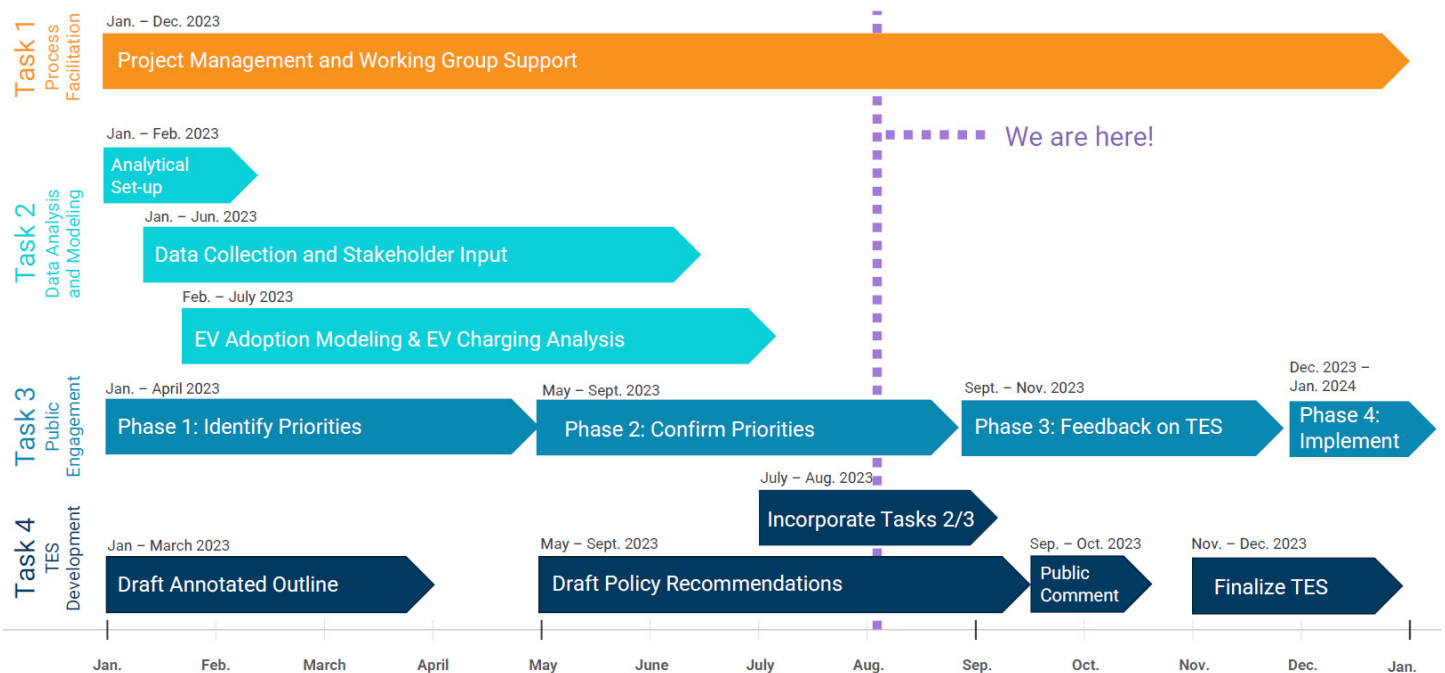
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INTRODUCTION

Washington State’s Plan for Electric Vehicle Infrastructure Deployment is a blueprint for the planning, prioritization, and implementation of a statewide network of charging stations along state highways. The plan’s vision is a network where all Washingtonians can choose to drive or ride electric, with a goal of developing a convenient, reliable, affordable, and equitable charging experience for all. Washington State expects to invest about \$71 million from this program over five years, along with a 20 percent non-federal match of \$17.75 million. Washington will finalize and submit this updated document by August 1, 2023, for eligibility for FY 2024 federal funding. The state maintains a website (<https://wsdot.wa.gov/construction-planning/statewide-plans/national-electrical-vehicle-infrastructure-plan>) to provide updated information on the planning process and implementation.

Washington will identify investments in fast charging along the state’s existing Alternative Fuel Corridors (AFCs), beginning with interstates. The priority deployments will include completing the state’s north/south and east/west interstates, I-5 and I-90, respectively, to the federally defined built out standards. Secondary priorities for investments include completing the I-82/I-182 and US 395 AFCs followed by US 101 and US 195. State funding of Direct Current fast chargers will supplement state route corridors that are not eligible for federal NEVI funding. Through annual updates of the Washington State Plan for Electric Vehicle Infrastructure Deployment, the state will re-prioritize projects based on completed investments, as informed by the Mapping and Forecasting Tool, and as advised by the Interagency EV Coordinating Council (IEVCC).

The IEVCC, with a consultant team led by RMI, is tasked with creating a statewide [Transportation Electrification Strategy](#) (TES) to ensure that electric vehicle incentives and infrastructure are accessible and available to all Washingtonians. Since submitting the initial NEVI state plan, partners have been gathering input from a wide range of Washington residents—drivers and non-drivers, members of communities large and small—who represent a diversity of backgrounds and perspectives. Work officially started in January 2023 and the TES is due to the Washington State Legislature in December 2023 as shown on this timeline:



Updates from Prior Plan

This is the FY 2024 Update for the Washington State's Plan for Electric Vehicle Infrastructure Deployment. This update provides a streamlined version of the initial plan, with some content moved to the Appendices.

The following sections have been modified since the initial state NEVI plan was submitted in July 2022:

State agency Coordination

- Adds interagency working groups established since August 2022.

Public Engagement

- Includes Community Engagement Outcomes Report. (required)

Contracting (required)

- Includes contracting process status, awarded contracts, scoring methodologies, and federal requirement compliance plan.

Existing and Future Conditions Analysis (required)

- Replaces Current and Historical Electric Vehicle Population Chart.
- Updates Alternative Fuel Corridor designations to include Round 7 nominations.
- Updates maps and locations of charging infrastructure.

EV Charging Infrastructure Deployment (required)

- Describes planned charging stations and planning towards a fully built out determination.

Equity Considerations (required)

- Updates identification and outreach to Disadvantaged Communities (DACs).
- Revises process to identify, quantify, and measure benefits to DACs.

Labor and Workforce Considerations (required)

- Updates the approach to ensure workforce compliance with EVSE certification and NEVI rules.

Program Evaluation (required)

- Updates summary of how the state will monitor and report progress on program.

Dates of State Plan for Deployment, Development, and Adoption

The state will implement its plan within the 5-year funding cycle of the NEVI program. The table below highlights the major milestones and deliverables of the plan. WSDOT and the Interagency Electric Vehicle Coordinating Council (IEVCC) will update this schedule annually based on further identification of gaps and priorities for plan implementation.

Major milestones of the Plan for Electric Vehicle Infrastructure Deployment

Anticipate d ates	Milestones
<p>Year 1 FFY 2022-23</p>	<ul style="list-style-type: none"> • NEVI team conducts stakeholder outreach and drafts initial state NEVI plan. • Interagency Electric Vehicle Coordinating Council (IEVCC) reviews and adopts initial state NEVI plan, WSDOT submits plan to FHWA for approval. • Prioritization of Alternative Fuel Corridors (AFCs) and projects; public outreach. • Review NEVI program rules • Continue public engagement on initial plan. • Begin developing the State’s Transportation Electrification Strategy
<p>Year 2 FFY 2024</p>	<ul style="list-style-type: none"> • Nominate additional AFCs. • Draft competitive bidding documents, gather stakeholder feedback. • Issue annual RFP, select projects, award contracts. • Monitor and evaluate implementation progress.
<p>Year 3 FFY 2025</p>	<ul style="list-style-type: none"> • Construction begins from first round of funding. Hold groundbreaking events. • Issue RFP for another round of funding, select projects, award contracts. • Monitor and evaluate implementation progress.
<p>Year 4 FFY 2026</p>	<ul style="list-style-type: none"> • Issue annual RFP, select projects, and award contracts. • Monitor and evaluate implementation progress.
<p>Year 5 FFY 2027</p>	<ul style="list-style-type: none"> • Conduct gap analysis to identify remaining network discontinuities. • Issue final RFP, select projects, award contracts. • Evaluate program.
<p>Ongoing efforts and activities</p>	<ul style="list-style-type: none"> • Monitor projects for 5 years as of commissioning date for each charging plaza. • Hold regular IEVCC meetings. • Continue investing state funding in state route corridors. • Collect and report data on EVSE usage and reliability.

State NEVI Plan Update

WSDOT is coordinating with the Interagency Electric Vehicle Coordinating Council (IEVCC) on development, implementation, and evaluation of Washington's NEVI program and annual updates.

The IEVCC adopted the [Washington State Plan for Electric Vehicle Infrastructure Deployment](#) (NEVI State Plan) in July 2022. FHWA approved the plan in September 2022.

From August 2022 through July 2023, the IEVCC has fully formed with representatives from the ten state agencies listed in the legislation. The council has established roles, responsibilities, and objectives. The council has also created an executive committee, an equity task force, a state agency staff working group, a 25-member advisory committee, and six policy work groups. This work supports the NEVI program as highway corridor ZEV infrastructure for light, medium, and heavy duty vehicles is an important part of the state's efforts to advance transportation electrification.

The IEVCC is focused on developing the state's Transportation Electrification Strategy which is due to the state legislature by December 31, 2023. On behalf of the IEVCC, the Commerce Energy Office contracted with RMI and subconsultants on these four tasks:

- Task 1: Process facilitation to support the EV Council, Advisory Committee, and works groups.
- Task 2: Data analysis and modeling to forecast zero emission vehicles adoption and infrastructure needs.
- Task 3: Public Engagement
- Task 4: Transportation Electrification Strategy development.

In 2023, WSDOT nominated all remaining interstates and US highways as EV corridors through Round 7 of the Alternative Fuel Program and is awaiting announcements of new national corridor designations.

In 2024, 2025 and 2026, the state will issue RFPs and award contracts. The EV Council will monitor and evaluate the implementation process.

In FY 2027, the Council will perform a gap analysis to identify gaps in the AFC charging network, address ongoing challenges, and identify future funding sources and opportunities for expansion.

Ongoing efforts throughout the 5-year period include monthly IEVCC meetings, accounting for the State ZEVIP funding in the biennial state budget, and iterative public engagement. The EV Council will update stakeholders and the public regularly on the planning and implementation process and provide opportunities for feedback.

STATE AGENCY COORDINATION

Interagency EV Coordinating Council

In March 2022, the Washington Legislature passed and Governor Inslee signed the 16-year, \$17 billion [Move Ahead Washington](#) transportation package, which has six times the amount of funding for climate and clean transportation investments than its 2015 predecessor. The legislation ([ESSB 5974](#)) created the new Interagency Electric Vehicle Coordinating Council (EV Council) so state agencies can better collaborate on efforts to accelerate electric vehicle adoption and reduce transportation-sector greenhouse gas emissions. The EV Council duties are to:

- Develop a statewide transportation electrification strategy for meeting the state’s Clean Cars 2030 target: that all passenger and light-duty vehicles of model year 2030 or later that are registered in Washington State be zero emission vehicles; and the state’s 2035 mandate: that all passenger and light-duty vehicles of model year 2035 or later that are registered in Washington State be zero emission vehicles.
- Identify all electric vehicle infrastructure grant-related funding, including both existing and future opportunities.
- Coordinate grant funding criteria across agency grant programs.
- Develop a robust public and private outreach plan that includes engaging with community organizers, the Environmental Justice Council, and local governments.
- Direct implementation of the National Electric Vehicle Infrastructure program.
- Provide annual reports.
- Ensure the activities associated with advancing transportation electrification benefit vulnerable and overburdened communities.

The 10 state agencies represented on the IEVCC include:

- **Commerce Energy Office—Co-chair**
- **Department of Transportation (WSDOT)—Co-chair**
- Office of Financial Management (OFM)
- Department of Ecology (Ecology)
- Department of Enterprise Services (DES)
- State Efficiency and Environmental Performance Office (SEEP)
- Department of Agriculture
- Department of Health
- Utilities and Transportation Commission (UTC)
- Office of the Superintendent of Public Instruction (OSPI)

The EV Council meets monthly on the first Wednesday of each month. EV Council meetings are open to the public and are aired live and recorded by the local TVW news station. The meeting agenda and presentation materials are published online the week prior to meetings. In 2023, the EV Council is focused on development of the state’s Transportation Electrification Strategy. NEVI status updates are provided at EV Council meetings.

To fulfill its responsibilities, the EV Council needs to delegate tasks to workgroups that can be reported back to the full council in the form of presentations and recommendations. Furthermore, ESSB 5974 requires the EV Council to create an advisory committee so stakeholders can provide input on these work products.

Between August 2022 and July 2023, the following committees, work groups, and Task Forces were established:

Executive Committee

The EV Council relies on its Executive Committee, composed of representatives of the Departments of Commerce, Ecology, Enterprise Services, Transportation, and the Utilities and Transportation Commission. The Executive Committee meets weekly to steer the EV Council's activities. The Executive Committee's responsibilities include:

- Approving agendas for EV Council meetings.
- Working with the co-chairs to provide direction to EV Council staff.
- Working with the Department of Commerce to provide direction to EV Council consultants.
- Working with the co-chairs, Governor's Office, and Department of Health on coordination with the Environmental Justice Council.
- Tracking progress on EV Council responsibilities and making recommendations to full EV Council ensure a path to success.
- Making recommendations to full EV Council on matters pertaining to governance, decision making, committee and workgroup structure, and other administrative actions.

State Agency Electric Vehicle Charging Infrastructure Workgroup

The workgroup brings together state program managers of ZEV funding programs, tools, rulemakings, and policies related to building out the state's electric vehicle supply equipment, associated power supply, standards and consumer protections, and workforce needs. In the future, a subset of the workgroup may focus on incentivizing or promoting the purchasing, leasing, or subscribing to use of electric vehicles. The group meets monthly to coordinate on state agency programs.

Equity Task Force

Representative from a variety of backgrounds serve on an Equity Task Force responsible for incorporating equity concerns throughout the development of the statewide Transportation Electrification Strategy. The Equity Task Force has met three times—once in person and twice through online workshops. Members contribute by sharing professional and personal expertise that is relevant to ensuring that overburdened and vulnerable communities are included and benefit from Washington's transition to electric transportation. The Equity Task Force members read and comment on draft materials and share lived experiences and additional resources.

Advisory Committee

The EV Council created a 25-member Advisory Committee to provide regular opportunities to a representative group of stakeholders for providing input on EV Council work products. The Advisory Committee meets monthly on the third Wednesday of each month. Meetings are open to the public and are aired live and recorded by the local TVW news station. The meeting agenda and presentation materials are published online the week prior to meetings. The Advisory Committee selected two of its members to lead the committee and co-chair the meetings. Responsibilities of the Advisory Committee are to:

- Help EV Council members, staff, and consultants gather information and develop recommendations in statewide transportation electrification strategy.
- Provide feedback on draft versions of the statewide transportation electrification strategy during each stage of development.

- Hear updates and provide feedback on agencies' programs, rulemakings, and other policy development.
- Serve as a partner with EV Council staff and consultants on public engagement strategies and provide support in communicating EV Council efforts to the public.
- Provide additional feedback and assistance as determined by the Executive Committee or full EV Council.

Members of the Advisory Committee represent these organizations and perspectives:

1. City of Seattle Office of Sustainability and Environment, City Government
2. Puget Sound Clean Air Agency, Clean Air Agencies
3. 8020 Vision, Community-Based Organizations
4. CaliberA LLC Community-Based Organizations
5. Pierce County Planning and Public Works, Sustainable Resources, County Government
6. Washington State Auto Dealers Association, Auto Dealerships
7. AAA Washington, EV Consumer Association or Advocate
8. Alliance for Automotive Innovation, EV Manufacturer
9. Puget Sound Solar LLC EV Support, EVSE Provider
10. Energy Northwest, Public Electric Utility
11. FMS Global Strategies / WA Build Back Black Alliance, Environmental Justice Advocate
12. Puget Sound Energy, Investor-Owned Electric Utility
13. Puget Sound Electrical JATC, Labor Union
14. BlueGreen Alliance, Labor Union
15. Pacific Northwest National Laboratory, Scientific/Technical
16. The Northwest Seaport Alliance, Ports
17. Seattle City Light, Public Electric Utility
18. SW WA Resident, Citizen, and Environmental Justice Advocate
19. Yakima Valley Resident, Citizen
20. King County Metro Transit Department, Public Transit Agency
21. Sound Transit, Public Transit Agency
22. Spokane Regional Transportation Council, Transportation Planning Organization/Active Mobility Advocate
23. Confederated Tribes of the Colville Reservation, Tribal Government
24. Association of Washington Business, Business Interests
25. Climate Solutions, Environmental Advocate and Active Mobility Advocate

Policy Issue Task Forces

The following Task Force Groups were created to help shape the Transportation Electrification Strategy. The six issue task forces are considering these questions and will feed their policy and investment recommendations to the Advisory Committee and full EV Council:

1. Workforce Development (18 members)

How can the state support strong job training and development in electric vehicle charging, supply chains, maintenance, and operations? How can the state support workers in the existing fossil fuel-based transportation sector during this transition?

2. Light duty vehicle incentives (15 members)

How can the state remove barriers for consumers, especially low- and moderate-income consumers, to adopt electric vehicles? How can the state incentivize auto manufacturers and dealers to place more electric vehicles for sale and lease in Washington, as well as bring down purchase prices?

3. Medium and heavy-duty vehicle incentives (20 members)

How can the state accelerate the medium- and heavy-duty zero-emission vehicle market? How can the state support businesses, independent owner-operators, and manufacturers to meet adoption targets?

4. Charging and utility infrastructure (36 members)

How can the state ensure there is sufficient and reliable charging infrastructure to power the electric vehicles being adopted? How can the state help prevent delays and reduce costs for utilities, electric vehicle supply providers and network operators, local governments, tribal governments, and other local implementers?

5. Community and fleet capacity building (13 members)

How can the state provide effective technical assistance and education for community organizations and small public and private entities? How can the state provide training and resources specifically for fleet managers responsible for making this transition?

6. Electrifying compact development (5 members)

How can the state transition to electric vehicles without making it harder to build the compact development, especially near transit, needed to achieve our climate goals and expand transportation access? How can we expand energy efficient transportation options like active transportation and transit through our electrification work?

The state held an all-day stakeholder policy workshop in June 2023. More than 100 people total from all six issue Task Forces traveled to participate in the discussions. The workshop program included plenary and breakout sessions:

- Plenary presentation: Transportation Electrification Strategy Overview
- Breakout #1 Iceberg Activity to create a shared, robust understanding of the system and its challenges.
- Plenary presentation on Equity in transportation electrification
- Breakout #2 Identifying Impacts to identify potential positive and negative impacts withing the policy menu, along with implementation considerations and any red flags from group members.
- Breakout #3 Surfacing priorities by discussing policies and programs within designated topic areas through the lenses of impact, equity, and urgency.
- Report out and Next Steps

Participants in the Policy Workshop included representatives from these organizations:

Organization	Policy Workgroup	Organization type
Washington Public Ports Association	Capacity building	Port
Commerce	Capacity building	State
IBEW 46	Capacity building	Labor
Pierce County	Capacity building	Local government
Clean Cities Coalition	Capacity building	Climate non-profit
Washington State School Directors' Association	Capacity building	Schools
Urban League of Metropolitan Seattle and Tacoma Urban League	Capacity building	CBO
WA Build Back Black Alliance	Capacity building	CBO
WSU Energy	Capacity building	State
Drive Electric Week	Capacity building	Consumers
Tenants Union	Capacity building	Tenants
Gather Together Grow Together and The Conduit Network	Capacity building	CBO
Front & Centered	Capacity building	EJ non-profit
Public Counsel	Compact development	State
DES	Compact development	State
WSDOT Public Transportation Division	Compact development	State
Municipal Research and Services Center	Compact development	Local government
Commerce	Compact development	State
UTC	Infrastructure	State
Attorney General's Office	Infrastructure	State
Commerce	Infrastructure	State
Seattle City Light	Infrastructure	Utility
Disability Mobility Initiative, Disability Rights WA	Infrastructure	Disability non-profit
NWEC	Infrastructure	Climate non-profit
African Community Housing and Development	Infrastructure	CBO
PNWER	Infrastructure	Regional
Flo Charging	Infrastructure	EVSP
DES	Infrastructure	State
DOE Clean Technology	Infrastructure	Federal?
Commerce	Infrastructure	State
ChargePoint, Sullivan Advocacy	Infrastructure	EVSP
LIUNA	Infrastructure	Labor
Rivian	Infrastructure	OEM
Puget Sound Energy	Infrastructure	Utility
King County Metro	Infrastructure	Transit agency
Sound Transit	Infrastructure	Transit agency
DES	Infrastructure	State

WASHINGTON STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

Organization	Policy Workgroup	Organization type
Drivers Union	Infrastructure	Labor
Sequoyah Electric	Infrastructure	Contractor
Sequoyah Electric, LLC	Infrastructure	Contractor
Clark County PUD	Infrastructure	Utility
ChargePoint	Infrastructure	EVSP
Emerald Cities Collaborative	Infrastructure	EJ non-profit
N/A	Infrastructure	N/A
EVGo	Infrastructure	EVSP
CaliverA LLC	Infrastructure	Consultant
ChargePoint	Infrastructure	EVSP
Energy Northwest	Infrastructure	Public power
EVCS	Infrastructure	EVSP
Drivers Union	Infrastructure	Labor
Avista	Infrastructure	Utility
Puget Sound Energy	Infrastructure	Utility
DES	Infrastructure	State
Seattle City Light	Infrastructure	Utility
Washington State Auto Dealers Association	LDV incentives	Dealership
Forth	LDV incentives	Climate non-profit
Marysville Toyota	LDV incentives	Dealership
Snohomish County PUD	LDV incentives	Utility
Washington State Community Action Partnership	LDV incentives	CBO
Center for Sustainable Energy	LDV incentives	Program administrator
Tesla	LDV incentives	OEM/EVSP
Puget Sound Clean Air Agency	LDV incentives	Clean air agency
Auto Alliance for Innovation	LDV incentives	OEM
Commerce	LDV incentives	State
Center for Sustainable Energy (CSE)	LDV incentives	Program administrator
WA State Coalition of African Community Leaders	LDV incentives	CBO
Washington AGO Public Counsel Unit	LDV incentives	State
Coltura	LDV incentives	Climate non-profit
Ecology	LDV incentives	State
Climate Solutions	MDV incentives	Climate non-profit
Clean & Prosperous WA	MDV incentives	Climate non-profit
AAA Washington	MDV incentives	Consumers
PACCAR	MHD incentives	OEM
Forum Mobility	MHD incentives	Service provider
Rivian	MHD incentives	OEM
PNWER	MHD incentives	Regional

WASHINGTON STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

Organization	Policy Workgroup	Organization type
PACCAR	MHD incentives	OEM
Earth Justice	MHD incentives	Climate non-profit
Skagit Transportation	MHD incentives	Transit
Twin Transit	MHD incentives	Transit
TEC Equipment	MHD incentives	Trucking business
TEC Equipment	MHD incentives	Trucking business
Northwest Seaport Alliance	MHD incentives	Port
AAA Washington	MHD incentives	Consumers
Washington Trucking Association	MHD incentives	Trucking business
WSDOT	MHD incentives	State
Commerce	MHD incentives	State
Seattle Latino Chamber of Commerce	MHD incentives	CBO
City of Seattle	MHD incentives	City
African Chamber of Commerce	MHD incentives	CBO
ATU	Workforce	Labor
BlueGreen Alliance	Workforce	Climate non-profit
ATU 843	Workforce	Labor
WA State Building & Construction Trades Council	Workforce	Labor
African Community Housing and Development	Workforce	CBO
Puget Sound Chapter, National Electrical Contractors Association	Workforce	Contractor
ATU	Workforce	Labor
PacifiCorp / Pacific Power	Workforce	Utility
WSA Pipe Trades/UA Local 32 Plumbers and Pipefitters	Workforce	Labor
AAA Washington	Workforce	Consumers
LIUNA	Workforce	Labor
BlueGreen Alliance	Workforce	Climate non-profit
PNWER RIA	Workforce	Region
People's Economy Lab	Workforce	CBO
Kia of Puyallup	Workforce	Dealership
LIUNA	Workforce	Labor
Certified Electricians of WA	Workforce	Labor
Inland Empire Chapter NECA	Workforce	Contractor
Commerce		State
RMI		Consultant

To follow up on the feedback from the all-day policy workshop, the individual Task Forces are meeting again during August 2023. Members of the task forces are completing topic-specific surveys about each proposed policy and then discussing them at two-hour virtual sessions. Because the follow-up meetings are online, more people from across the state can participate and organizations such as electric utilities can participate in multiple task force meetings.

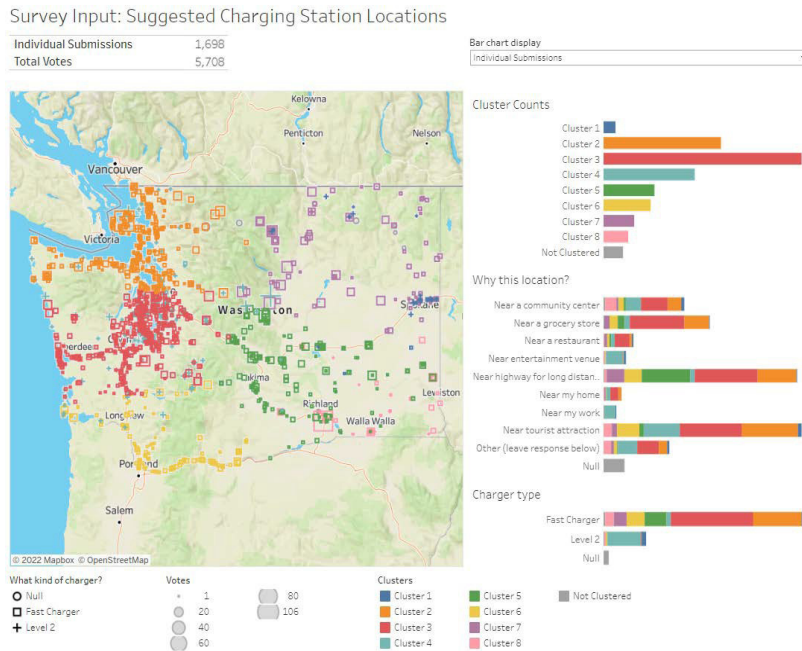
PUBLIC ENGAGEMENT

Community Engagement Outcomes Report

for August 2022 – July 2023

Public engagement resources and activities for the initial Washington State Plan for Electric Vehicle Infrastructure Deployment included public listening sessions, polling questions, and an interactive map. The state’s NEVI team is continuing the community engagement as they further develop and implement the plan. The Washington State Plan for Electric Vehicle Infrastructure Deployment web page will be maintained by WSDOT to keep stakeholders involved in the planning process and to provide opportunities for continuous input. WSDOT intends to keep open an interactive map where people can propose charging station locations and “like” other people’s suggested charging locations. To make space for more recent public outreach, most of the results from the initial public outreach summary have been moved to Appendix A of this state plan update.

Interactive map results



2023 Update

Most of the public engagement conducted since the initial state NEVI plan has been through the EV Council with the help of consultants working on the state’s Transportation Electrification Strategy. As mentioned in the State Agency Coordination section of this update, much of the stakeholder engagement is happening through special groups including the EV Council, 25-member advisory committee, Equity Task Force, state agency working group and six topic Policy Taskforces. There is also a consultant task on Public Engagement which includes drafting of long-term education and outreach plans.

As of July 2023, Washington is in the second of four phases in the Task 3 Public Engagement plan:

Phase 1: Discovery (complete)

Phase 2: Filling the Gaps and Confirming Priorities (in progress)

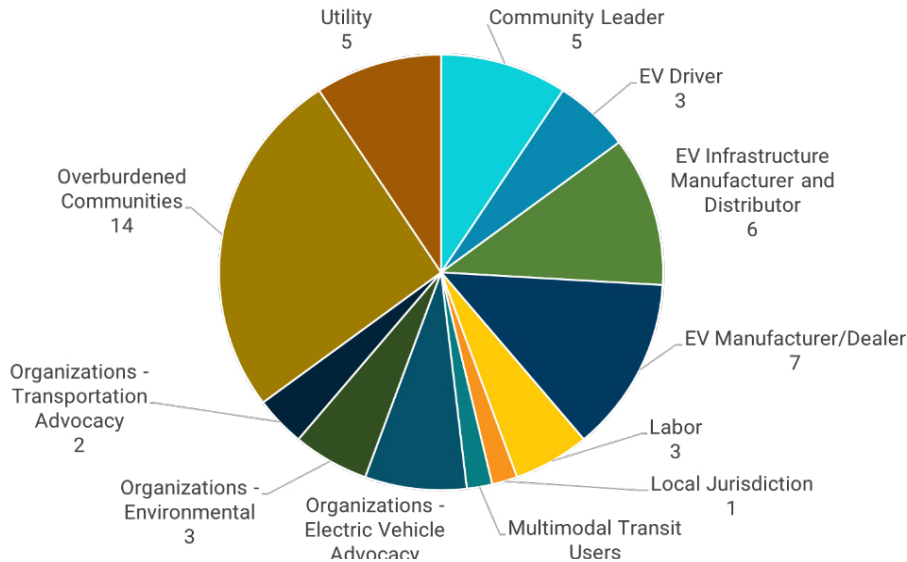
Phase 3: Feedback on Framework via Public Comment Period (starting September/October 2023):

Phase 4: Begin Implementation (2024)

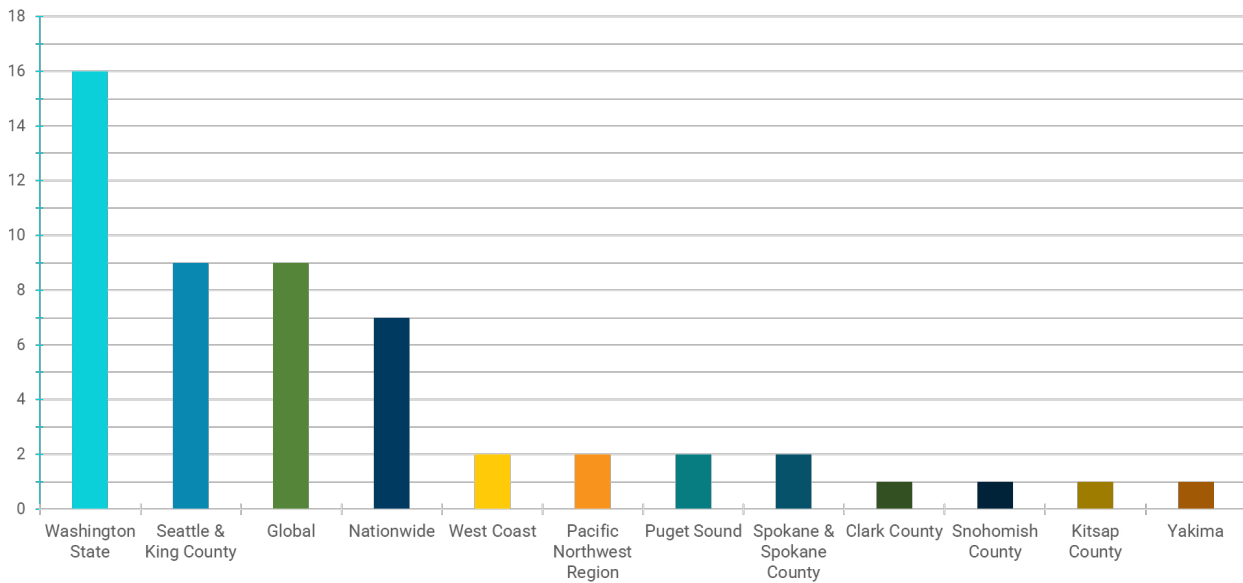
For the discovery phase, the state conducted one-on-one interviews and held focus groups. Through this effort 56 people, representing 54 organization in total were reached. Highlights include:

- 27 one-on-one interviews were conducted.
 - 15 interviews conducted by Cascadia and NW Energy Coalition
 - 12 interviews conducted by Front & Centered
- 5 focus groups were held with 29 total attendees.
 - OEMs: 6 attendees
 - Environment: 2 attendees
 - Utilities: 5 attendees
 - EV Drivers: 9 attendees
 - EVSE Service Providers: 7 attendees

Phase 1 Audiences Engaged



Phase 1 Geographic Service Area of Groups



Filling in the Gaps

Following the one-on-one interviews and focus groups, the engagement plan advanced to filling in the gaps and confirming priorities. The initial gap identification includes missing audience groups (from the original audience list), additional overburdened and vulnerable communities/community leaders, and Eastern and Central Washington perspectives.

The state is actively reaching out to the missing audiences to confirm priorities and to get feedback on the proposed strategy framework.

- Missing Audience Groups
 - Labor subcommittee
 - Multifamily property owners/managers
 - Towing and recovery fleets
 - EVSE Contractors
 - Manufacturing committee member
- Additional Overburdened and Vulnerable Communities
 - King County Metro Mobility Equity Cabinet
 - Community organizations focused on Central and Eastern Washington
- Eastern and Central Washington Perspectives
 - Community organizations focused on Central/Eastern Washington
 - Local governments
 - Association of Washington Cities; Clean Cities Coalition

The Outcomes of the Public Engagement include the identification of barriers:

- Charging Barriers
 - Lack of charging infrastructure in public/transportation corridors
 - Need for charging expertise at utilities
 - Lack of policy and standardization needed for charging
 - Multifamily housing charging challenges
 - Long permitting timelines
- Vehicle Barriers
 - Upfront cost of EVs
 - Lack of accessible education and exposure to EVs
 - Differences in community priorities when it comes to EVs
- Infrastructure & Workforce Barriers
 - Lack of or limited non-charging infrastructure to support the demand on the electric grid
 - Need for additional electric generation
 - Inequitably accessible (language/technology access)
 - Lack of workforce development

Summary of Most Impactful Incentives

- Prefer rebates rather than tax incentives.
- Access to low-cost charging stations or public/workplace charging stations.
- Easy and more streamlined – at point-of-sale so people don't have to navigate complicated systems.
- Stack-ability – should be able to put everything into a single application.
- Infrastructure and utility incentives
- Update policies/regulations to make incentives more accessible.

Surveys and Key Takeaways

In addition to interviews and focus groups, stakeholders were invited to respond to surveys to help inform the development of a stakeholder engagement plan.

Washington AAA provided input from 12,000 AAA members on their lived experience with EVs, 50% of whom are considering an EV to replace their current vehicles.

The TES consultant team conducted a statewide survey. Here is a summary:

Statewide Survey – Audiences

Key audience is people who are ready to adopt: they will replace their vehicle within five years and are already likely to choose an EV.

- 63% of all respondents say they will replace their vehicle within 5 years.
- 45% of all respondents say it is very likely, likely, or somewhat likely their next vehicle will be an EV.
- 27% of all respondents say both that they will replace their vehicle within 5 years and are very to somewhat likely to choose an EV.
- 10% of all respondents say both that they will replace their vehicle within 5 years and are neutral to unlikely to choose and EV.

Statewide Survey – Identified Barriers

- Upfront cost: The upfront cost of buying an EV is too high.
- Concerns about range and charging: EVs don't have enough range and there aren't enough charging stations to get where I need to go.
- Concerns about outdated technology: EV technology is changing fast, and I don't want to buy a new car that will quickly be outdated.
- Concerns about batteries: EV batteries wear out quickly, can't be recycled, and use rare earth minerals that are mined in harmful ways.
- Concerns about function in emergencies: EVs may not work during power outages or if people need to evacuate for wildfires, floods, or earthquakes.

Statewide Survey – General Messaging

- All market segments said the following two messages would make them more likely to get an EV.
 - **EVs' affordability to operate:** Electricity is much cheaper than gas, and EVs require much less maintenance than gas-powered cars and trucks. This means an EV can save you thousands of dollars in operating costs.
 - **Upfront affordability:** There are now several EV models in the \$25,000 - \$30,000 price range. Federal tax credits of up to \$7,500 and no state sales tax for EVs means you could pay the same or even less for an EV than a comparable gas-powered car.

Statewide Survey – Targeted Messaging

- Resonant messages were more diverse across racial/ethnic groups.
 - **EVs' affordability to operate:** Electricity is much cheaper than gas, and EVs require much less maintenance than gas-powered cars and trucks. This means an EV can save you thousands of dollars in operating costs.
~Asian, Black, Latino respondents
 - **Upfront affordability:** There are now several EV models in the \$25,000 - \$30,000 price range. Federal tax credits of up to \$7,500 and no state sales tax for EVs means you could pay the same or even less for an EV than a comparable gas-powered car.
~Black, Latino, Native Hawaiian/Pacific Islander respondents

- Messages that resonated with respondents also varied regionally.
 - **EVs' affordability to operate:** Electricity is much cheaper than gas, and EVs require much less maintenance than gas-powered cars and trucks. This means an EV can save you thousands of dollars in operating costs.
~NE WA, Central WA, NW WA, Olympic Peninsula, SW WA, King County
 - **Upfront affordability:** There are now several EV models in the \$25,000 - \$30,000 price range. Federal tax credits of up to \$7,500 and no state sales tax for EVs means you could pay the same or even less for an EV than a comparable gas-powered car.
~SE WA, NE WA, NW WA, SW WA, S. Sound
 - **Diverse EV models:** More models of electric vehicles than ever before are coming onto the market, with pick-ups, SUVs, crossovers, all-wheel drive, and other options now available. There are now several EV models in the \$25,000 - \$30,000 price range.
~SE WA, Central WA, NW WA, Olympic Peninsula, SW WA

The state is using the survey information to create methods to educate and engage Washington residents and businesses about the opportunities and benefits of transportation electrification through an EV education plan and an EV engagement plan.

EV Education Plan

Washington is developing a guide for a short-term public marketing campaign to provide Washingtonians the information they need to buy or lease EVs. The methods used to develop the EV education plan include a survey, one-on-one interviews, and focus groups. The plan identifies audiences by EV market segment and includes the following for each one:

- Perceived barriers and benefits to vehicle electrification
- Goals and desired behaviors
- Core messaging
- Outreach platforms and channels

EV Engagement Plan

The purpose of the engagement plan is to gather ongoing community and key audience perspectives and input to inform TES implementation-related decision making. The proposed engagement actions by strategy that result in audience involvement; equitable and representative decision-making, and performance measures are:

- Strategy 1 - Identify stakeholder network that will support long-term engagement activities.
- Strategy 2 - Set up a consistent engagement infrastructure and communication system.
- Strategy 3 - Engage Washingtonians in TES.

Tribal Engagement

The EV Council strives to work in consultation with individual tribes to support a just transition from fossil-fuel powered vehicles to EVs and understands this transition will require ongoing communication and coordination.

Tribal engagement has been conducted through consultation letters, presentations, and grant project support.

Tribal Consultation and Outreach

Tribal liaisons from Washington's departments of Commerce and Transportation sent consultation letters to tribal leaders in Washington to inform them about statewide efforts to accelerate electric vehicle adoption and to request future input regarding their tribe's needs and concerns. The letters explained that the state is developing a Transportation Electrification Strategy to equitably accelerate the transition to electric vehicles which necessitates early and meaningful input from Washington State federally recognized tribes.

Each of the tribes was invited to meet with the co-chairs of the EV Council (Commerce and WSDOT). The Cowlitz Indian Tribe accepted the invitation and held an initial meeting with Commerce and WSDOT in June 2023. In addition, the Affiliated Tribes of NW Indians (ATNI) held a Tribal Clean Energy Summit in May 2023 and included two sessions on transportation electrification.

Tribal members were also encouraged to complete a survey to discuss:

- initial perspectives on transportation electrification.
- how transportation electrification can help meet the Tribal Members' transportation needs.
- barriers to transportation electrification for the tribe.
- perspectives on how transportation electrification could benefit or impact the tribe.

Support for NW Tribal ZEV Network

Commerce and Transportation staff coordinated with the Cowlitz Indian Tribe's proposal for the Federal Highway Administration's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for the Northwest Tribal Zero Emission Vehicle Charging and Fueling Network (NW Tribal ZEV Network) project. Washington State Transportation Secretary Roger Millar signed a letter of support for the project.

The vision of the Northwest Tribal ZEV Network is to utilize the existing architecture of tribal reservation lands to build a network of charging and fueling stations that will catalyze carbon reduction in the transportation system and direct economic benefits to tribal communities and enterprises. The Cowlitz Indian Tribe is the lead applicant for the NW Tribal ZEV Charging and Fueling Network. Five other tribes in the Pacific Northwest are sub-applicants.

1. Lummi Nation
2. Stillaguamish Tribe of Indians
3. Puyallup Tribe of Indians
4. Confederated Tribes of the Chehalis Reservation
5. Klamath Tribes

The objective of the NW Tribal ZEV Network project is to expand public EV charging infrastructure and fill gaps in EV charging access at five tribal sites in Washington and one in Oregon. The sites are predominantly located in rural and distressed communities along key travel corridors. If funded, a total of 40 DC Fast Charging (DCFC) and 46 Level 2 (L2) chargers will be constructed and operated for 5 years.

Utility Engagement

Grid Capacity and Electric Utilities that Service the Study Area

On May 7, 2019, Governor Jay Inslee signed into law the Clean Energy Transformation Act (CETA) which commits Washington to an electricity supply free of greenhouse gas emissions by 2045. A component of CETA is an assessment of resource adequacy. The Department of Commerce and Washington Utilities and Transportation Commission hold annual meetings to discuss the current, short-term, and long-term adequacy of energy resources to serve the state’s electric needs. Topics covered include recent assessments of electricity demand and supply, the electric power industry’s progress in developing a coordinated resource adequacy program, and other actions utilities are taking to ensure resource adequacy. The report to the Governor and legislature after the 2021 meeting noted that more electric generation will be needed in the western region, both to meet load growth and replace retiring fossil fuel generating plants. Topics of interest to stakeholders include recommendations to prevent blackouts, regulatory changes to improve resource adequacy, statutory changes to improve resource adequacy, and utility actions to improve resource adequacy.

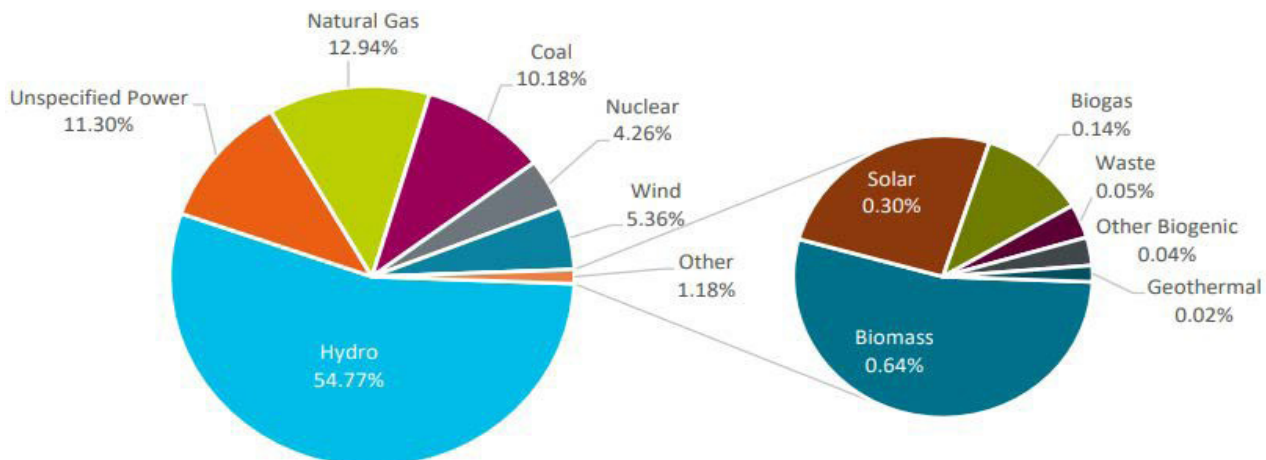
The Department of Commerce’s 2021 State Energy Strategy outlines a blueprint for achieving CETA goals, including in the electricity sector. The strategy notes that the electric power system requires substantial alteration. New or expanded transmission capacity is required for access to the best renewable resources and to take full advantage

of coordination opportunities across the West. The Strategy details three key needs for the sector, including accelerating investment in renewable generating resources and transmission, building a smart and flexible grid, and facilitating community deployment of renewable generation resources and grid services.

Electrical utility providers in Washington include both publicly owned utilities and investor-owned utilities. The Department of Labor and Industries lists 63 electrical utility providers in Washington, including Public Utility Districts. RCW 54.16.430 allows both investor and consumer owned utilities to develop Transportation Electrification Plans and EV related incentive programs, as long as the costs of the TE Plan and programs do not increase the cost to rate payers in excess of one quarter of one percent.

According to the U. S. Energy Information Administration, Washington ranks 9th in the US for electricity production and generated more electricity from hydropower than any other state. Washington produced nearly one-third of the nation’s hydroelectric generation in 2020. The Grand Coulee Dam on Washington’s Columbia River is the largest power plant by generation capacity in the United States, and the seventh-largest hydropower plant in the world. It typically supplies about 21 million megawatt-hours of electricity annually to eight western states and parts of Canada. The following figure displays the state’s fuel mix data from the Department of Commerce.

Data from Commerce’s 2020 Fuel Mix Disclosure



Engagement with Utilities

The 25-member Advisory Committee engaged with electric utilities during its July committee meeting. EV Council members were invited to listen in. Here are the outcomes from that outreach:

Washington's electric utilities are growing from power companies to transportation fuel companies.

- Electric utilities play an essential part in the rollout of EV charging infrastructure – and WA's utilities are doing a lot to scale public charging, upgrade the grid to support high-capacity EVSE installations, and center community needs and entrepreneurship in the process.
- Representatives from Seattle City Light and Puget Sound Energy shared their TE efforts and how they are partnering with communities.
- The Advisory Committee discussed key emissions and equity considerations to address in the TES Charging and Utility Infrastructure policy recommendations.

The outreach with utilities has led to these high-level objectives for charging and utility infrastructure:

- Integrate charging requirements into building codes; multi-family residences require special provisions.
- Ensure benefits and costs of charging infrastructure are passed on equitably.
- Ensure EVSE siting process is community-informed, streamlined, and consistent.
- Ensure EVSE are reliable and resilient.
- Offer and/or explore additional financing structures for EVSE deployment.
- Level the playing field for Consumer Owned Utilities.
- Ensure that all Washington residents can access charging equitably and easily.
- Prepare the grid to handle the increase in EV charging demand.
- Lead by example.

Site-Specific Public Engagement

Specific sites for NEVI-funded EV charging infrastructure have not yet been selected. Throughout the NEVI program, from site selection to installation and operations of equipment, the state and contractors will engage with the communities along the corridors and directly with the site hosts. Washington has a track record of engaging with communities and holding ground-breaking events, community celebrations, and ribbon cuttings. Public engagement will continue to be an important part of the NEVI program, particularly in communities of disadvantage.

Ongoing public engagement will continue through the entire 5-year plan implementation. Annual online surveys and public listening sessions will assess customer satisfaction with plan implementation. The project team will schedule public meetings and presentations, as needed, to keep stakeholders informed. People will be able to continue adding suggested charging stations to the interactive map, which will inform project prioritization. After the 5-year plan implementation, a version of the interactive map will remain active, and it will be used as a tool for EV drivers and businesses to identify Direct-Current Fast Chargers in the state.

PLAN VISION AND GOALS

The state's vision is for all Washingtonians and visitors to have the ability to use an EV and find convenient, affordable, and accessible fast-charging stations. This vision requires a statewide network for electric vehicle (EV) infrastructure that would site charging stations every 50 miles or less across the entire state highway network, including Washington State Ferries routes. Realizing this vision will eliminate "charging deserts" and remove a significant barrier to EV adoption. A statewide network of EV infrastructure may lower transportation costs and advance equity goals, as low-income households in rural areas pay a higher share of income on transportation costs. Furthermore, it would prepare the state for its goal that, beginning in 2030, all new private passenger vehicles will be electric.

Washington will prioritize implementation in designated Alternative Fuels Corridors, creating a reliable EV network along the state's busiest corridors. WSDOT will select station hardware with more plugs and higher charging capacities than required by current demand to accommodate greater EV adoption over time. Additionally, funding will be available for upgrading existing direct-current fast chargers (DCFCs) to support a robust and resilient statewide network.

Goals

- **Continuity:** Fill gaps in the EV infrastructure network
 - Frequency of stations of no less than 50 miles along the selected corridor
 - Stations are within one travel mile from the corridor
- **AFCs:** Certify existing and identify future roadways.
- **Equitable Charging Infrastructure:** Prioritize disadvantaged and rural communities, and communities with poor air quality.
- **Equity and Innovation in Contracting:**
 - Contracting will be conducted in a way to ensure resources are expended equitably and to award innovative approaches to implementation
- **Plan support:** State, local, regional, organizations and plans
 - Prioritize and build in collaboration with public organizations, in support of local/regional plans
- **Resiliency & Reliability:**
 - Where possible, provide multiple charging options, with capacity to meet future demand for EV infrastructure
 - Establish plans for operations, maintenance, and emergency response
- **Accessibility:** Easy to locate and use EV infrastructure at any point along the corridor
 - Clear and context-appropriate signage, including wayfinding to increase range confidence
 - ADA and Universal Design considerations
- **EV Adoption:** Reach 500,000 electric vehicle registrations by 2027 (likely will be revised for FY 2025 Update based on the results of the Washington State Transportation Electrification Strategy)

CONTRACTING

Contracting for the Washington State Plan for Electric Vehicle Infrastructure Deployment will be managed out of WSDOT's public-private partnerships office in combination with WSDOT's contracting office. Funds made available under the NEVI Formula Program will be used to contract with third-party entities for the acquisition, installation, and operation and maintenance of publicly accessible EV charging infrastructure to ensure maximal efficient use of federal funding. WSDOT intends to conduct a competitive bidding process for proposals for deploying charging infrastructure along entire corridors or segments of corridors with contractor(s) identifying and securing the specific host sites. The federal requirements for NEVI equipment standards, including Buy America, will be used in both the competitive bidding materials and final contract(s). State funds allocated to the Zero-Emission Vehicle Infrastructure Partnership Program may be combined with the federal NEVI funds in order to expand the EV infrastructure deployments in a consistent framework throughout the state. Washington will implement an existing approved contract acquisition method, such as a Request for Proposal or Request for Quote and Qualifications, to ensure efficiency and consistency in deploying federal funds. Ownership of the EV charging infrastructure will not revert to the State when contracting with private entities.

The statutory authority for the public-private partnerships office to procure contractors is located within Revised Code of Washington 47 .04 .350 and WSDOT's rules for selecting a contractor are located within Washington Administrative Code 468-602-050. The selection process will comply with all applicable state and federal laws that govern the procurement process. Solicitations will include, but are not limited to:

- Appointment of a procurement coordinator;
- A schedule of procurement activities;
- Bidder question and answer period;
- Public notification of apparently successful bidder;
- An optional bidder debrief; and
- Complaint and protest procedures

Washington will ensure that EV charging infrastructure is delivered in a manner that leads to efficient and effective deployment by utilizing the resources of WSDOT's contracting office in the procurement process and through contract language. WSDOT's Small Business Enterprises (SBE) Participation Plan ensures small businesses are afforded equal and fair opportunities to participate in WSDOT contracting, consulting, and procurement opportunities. Washington will ensure that contractors are engaged in communities where EV charging is installed by requiring prospective bidders to outline their engagement strategy in their operations and maintenance plan.

Status of Contracting Process

WSDOT is developing its competitive bidding materials for NEVI. Prior to issuing a Request for Proposals in 2024 for the first round of NEVI funding, the state plans to gather stakeholder feedback on project requirements and proposal evaluation criteria. The goal is to issue an RFP, evaluate proposals, and award contracts starting in 2024.

Awarded Contracts

As of July 2023, no contracts have been awarded. WSDOT will likely use a public-private partnership model for full turnkey service including financing, designing, building, operating, and maintaining the EV charging infrastructure. The state is considering applying for a SEP-14 exemption through FHWA Region 10.

Scoring Methodologies

NEVI-funded DC fast charging proposals will be evaluated based on the best value for the state. Projects proposed by EVSE service providers with proven track records of reliable equipment that exceed the minimum federal requirements (more than four chargers per site, higher powered equipment such as 350kW chargers, multiple connector types, etc.) may be prioritized.

The DRAFT evaluation criteria will be like the state's grant program for ZEV infrastructure along highway corridors:

Location and corridor: 20 possible points, Applications will be evaluated on the degree to which:

- The proposed highway corridor and host site location(s) for the EV charging infrastructure are detailed with clear, concise, and compelling justifications.
- The proposed location(s) for the infrastructure are within a travel mile of the selected corridor for EV charging.
- The proposed site(s) are easily accessible, customer friendly, easy to use, secure and convenient to electric vehicle drivers.
- The proposed location(s) provide sufficient coverage to allow a light duty electric vehicle to travel the entire length of the selected corridor, when considering highway speed limits, topography, local average temperatures, and other factors that may impact electric vehicle range.
- The proposed site location(s) provide the driver shelter from inclement weather.
- The proposed charging station site(s) integrate with Washington's network of existing and planned stations.
- The proposed site location(s) support local and/or regional plans for electric vehicle charging if one exists.

Implementation plan / O&M plan: 20 possible points, Applications will be evaluated on the degree to which:

- The stations are operated and maintained for at least five years and must meet the state and federal requirements in the department's solicitation materials for equipment offerings, interoperability standards, station operations and uptime, public access, payment options, customer service, signage, and period of performance.
- The project implementation plan is complete, credible, and logical.
- The applicant demonstrates the ability to serve consumers, reliably meet the needs of near-term vehicle deployment, and provide for increased EV adoption.
- The applicant demonstrates that the proposed project will be completed expeditiously, effectively, efficiently, and within budget.
- Proposed signage is adequate and reasonable.
- Adequate customer support service and dispatch services to address customer concerns and minor operational maintenance when reported.
- The operations and maintenance plan is comprehensive and demonstrates the ability to minimize charger downtime and ensure ongoing operations.
- The applicant demonstrates a viable and credible plan to continue operating the proposed project beyond the 5-year term of the funding agreement.
- The applicant demonstrates how the proposed project will work with regional agencies (if any) that have prepared regional readiness plans for electric vehicles.

Budget: 15 possible points, Applications will be evaluated on the degree to which:

- The applicant demonstrates the need for NEVI funding.
- The amount of requested funding is reasonable relative to the expected benefits to Washington.
- The source, type, and amount of match funds are appropriate, reasonable, and committed.
- The applicant has a high percentage of committed match share funds (5 points for at least 50% match, 4 points for at least 40% match, 3 points for at least 30% match, 2 points for at least 20% match, and 1 point for at least 10% match).
- The proposed project's budget is cost effective and reasonable relative to the scope of work.
- Administration and overhead costs are minimized.
- The applicant presents credible strategies in securing additional capital, as needed, to ensure project success.

Benefits: 15 Possible Points, Applications will be evaluated on the degree to which:

- The proposed project will help complete the National EV Infrastructure program.
- The proposed project will provide benefits to electric vehicle drivers.
- The proposed project will provide benefits to disadvantaged communities.
- The proposed project will provide benefits to communities with poor air quality.
- The proposed project will result in beneficial local and state tax impacts.

Readiness and schedule: 10 possible points, Applications will be evaluated on the degree to which:

- Site control or access rights to the proposed project site and/or building facility are secured.
- Permits required for the project are known and permitting timelines are documented and reasonable.
- The proposed project has obtained required permitting and is likely to attain State Environmental Policy Act (SEPA) compliance.
- The permitting schedule ensures successful project completion within the timeframes specified in this solicitation.
- The key financial and contractual relationships needed to complete the project are documented through letters of support from key project supporters/partners.

Team experience & qualifications: 10 Possible Points, Applications will be evaluated on the degree to which:

- The project team's qualifications (including relevant expertise, experience, and skill sets) are suitable to the tasks described in the proposed project.
- The applicant demonstrates the ability to meet deadlines and complete milestones associated with large, complex projects.
- Team member and key project partner functions are fully documented, complete, and appropriate for successful project implementation.

Innovation and sustainability: 5 Possible Points, Applications will be evaluated on the degree to which:

- The proposed project reduces utility demand charges, offsets on-peak electricity usage, or mitigates other adverse grid impacts.

- The proposed project facilitates driver charging sessions.
- The proposed project includes innovations or advanced features, including (but not limited to) renewable energy generation and integration, mitigating on-peak electricity demand, multi-use potential, innovative business models, reduced equipment or installation costs, and reduced operation and maintenance costs.
- The business model(s), if any, for the first five (5) years of operation enhance(s) the continued viability and effectiveness of the proposed project.

Equipment: 5 possible points, Applications will be evaluated on the degree to which:

- Each site includes direct-current fast charging stations with at least four CCS ports, supporting at least 150 kW per port simultaneous charging.
- The equipment and materials are identified, reasonable, necessary, and appropriate for the proposed project.
- The proposed project includes multiple charging options at installation sites.
- The chargers accept various forms of payment.

Draft Scoring Summary

Criterion	Possible Points
Location / corridor	20
Implementation plan / O&M plan	20
Budget	15
Benefits	15
Readiness and schedule	10
Team experience and qualifications	10
Innovation and sustainability	5
Equipment	5
Total possible points	100
Minimum passing score (70%)	70

Tiebreaker: If the score for two or more applications for the same corridor are tied, the application with a higher score in the readiness/schedule category will be prioritized.

Scoring scale

Using this scale, the evaluation team members will give a score for each criterion:

% of possible points	Interpretation	Explanation for percentage points
0%	Not responsive	Response does not include or fails to address the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable.
10-40%	Minimally responsive	Response minimally addresses the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable.
40-60%	Inadequate	Response addresses the requirements being scored, but there are one or more omissions, flaws, or defects or the requirements are addressed in such a limited way that it results in a low degree of confidence in the proposed solution.
60-80%	Adequate	Response adequately addresses the requirements being scored. Any omission(s), flaw(s), or defect(s) are inconsequential and acceptable.
80%-90%	Good	Response fully addresses the requirements being scored with a good degree of confidence in the applicant's response or proposed solution. No identified omission(s), flaw(s), or defect(s). Any identified weaknesses are minimal, inconsequential, and acceptable.
90-100%	Excellent	Response fully addresses the requirements being scored with a high degree of confidence in the applicant's response or proposed solution. Applicant offers one or more enhancing features, methods or approaches exceeding basic expectations.

Plan for Compliance with Federal Requirements

The State will ensure contractors comply with 23 U.S.C., 23 CFR 680, and all applicable requirements under 23 CFR 200. This will be accomplished through language in the Request for Proposals and Contracts. WSDOT is considering a hold back of 10% of funds to ensure reliability and other requirements are met during the five-year period of performance.

CIVIL RIGHTS

WSDOT is an existing direct recipient of Federal financial assistance and therefore can ensure compliance with State and Federal civil rights laws by following existing program plans for Title VI of the Civil Rights Act and accompanying USDOT regulations, the Americans with Disabilities Act, and Section 504 of the Rehabilitation Act.

WSDOT's [Title VI Policy](#) assures that no person shall, on the grounds of race, color, or national origin, including people with Limited English Proficiency (LEP), as provided by Title VI of the Civil Rights Act of 1964 be excluded from participation in, be denied the benefits of, or otherwise discriminated against under any of its programs and activities. WSDOT's [Title VI Plan](#) outlines the agency's commitments, including:

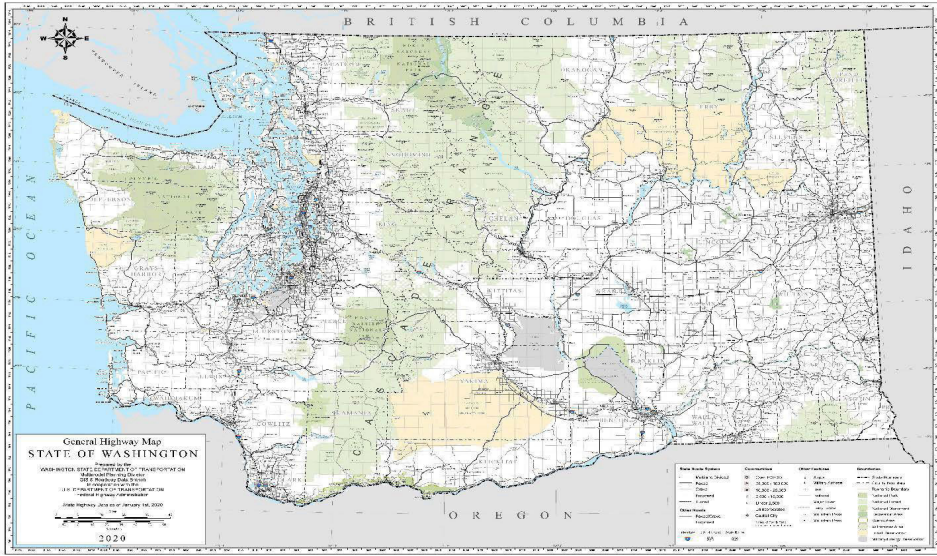
- Adopting policies and procedures that support the development and implementation of a functional Title VI program.
- Ensuring meaningful public participation in transportation decision-making, consistent with the guiding principles/ strategies outlined in WSDOT's Community Engagement Plan (CEP).
- Preventing, minimizing, mitigating, or correcting high and adverse impacts resulting from WSDOT's programs or activities.
- Monitoring the activities of local public agencies and other subrecipients by conducting annual desk reviews and periodic onsite reviews to ensure their compliance with all Title VI requirements.
- Ensuring that our operations, services, and programs, are accessible to all WSDOT's customers.
- Providing meaningful language access services, as appropriate, to LEP individuals.
- Incorporating the principles of Environmental Justice (EJ) into its programs, policies, and activities.
- Conducting department federal program area reviews to collect and analyze data that may be useful in identifying and addressing any trends or patterns of discrimination.
- Processing Title VI complaints in a timely manner.

In compliance with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973, it is the policy of WSDOT to assure that no person with a disability shall be excluded from participation in, be denied the benefits of, or otherwise discriminated against under any of its programs, services or activities solely based on that disability. WSDOT is committed to providing equal access to its facilities, programs and services for persons with disabilities. In accordance with Title II of the Americans with Disabilities Act, WSDOT created an [ADA Transition Plan](#). The Plan identifies actions taken and sets forth actions that WSDOT will take to remove barriers, create strategies for agency wide participation, identify the ADA compliance manager, and outline grievance procedures.

EXISTING AND FUTURE CONDITIONS ANALYSIS

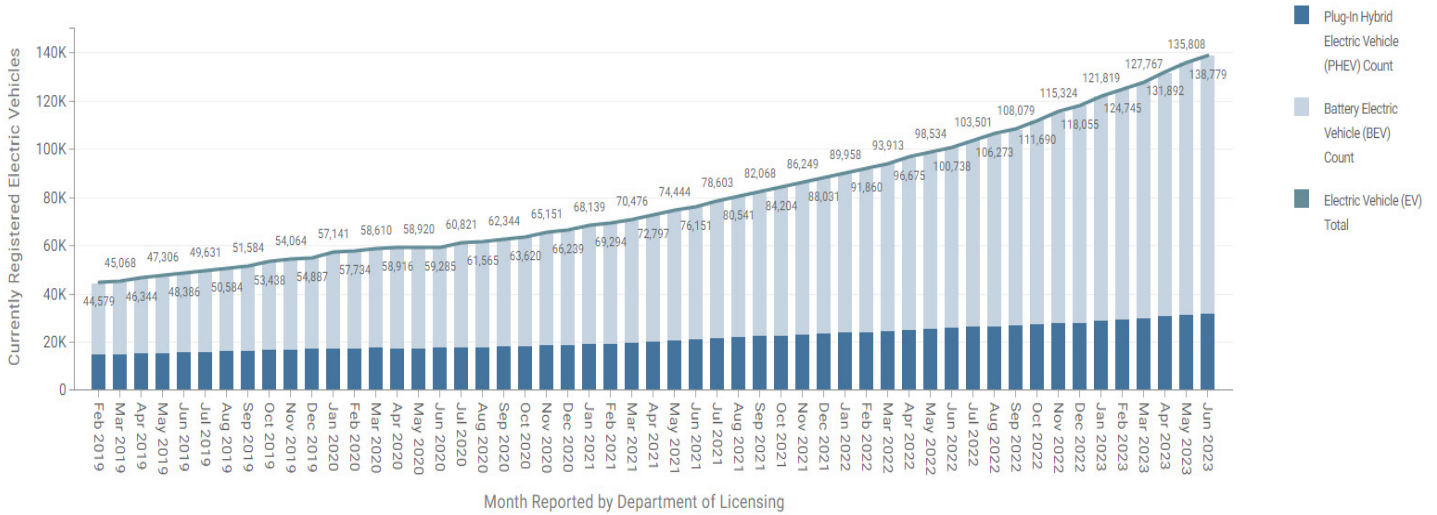
The State of Washington is the 18th-largest state by geography and the 13th-most populous state, with more than 7.7 million people. More than half (53 percent) of Washington residents live in the Seattle metropolitan area in the central Puget Sound, increasing rapidly between 2010 and 2020 (16.8 percent). The state’s population grew by 14.6 percent.

Map of the State of Washington



Industry and Market Trends

Current and Historical Electric Vehicle Population Chart.



Washington is a top EV market, ranking #2 for overall advanced technology vehicle market share and #4 for battery electric vehicles sales as of July 2023.¹ The Washington State Department of Licensing reports PEV registration rising from 57,338 in December 2019 to 138,779 in June 2023.²

1 [Electric-vehicle-sales-dashboard \(autosinnovate.org\)](https://www.autosinnovate.org/electric-vehicle-sales-dashboard)

2 [Electric Vehicle Population Counts | DataWA | State of Washington](#)

Non-white and Hispanic Population Trends

As of 2020, the non-white population in Washington is 27 percent of the population.³ 43 percent of the non-white population lives in King County. After King County, Pierce and Snohomish have the highest non-white populations (8 and 7 percent of the state's non-white population, respectively). Between 2010 and 2020, the state's non-white population has increased significantly by 74.7 percent. In King County, the number of Asian Americans increased by 60 percent; Latinx (41 percent); Pacific Islanders (38 percent); African Americans (26 percent); and Indigenous Americans (18 percent). The white population declined by 4 percent, reducing this portion of the county's population to 56 percent.

Despite the increase in people of color in the state, residents of historically underinvested communities in urban areas are continuing to be displaced. Two census tracts in the Central District in Seattle that had been 90 percent Black in 1970, were 11 percent and 18 percent Black in 2020.⁴ Working-class households continue to move south in King County. Southeast Seattle and the cities of south King County are home to communities of immigrants from Africa, Asia, and Latin America, along with modest income Whites, Blacks, and Latinos.

EV buyers are primarily high-income, highly educated, homeowners.⁵ However, this will change over time as EVs fall in price and grow as a share in the used car market. Moreover, the disadvantaged communities that live near I-5 and I-90, two AFCs with higher EV utilization levels, could disproportionately benefit from the air quality improvements of electric vehicles. Therefore, EVs could mitigate health impacts for those who don't drive them.

State Geography, Terrain, Climate, and Land Use Patterns

Washington State is home to seven distinct physiographic regions, including the towering volcanic peaks of the Cascades, the agriculturally rich Columbia River basin, and the rugged Pacific coastline. The Cascade Range presents unique challenges to the state's transportation network, with snow and ice accumulations common on mountain passes.

Washington faces serious impacts to its snowpack, infrastructure, and water supplies as the climate changes and temperatures climb. Protecting our state's fish, farms, and communities from the impacts of climate change is a priority.⁶

Increased temperatures driven by climate change can influence variables that contribute to flooding. Atmospheric rivers, storm surges, and sudden snowmelt can exacerbate flooding risks. In the United States, inland floods are occurring more often while flooding in coastal areas has doubled in the past 30 years. Washington's coastal areas are also vulnerable to sea level rise. Due to increased temperatures, decreasing snowpack, and drier summers in the Pacific Northwest, more frequent and intense wildfires are likely to become the new normal. [More droughts](#) and drier forests create conditions more conducive to ignite and spread severe wildfires.

The population in Washington State continues to trend upwards. In April 2020, the state's population was 7,656,200. It grew by 16.8 percent between 2010 and 2020. Almost 70 percent of the state's population growth is concentrated in the five largest metropolitan counties: Clark, King, Pierce, Snohomish, and Spokane. More than half (53 percent) of the population lives in the Seattle metropolitan area (King, Pierce, and Snohomish counties).

Since the end of World War II, development trends in Washington emphasized separating land uses and making driving the de facto mode to get from one place to another, resulting in urban sprawl.

³ [Office of Financial Management 2020](#)

⁴ [Office of Financial Management 2020](#)

⁵ [Hardman, S et al "A perspective on equity in the transition to electric vehicles" MIT Science Policy Review](#)

⁶ <https://ecology.wa.gov/Air-Climate/Climate-change>

Washington’s Growth Management Act (RCW 36.70A), which requires fast-growing cities and counties to develop a comprehensive plan to manage their population growth, mitigates land development through these statewide goals (RCW 36.70A.020):

- a. Reducing the conversion of undeveloped land into low-density sprawl
- b. Encouraging growth in urban areas
- c. Developing efficient multimodal transportation systems.
- d. Increasing the availability of affordable housing

State Travel Patterns, Public Transportation Needs, Freight, and Other Supply Chain Needs

The population centers in Washington State, such as the Greater areas of Spokane, Vancouver, and Seattle, have the most driving demands. The interstates I-5 and I-90, which run through these centers, connect Washington to the rest of the United States. Tourism-based travel, where people are driving vehicles or renting vehicles to get around, usually occurs in:

- The state’s cities
- Areas surrounding the state’s national parks, which include Mount Rainier National Park, North Cascades National Park, and Olympic National Park
- Destinations at our mountains and mountain passes (e.g., hiking, ski tourism).
- Destinations at the state’s beaches and lakes
- Ferry-served communities

Tourists and residents primarily arrive and depart by airplane at Sea-Tac International Airport, while others use other airports, such as Portland International Airport, and other smaller airports in our state. The Northwest Seaport Alliance (Ports of Seattle and Tacoma) are the third-largest cargo port in the United States by container volume.⁷ There are direct rail connections from the ports to areas in the Pacific Northwest and the Midwest. Besides I-5 and I-90, SR 167, and SR 509 are important road connections to the Ports of Seattle and Tacoma. Warehouses that facilitate e-commerce deliveries are popping up around the state. During the COVID-19 pandemic, there was a sharp uptick in e-commerce and other online shopping services. This poses a new challenge in accommodating last-mile delivery services. As e-commerce continues to grow, congestion may increase, and the efficient use of curb space becomes more important.

The Washington State legislature provides funding to transit agencies to fund capital projects to reduce the carbon intensity of the sector through WSDOT’s Green Transportation Capital program. A total of \$21,210,000 was appropriated in the 2021-2023 biennium for the Green Transportation Capital program. Funding went towards projects such as procuring battery-electric buses, installing charging infrastructure, and electrifying bus routes. In addition, The Federal Transit Administration provides transit agencies funding through their Low or No Emissions grants.

Many transit agencies are rapidly transitioning to electric fleets. For example, King County Metro was an early adopter of battery-electric buses and is moving to a 100 percent zero-emissions fleet powered by renewable energy with a target of 2035. Pierce Transit began its commitment to clean energy first by converting most of its bus fleet to compressed natural gas. Now Low-No grants are being utilized to purchase all-electric buses and related infrastructure. The Spokane Transit Authority recently acquired the first zero-emission battery-electric bus

⁷ EPA. “EPA and Tacoma Power grants help Northwest Seaport Alliance to install first permanent fleet of electric cargo-handling equipment” December 17, 2020.

to support the agency's City Line project. Washington State University's Green Transportation Program published [Milestones for Electrifying Public Fleets](#) in 2021 as a guide to help public entities plan and implement steps to add electric vehicles (EVs) to their fleets now and in the future.

Washington State Ferries operates the largest ferry system in the United States. WSF has 21 ferries that travel across Puget Sound and the greater Salish Sea, carrying nearly 24 million people annually to 20 different ports of call: 19 ferry terminals in Washington and one stop in Sidney, British Columbia. WSF's nine ferry service routes from Tacoma, Washington, to Sidney, British Columbia, act as a marine highway for businesses, tourists, and daily commuters. The San Juan Islands and Vashon Island residents are ferry-dependent, accessible only by boat or air.

WSDOT has identified places where people access public transportation via their car (e.g., Park and Rides) as public charging locations, although not part of the national network. There is generally not a demand for fast charging at Park and Ride stations. However, there is a need for fast charging at or near our ferry terminals.

One of the ways WSDOT is working to meet climate action goals is to partner with local agencies to reduce vehicle miles traveled (VMT) (RCW 47.01.078 and RCW 47.01.440). The number of vehicles recorded along central Puget Sound's five major freeways, Interstate 5, I-405, State Route 520, I-90, and SR 167, has grown 1.9 percent in recent years. Compared to other states, this growth is low. The state's population increased 12 percent from 2010 to 2018, and VMT grew nine percent.

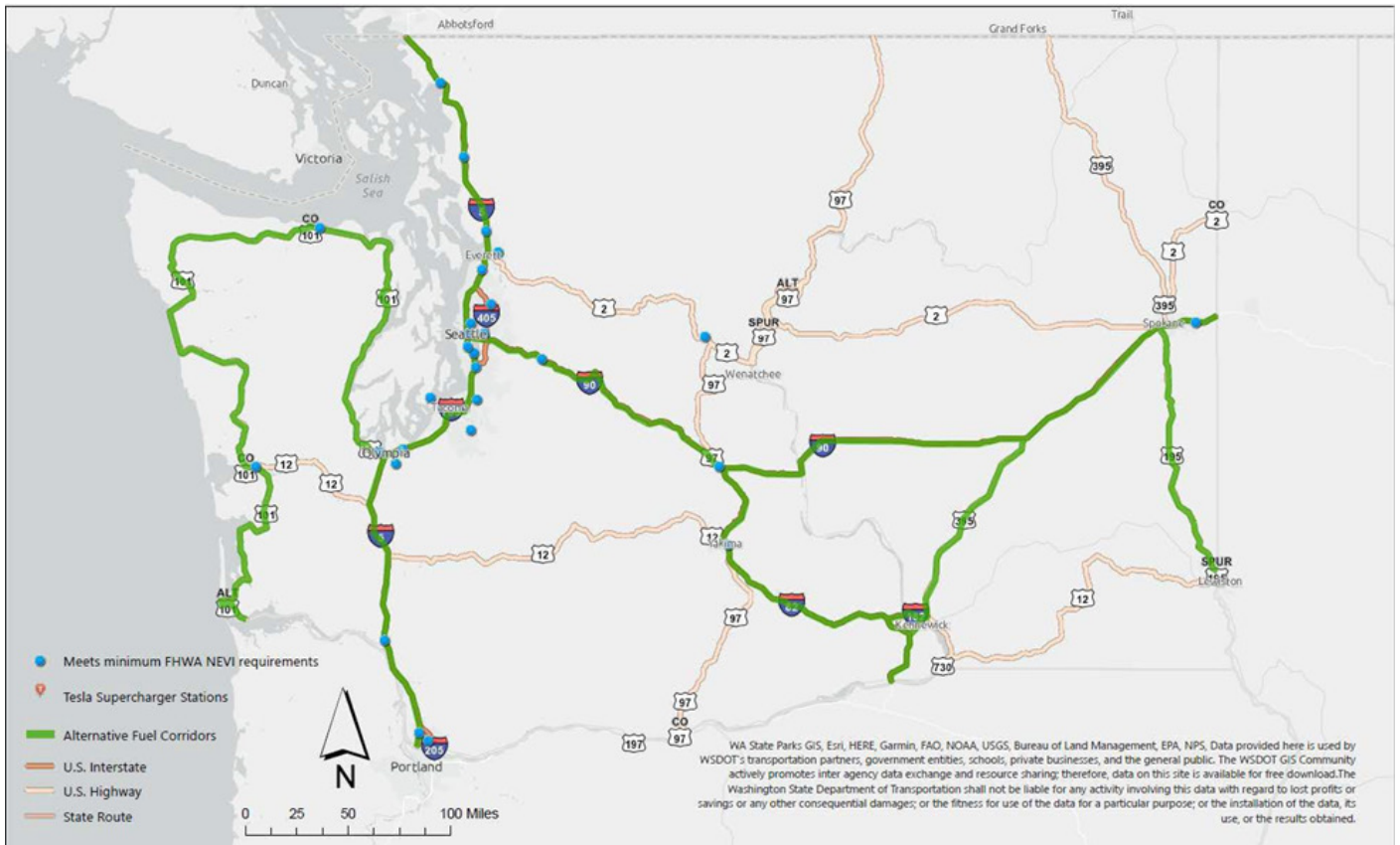
Alternative Fuel Corridor Designations

The nationally designated AFCs in Washington, shown in Figure 5, include:

- US 101
- I-90
- I-82/I-182
- I-5
- US 395 (south of Spokane)
- US 195

As mentioned in the Introduction, Washington will identify investments in fast charging along the state's existing AFCs, beginning with interstates. The priority deployments will include completing the state's north/south and east/ west interstates, I-5 and I-90, respectively, to the federally defined built out standards. Secondary priorities for investments include completing the I-82/I-182 and US 395 AFCs, followed by US 101 and US 195.

Alternative Fuel Corridors in Washington State and charging stations that meet minimum FHWA NEVI equipment requirements.



The existing locations of charging infrastructure along AFCs are outlined in Table 4 below. Please see the [WA Interactive Electric Vehicle Charging Map](#) to review existing locations of DCFC (meets minimum FHWA NEVI equipment requirements).

Existing Charging Stations Along EV Corridors

Existing Charging Infrastructure along AFCs

State EV Charging Location Unique ID*	Charger Level	Route	Location	# of EV Connectors	EV Network (if known)
121703	DCFC	I-90	Spokane	8	Electrify America
121709	DCFC	I-90	North Bend	6	Electrify America
123004	DCFC	I-5	Vancouver	4	Electrify America
123479	DCFC	I-5	Mount Vernon	6	Electrify America
124683	DCFC	I-5	Tulalip	4	Electrify America
124684	DCFC	I-5	Kelso	4	Electrify America
136697	DCFC	I-82	Yakima	4	Electrify America
143970	DCFC	I-5	Everett	10	Electrify America
145684	DCFC	SR-9	Lake Stevens	6	Electrify America
147131	DCFC	I-5, I-405	Tukwila	5	Electrify America
163338	DCFC	I-205	Vancouver	4	Electrify America
164163	DCFC	US101, I-5	Olympia	4	Electrify America
168088	DCFC	I-5	Bellingham	4	Electrify America
170297	DCFC	SR- 512	Puyallup	4	Electrify America
170316	DCFC	I-405	Woodinville	4	Electrify America
170358	DCFC	I-90	Ellensburg	4	Electrify America
170404	DCFC	I-5	Seattle	4	Electrify America
184914	DCFC	I-405	Bellevue	5	Electrify America
187906	DCFC	I-5	Seattle	4	Electrify America
188130	DCFC	I-5	Seattle	4	Electrify America
189391	DCFC	SR-18, SR-167	Auburn	4	Electrify America
190877	DCFC	US101	Port Angeles	4	Electrify America
191770	DCFC	US101, US12	Aberdeen	4	Electrify America
192747	DCFC	US-2	Leavenworth	4	Electrify America
199190	DCFC	I-5	Seattle	4	Electrify America
201423	DCFC	SR-16	Gig Harbor	4	Electrify America
201629	DCFC	I-5	Lacey	4	Electrify America
206453	DCFC	I-405	Redmond	4	Electrify America
206987	DCFC	SR-3	Poulsbo	4	Electrify America
207526	DCFC	I-5	Seattle	4	Electrify America

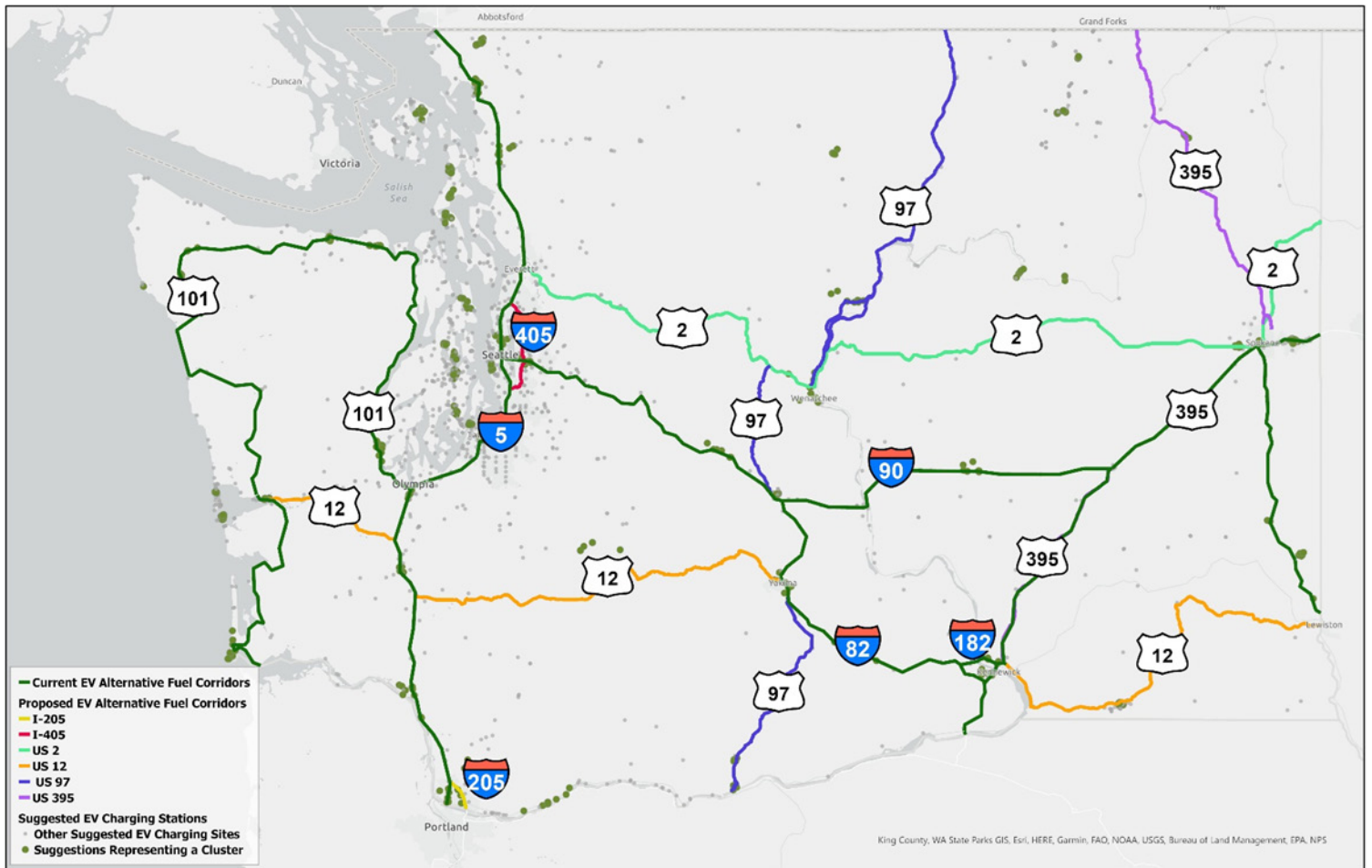
*Defined by the State – this should match the unique ID in the State’s applicable GIS databases.

Alternative Fuel Corridor Round 7 Nominations

On June 20, 2023, WSDOT proposed the following addition corridors/corridor segments for national designation as EV corridors which includes all remaining interstates and US highways:

- I-205
- I-405
- I-705
- US-2
- US-12
- US-97
- US 395 (north of Spokane)

Alternative Fuel Corridors and proposed EV corridors.



The EV charging stations that are compliant with NEVI equipment specifications along nominated corridors are listed in Table 5.

Existing Charging Stations Along Nominated EV Corridors

Table 5. Existing Charging Infrastructure along Proposed AFCs

Route No.	Station Address	Power Level by Port (up to)	# of Ports	Connector Types
I-205	Electrify America Cafaro Vancouver Plaza 7809 NE Vancouver Drive Vancouver, WA 98663	150 kW	4	CHAdeMO CCS
I-405	Electrify America Safeway 300 Bellevue Wayne Bellevue, WA 98004	150 kW	4	CHAdeMO CCS
I-405	Electrify America Target 301 Strander Blvd Tukwila, WA 98188	150 kW	4	CHAdeMO CCS
US-2	Electrify America Albertsons Safeway 116 River Bend Rd Leavenworth, WA 98826	150 kW	4	CHAdeMO CCS
US-12	Electrify America Walmart 909 E Wishkah St Aberdeen, WA 98520	150 kW	4	CHAdeMO CCS
US-12	EVgo Chehalis Commerce District 1701 NW Louisiana Ave Chehalis, WA 98532	350 kW	6	CHAdeMO CCS
US-12	Electrify America Walmart 1600 East Chestnut Ave Yakima, WA 98901	350 kW	4	CHAdeMO CCS
US-97	Taco Bell 1406 Canyon Road Ellensburg, WA 98926	350 kW	4	CHAdeMO CCS
US-97	Electrify America Walmart 1600 East Chestnut Ave Yakima, WA 98901	350 kW	4	CHAdeMO CCS

EV CHARGING INFRASTRUCTURE DEPLOYMENT

The overarching strategy for EV charging infrastructure installations is to first complete all interstates. The priority deployments will include completing the state's north/south and east/west interstates, I-5 and I-90, respectively. Secondary priorities for investments include completing the I-82/I-182 and US 395 AFCs followed by US 101 and US 195. The state will utilize annual updates of its plan to re-prioritize based on completed investments, as advised by the IEVCC and public input, and as informed by the state's Mapping and Forecasting Tool.

Funding Sources

The source of match to the NEVI federal funding is toll credits. Toll credits were first enacted in Section 1044 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and later modified and codified in Section 111(c) of the Transportation Equity Act for the 21st Century (TEA-21). 23 USC 120(j) allows certain toll revenue expenditures to count as credit toward the local matching share of highway projects authorized under Title 23. Washington earns toll credits when capital investments are made in federally approved tolled facilities including toll roads and bridges. These credits can then be used as a 'soft match', meaning do not provide additional money for the project but reduces or eliminates the amount of funding the state contributes. This allows the state's EV infrastructure program to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/ local funding sources. The use of toll credits is initiated at the time Federal funds are authorized for a project.

State Funding for Highway Corridor Charging

WSDOT's Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) program, the state's program most like NEVI, is funded through a state appropriation in the 2023-2025 biennium with about \$30 million available to award as grants for charging and refueling infrastructure. ZEVIP applications received in July 2023 totaled about \$47 million in requests demonstrating that the need far outweighs the funding available. WSDOT plans to evaluate applications and award grants in August 2023.

ZEVIP grant guidelines for the 2023-2025 biennium include a minimum requirement of four 150kW direct-current fast chargers with the ability to simultaneously charge. ZEVIP seeks to fund projects that complete corridors and fill gaps in existing corridors. To complement projects undertaken by NEVI funding, the state ZEVIP grants are only eligible for charging infrastructure deployment along state routes.

The Revised Code of Washington (RCW) 47.04.350 grants WSDOT's public-private partnership office the authority to develop and maintain the ZEVIP program to support the deployment of clean alternative fuel vehicle charging and refueling infrastructure that is supported by private financing. Further, Washington Administrative Code (WAC)

468-602-010 defines the purpose of ZEVIP to consist solely of projects that benefit the public through development, demonstration, deployment, maintenance, and operation of clean energy technologies that save energy and reduce energy costs, reduce harmful air emissions, or otherwise increase energy independence for the state.

WAC 468-602-010 codifies that ZEVIP funds shall be invested in the deployment of electric vehicle charging and hydrogen refueling stations at key intervals along state and federal highway corridors to support interurban, interstate, and interregional travel for clean alternative fuel vehicles. WAC 468-602-010 also specifies that ZEVIP funds may be to leverage federal funds for the sole purpose of installing, maintaining, and operating electric vehicle charging and hydrogen refueling infrastructure.

Planned Charging Stations

As of July 2023, specific charging locations for NEVI funding have not been identified. Washington will request proposals by full corridors and proposers will identify the host site locations along those corridors.

As mentioned in the Introduction, Washington will identify investments in fast charging along the state’s existing Alternative Fuel Corridors (AFCs), beginning with interstates. The priority deployments will include completing the state’s north/south and east/ west interstates, I-5 and I-90, respectively, to the federally defined built out standards. Secondary priorities for investments include completing the I-82/I-182 and US 395 AFCs followed by US 101 and US 195. State funding of Direct Current fast chargers will supplement state route corridors that are not eligible for federal NEVI funding.

Project proposals will include a detailed description of the proposed corridor including the beginning and end points of the segment and the major metropolitan areas and/or intermodal facilities located along the corridor, along with a detailed description of the proposed station location(s). Proposers will be encouraged to provide an aerial map of each proposed station location and to describe the visibility, convenience, and accessibility of the site to travelers on the corridor and any amenities co-located with the charging or fueling stations. Proposers will need to describe how the charging site(s) integrate with Washington’s network of existing and planned stations and how the proposed project meets or exceeds the minimum coverage requirements for the selected corridor.

Through annual updates of the Washington State Plan for Electric Vehicle Infrastructure Deployment, the state will re-prioritize projects based on completed investments, as informed by the Mapping and Forecasting Tool, and as advised by the Interagency EV Coordinating Council (IEVCC).

Planning Towards a Fully Built Out Determination

Primary Interstates	Length (mi)	Auxiliary Interstates	Length (mi)	Primary Highway	Length (mi)	Auxiliary Highway	Length (mi)
I-5	276.62	I-182	15.19	US 2	326.34	US 195	93.37
I-82	132.57	I-205	10.57	US 12	430.8	US 197	2.76
I-90	297.51	I-405	30.30	US 97	321.52	US 395	275.00
		I-705	1.5	US 101	365.56	US 730	6.08

The state aims to have publicly accessible DC fast charging every 50 miles on all roadways including interstates, US highways, and state routes. Should FHWA approved the Round 7 nominated corridors, all interstates and US highways will be designated as alternative fuel corridors, totaling 2,633 miles (765 miles of Interstates and 1,868 miles of US Routes). The State does not anticipate that it will reach a fully built out determination for all EV corridors with the existing tranches of NEVI funding.

Any NEVI funds available after the 50-mile goal is reached will be invested in redundancy in highly trafficked areas and/or in medium and heavy-duty charging infrastructure. To build resiliency in the system, Washington will consider additional chargers on the highest-volume corridors, and in higher-dependency areas. Other private and public investments in EV infrastructure will also focus on high-usage corridors and centers, bolstering redundancy and increased frequency. The ZEV Mapping and Forecasting Tool will inform this analysis.

State funding through WSDOT’s Zero Emission Vehicle Infrastructure Partnerships (ZEVIP) will be invested along the approximately 4,715 miles of state routes. Other programs such as Commerce Energy Office’s Community Charging program and Volkswagen settlement funds will supplement any charging gaps on alternative fuel corridors.

Known Risks and Challenges

Some risks may include legal requirements, economics, and environmental conditions. Technology changes fast, so electric vehicle charging infrastructure may become obsolete in several years. Market competition may also make more proprietary investments instead of equitable state investments. Investment in charging infrastructure on federal highways is intended to reach all geographic areas. However, these investments are largely private sector. It will be important for WSDOT to work with the private sector to select designs, technologies, and charging locations that will generate durable, long-term benefits for all Washingtonians, including disadvantaged communities.

Electric vehicles as a substitute for gas-powered vehicles will not solve all our health, access, and environmental problems related to surface transportation. For instance, electric vehicles do not address traffic congestion, improving access for people who cannot or choose not to drive. Electric vehicles typically have a smaller carbon footprint than gasoline cars, even when accounting for the electricity used for charging, but they will not eliminate GHG emissions from the transportation sector.

Another challenge is that the Tesla charging network is already robust but is not available to other electric vehicle users. Teslas make up nearly 60% of the Battery Electric Vehicles registered in Washington (as of June 30, 2023). No decision has been made regarding Washington’s requirements for charging connector types beyond the federal requirements for the National Electric Vehicle Infrastructure (NEVI) Program (for four 150kW CCS chargers). We are still in early stages of considering how recent industry developments may impact our efforts to build out EV charging infrastructure in the state and region. Prior to issuing a Request for Proposals in 2024 for the first round of NEVI funding, the state plans to gather stakeholder feedback on draft RFP requirements and project evaluation criteria.

Supply chain disruptions for charging infrastructure represent another known risk and challenge to implementation of this plan. Delays are being caused by some of the same issues affecting other sectors, including semiconductor availability, port congestion, strained steel supplies, and labor shortages.

As detailed in the grid capacity section, grid challenges are another known risk and challenge. Washington’s electric power system requires substantial alteration. New or expanded transmission capacity is required for access to the best renewable resources and to take full advantage of coordination opportunities across the West.

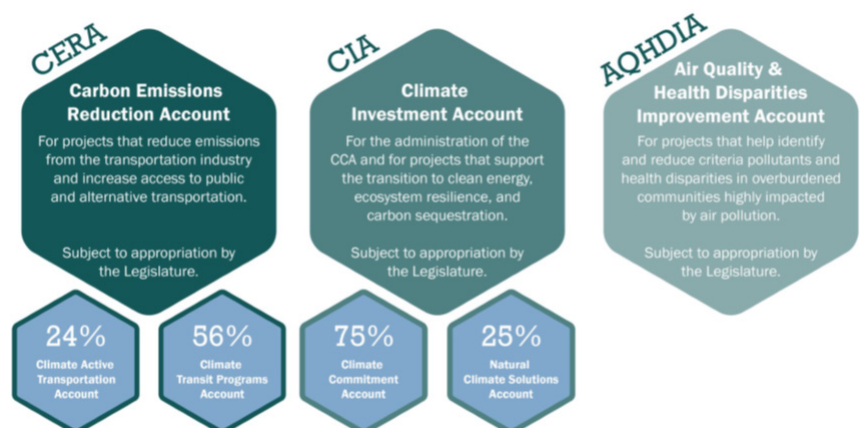
Washington State’s Investment in Alternative Fuels and Vehicles for 2023-2025 Climate Commitment Act

The state legislature passed the Climate Commitment Act (CCA), a \$2.1 billion funding packages for clean energy and clean transportation. It includes these primary accounts:

Carbon Emissions Reduction Account

(CERA): \$968 million for projects that reduce emissions from the transportation industry and increase access to public and alternative transportation. This funding includes grants for school and alternative transportation

projects. bike and pedestrian programs, specialized transit projects, buses and bus facilities and green transit grants.



Climate Investment Account (CIA): for the administration of the CCA and for projects that support the transition to clean energy, ecosystem resilience, and carbon sequestration.

Air Quality & Health Disparities Improvement Account (AQHDIA): for projects that help identify and reduce criteria pollutants and health disparities in overburdened communities that are highway impacted by air pollution.

Washington State typically adopts three budgets on a biennial budget cycle. The Legislature authorizes expenditures for operating, capital, and transportation purposes for a two-year period. The budget for the 2023-2025 biennium covers the period from July 1, 2023, through June 30, 2025. Typically, the primary two-year budget is enacted in the odd-numbered years, and a supplemental budget to adjustment the two-year budget is often enacted during the even-numbered years.

The following list represents highlights of the state's planned investments for the 2023-2025 biennium:

WSDOT:

- WSU Energy—Alternative Fuel Vehicle Education Program (\$1,055,000)

Commerce (in coordination with IEVCC):

- EVSE deployment, limited to local or tribal governments, or retail electrical utilities (\$138m)
- Programs and incentives promoting purchase of, or conversion to, alternative fuel vehicles (\$50m)
- Zero Emission Vehicle - mapping and forecasting tool (\$8.5m)
- Independent study of costs (installation, maintenance, operation) to at least five utilities for commercial EVSE; report due Nov 1, 2024 (\$220k)

JTC:

- Tools and methods for evaluation of programs receiving CERA appropriations; report Oct 1, 2024 (\$1m)
- Work group recommendations for WSDOT public-private partnership statutory framework, coordinate with Transportation Commission and Commerce; preliminary report Dec 15, 2023, final Jul 1, 2024 (\$400k)

WSDOT:

- Complete Road Usage Charge (RUC) research overseen by Transportation Commission (\$627k)

JTC:

- Infrastructure and incentive strategy for medium and heavy-duty ZEVs, including cargo handling and off-road equipment, and conversion of smaller commercial vehicles; report Jan 2, 2024 (\$2m)

WSDOT (pending JTC ZEV strategy and approval by OFM and transportation committees):

- ZEV school buses and EVSE; \$20m early action grants, \$100m pending JTC ZEV strategy (\$120m total)
- Off-road incentives (\$5m)
- Cargo handling incentives (\$2.5m)

WSDOT:

- ZEV access grants for underserved communities (\$3.2m)
- Outreach, education, and technical assistance to overburdened communities for carbon reduction strategies; reports Jun 1 each year (\$3m)

- Mount Vernon fast-charging station (\$2.1m)
- Wenatchee fast-charging and hydrogen station (\$1.5m)

DES:

- Six staff to implement interagency ZEV strategy; coordinate with SEEP (\$1,308,000)
- EVSE at state facilities; coordinate with SEEP and IEVCC; report Jun 30 (year not specified) (\$5,342,000)
- EVSE at state facilities; coordinate with SEEP and IEVCC, align with JTC CERA evaluation, register and track CFP credits with WSDOT assistance; interim report Jan 2, 2024, final Jun 30, 2025 (\$6m)

Parks:

- ZEVs and EVSE; align with JTC on CERA evaluation, register and track CFP credits with WSDOT assistance (\$2m)

DNR:

- EVSE installation plan, procure and deploy electric pickups; align with JTC CERA evaluation, register and track CFP credits with WSDOT assistance (\$2.2m)

WSDOT:

- Fuel tank replacement, including EVSE assessments; reports Dec 1 each year (\$20,333,000)
- Track and maximize clean fuels credits and revenue generated by state agencies (\$572k)

Parks:

- Including renewable energy project sites, and assessment of climate change impacts on infrastructure, cultural sites, and natural resources (\$1,433,000)

Fish & Wildlife:

- Including CTR program and energy efficiency changes (\$1,752,000)

DNR:

- Including energy efficiency in buildings, and related reporting and process management (\$7,791,000)

WSDOT Transit Accounts (Move Ahead WA, Connecting WA, Regional Mobility, Green Transportation, Tribal Transit):

- King County Metro (\$27,545,000): South Base and Route 48 electrification; EVSE for Burien, Interim Base, South Annex
- Everett Transit (\$8.2m): Inductive charging, electric buses
- Link Transit (\$5,943,000): Fleet electrification
- Spokane Transit (\$4,950,000): Fleet electrification
- Seattle (\$4,734,000): Trolley electrification
- Twin Transit (\$4,267,000): ZEV network, e-Corridor, e-Station
- Kitsap Transit (\$3,840,000): Inductive charging
- Lummi Tribe (\$800k): Electric bus
- Pierce Transit (\$450k): Grid expansion
- Clallam Tribe (\$90k): Electric shuttle

- Valley Transit (\$80k): ZEV plan
- Cowlitz Tribe (\$43k): ZEV plan

WSDOT/Washington State Ferries:

- Vessel and terminal electrification (\$74,027,000)
- New hybrid electric vessel (\$46,818,000)
- Hybrid electric vessel ongoing conversion (\$25,792,000)
- Hybrid electric vessel ongoing procurement (\$2,782,000)
- Guemes Island electric ferry (\$14m)
- Kitsap County electric ferry (\$6.5m)

WSDOT:

- Port electrification grants (\$26.5m)
- Seattle-Bainbridge terminals (\$9.3m)
- Port of Bremerton (\$2m)
- Port of Anacortes (\$500k)
- ZEV shore power infrastructure (\$14m)
- ZEV demonstration project with NW Seaport Alliance (\$6.3m)
- Tacoma Rail battery electric switchers & EVSE (\$5m)

Commerce:

- Port of Everett (\$5m)
- Federal hydrogen hub match funding (\$20m)

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Electric Vehicle Freight Considerations

Through a memorandum of understanding, 17 states (including Washington State), the District of Columbia, and the Canadian province of Quebec are working collaboratively to advance and accelerate the market for electric medium- and heavy-duty vehicles, including large pickup trucks and vans, delivery trucks, box trucks, school and transit buses, and long-haul delivery trucks. The goal is to ensure that 100 percent of all new truck and bus sales are zero-emission vehicles (ZEVs) by 2050, with an interim target of at least 30 percent by 2030.

To provide a framework for meeting these goals, the signatory jurisdictions are working through the Multi-State ZEV Task Force facilitated by Northeast State for Coordinated Air Use Management (NESCAUM) to develop a MHD ZEV Action Plan. NESCAUM currently has a call for public comment on the Draft Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Action Plan.

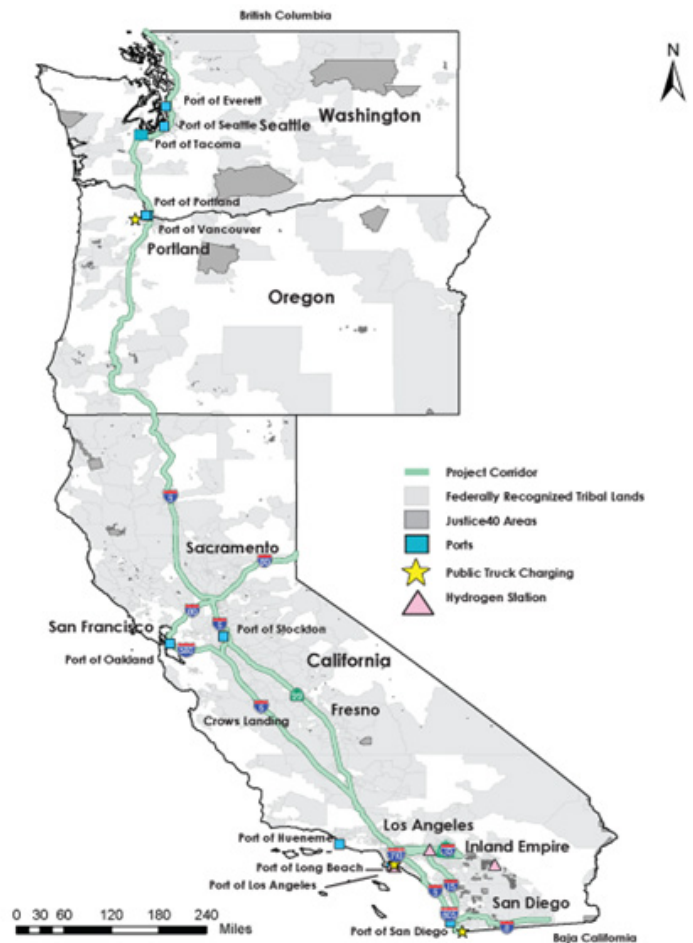
In addition, Washington has adopted the California Advanced Clean Trucks requirements specified in Title 13 of the California Code of Regulations, requiring manufacturers to meet California’s ZEV production and sales requirements. Beginning with model year 2025, manufacturers will be required to sell zero-emission trucks as an increasing percentage of their annual sales for Class 2b through Class 8 vehicles in Washington.

Through Revised Code of Washington 82 .16 .0496 and 88 .04 .4496, businesses in Washington are eligible to receive tax credits for purchasing new or used medium- and heavy-duty AFVs and medium- and heavy-duty vehicles converted to alternative fuels and installing alternative fueling infrastructure. Eligible alternative fuels are natural gas, propane, hydrogen, dimethyl ether, and electricity. Tax credits for qualified alternative fueling infrastructure are for up to 50 percent of the cost to purchase and install the infrastructure.

Washington joined California and Oregon to submit a tri-state application through the USDOT Charging and Fueling Infrastructure (CFI) grant request for a West Coast Truck Charging and Fueling Corridor Project. The states reached out to freight stakeholders and received commitments for matching funds and more than 100 letters of support. If funded, the states will each issue an RFP for truck charging every 100 miles and hydrogen refueling every 300 miles along the I-5/Hwy 99 corridor.

The project aims to deploy a total of 34 charging stations and 5 hydrogen fueling stations to support zero-emission medium- and heavy-duty vehicles, particularly near major ports, freight centers, and agricultural regions. This project enables emission-free movement of goods that travel locally, regionally, nationally, and internationally.

The proposal is for a minimum of (5) 350kW dual-port chargers (10 ports total) capable of simultaneously charging (10) Class 8 vehicles. Stations would be future proofed for Megawatt Charging System ports.



Public Transportation Considerations

In general, public transportation infrastructure for charging electric transit vehicles are installed for the express purposes of the transit agency. This charging infrastructure is typically funded in conjunction with the acquisition of the electric transit vehicles. Most of this infrastructure is not co-located with public charging or available as public charging. However, future EV charging infrastructure deployments will be examined at areas where both transit and the public may charge, such as park and ride facilities and ferry terminals. This assessment will be aided by the state’s development of the Zero-Emission Vehicle Mapping and Forecasting Tool.

Ferry Vessels and Service

Washington State Ferries (WSF) is embarking on an ambitious initiative to begin the transition to an emission-free fleet through a hybrid electric ferry system. WSF operates the largest ferry system in the United States. It is also the biggest contributor or greenhouse gas emissions of any state agency in Washington, burning 19 million gallons of diesel fuel to support 24 million passengers every year.

This shift to hybrid electric ferries is in response to governor and legislative direction as well as alignment with the agency’s own long-range planning initiatives. To transition to a hybrid electric fleet, WSF will:

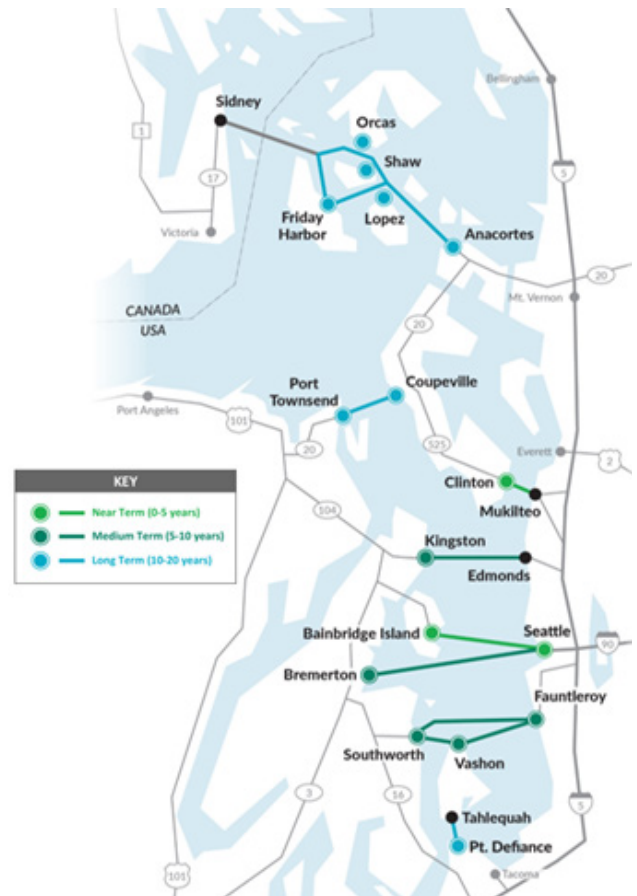
- Build 16 new hybrid vessels.
- Retrofit 6 current diesel vessels to hybrid.
- Retire 13 diesel vessels.
- Electrify 16 terminals.

WSF will approach this transition in three key project areas over the next 20 years:

1. building new vessels
2. converting vessels
3. electrifying the terminals.

WSF is working with the five different utilities – Seattle City Light, Puget Sound Energy, Orcas Power & Light, Tacoma Power, and Jefferson PUD – that supply electricity to the terminals to supply additional power from the substations to the affected terminals.

In July 2023, U.S. Transportation Secretary Pete Buttigieg visited one of the ferry terminals to discuss how local people rely on Washington’s ferry system for mobility and how federal dollars are improving infrastructure and supporting the [ferry system electrification project](#).



FY23-26 Infrastructure Deployments

Washington will begin deploying NEVI formula funding in 2024, following the implementation goals as outlined in Plan Goals and Vision section and procurement strategy as outlined in the Contracting section. Future infrastructure deployments will be guided by the state's Zero-Emission Vehicle Mapping and Forecasting Tool (ZEV-MFT), which is under development. The state's IEVCC will assist with oversight and priorities of infrastructure deployment. Ongoing opportunities for public input and involvement will also inform future investments.

In addition to implementing the projects identified in the plan, the state anticipates future state appropriations to further the goals of DC fast charging along priority corridors. State funding sources include Volkswagen settlement funds, Zero-Emission Vehicle Infrastructure Partnership, Clean Energy Grants, and Green Transportation Grants.

State, Regional, and Local Policy

The U.S. Department of Energy maintains an extensive database for all applicable Washington Laws and Incentives. NEVI Formula Funding will be deployed in coordination with and in consideration of the following policies, including, but not limited to:

- Healthy Environment for All (HEAL) Act
 - Reducing environmental and health disparities and improving the health of all Washington state residents by implementing the recommendations of the environmental justice task force.
- Clean Energy Transformation Act
 - Commits Washington to an electricity supply free of greenhouse gas emissions by 2045.
- Clean Fuels Program
 - Program that reduces the overall carbon intensity of transportation fuels used in the state by 20 percent below 2017 levels by 2035.
- Climate Commitment Act
 - Caps and reduces greenhouse gas emissions from the state's largest emitting sources and industries.
- ZEV Mapping and Forecasting Tool
 - A publicly available mapping and forecasting tool that locates and provides information on electric vehicle charging and refueling infrastructure.
 - Electric utilities with more than 25,000 customers must analyze how their resource plans support and account for anticipated levels of ZEV use, relevant infrastructure forecasts and associated energy impacts, and information from the utilities' transportation electrification plans.
- EV Charging Signage and Parking Regulations
 - Signage consistent with Manual on Uniform Traffic Control Devices.
 - By 2024, all public EV charging stations must display charges and fees associated with operation; service providers must meet interoperability standards and payment method standards; service providers must report inventory and payment information to the National Renewable Energy Laboratory annually.
- EV Infrastructure: A guide for local governments in Washington State.
 - Model ordinance, model development regulations, and guidance related to EV infrastructures and batteries per RCW 47 .080 .090 and 43 .31 .970.

- EV Charging Station Fees
 - EV charging station ports are subject to annual registration fees as adopted by the Washington State Department of Agriculture.
- Mandatory EV Charging Station Building Standards
 - At least one parking space, or 10% of parking spaces, must be made ready for Level 2 EV Charging at all new buildings.
- EV Promotion and Infrastructure Development
 - Any regional transportation planning organization containing a county with a population of greater than one million must collaborate with state and local governments to promote EV use, invest in EV charging infrastructure, and seek federal or private funding for these efforts.
- State EV Charging Infrastructure Availability
 - Publicly and privately owned EVs may charge at state office locations if the vehicles are used for state business, conducting business with the state, or as commuter vehicles.
- Alternative Fuel Vehicle Retail Sales and Use Tax Exemption
 - The sale or lease of new or used passenger vehicles, light-duty trucks, and medium-duty passenger AFVs is exempt from the state retail sales and use tax.
- EV Infrastructure Support
 - Washington utilities joined the National Electric Highway Coalition (NEHC), committing to create a network of direct current fast charging (DCFC) charging stations connecting major highway systems from the Atlantic Coast to the Pacific of the United States.
- Clean Cities Coalitions
 - Washington is home to the Columbia-Willamette Clean Cities and Western Washington Clean Cities coalitions. These coalitions work with vehicle fleets, fuel providers, community leaders, and other stakeholders to save energy and promote the use of domestic fuels and advanced vehicle technologies in transportation.
- Alternative Fuel Vehicle Technical Assistance and Education Program.
 - The Washington State University Energy Program administers a technical assistance and education program on the use of AFVs for public agencies, including state and local governments.

Policy update since July 2022 State NEVI Plan:

- Advanced Clean Trucks
 - In April 2023, the federal Environmental Protection Agency granted a waiver that allows Washington state – and other states that follow California’s advanced clean truck standards – to start transitioning medium- and heavy-duty trucks from diesel power to zero-emissions technology. The waiver clears a path for Ecology’s Clean Trucks program to take effect. The program requires truck manufacturers to sell and register an increasing percentage of new, zero-emission alternatives to diesel, starting with model year 2025.

IMPLEMENTATION

The state's implementation plan includes strategies to address ongoing operations and maintenance of EV charging infrastructure, identification of service providers and station owners, procedures for EVSE data collection and sharing, addressing resilience and climate risks, and promoting strong labor, safety, training, and installation standards.

The state's public-private partnership contracting strategy will ensure the long-term sustainability of the stations. The contract with awardee(s) of NEVI funding will stipulate the Operations and Maintenance Plan for each station, which shall include, at a minimum: ADA compliance, MUTCD compatible signage, workforce training requirements, interoperability requirements, minimum reliability standards, and minimum time-of-day accessibility requirements. WSDOT will maintain a database to ensure an up-to-date list of all station owners and service providers. The contract will also stipulate that all ownership and EVSE providers are accurately reflected in the U.S. Department of Energy's Alternative Fueling Stations Locator tool.

Contract provisions will also stipulate the mandatory EVSE data collection and sharing requirements, which will include, at a minimum, real-time data sharing protocols, publicly available location and station information sharing protocols, and data to support reliability and usage analysis, displaying pricing information, reliability monitoring, remote diagnosis and problem resolution, and smart charge management. Resilience will be addressed by allowing redundancy in EVSE deployments. Seasonality will be addressed by mandating the use of equipment that is certified to operate outdoors in extreme weather conditions.

Washington will consider the station site's vulnerability and risk to planning and existing EV charging stations through the station ranking process. Preference will be given to sites that will not be impacted by potential impacts of climate change, extreme weather events, and flooding. USDOT tools and resources will be utilized to assess the long-term viability of each project site. Project site assessments will include potential impacts from climate change, extreme weather events, flooding, terrain, and snow removal. The state will not exclude projects that add redundancy and improve the overall resilience of the national network of EV charging stations.

Strategies to promote strong labor, safety, training, and installation standards will be addressed through a mandatory training requirement as outlined in the Labor and Workforce section of this plan. In addition, WSDOT offers the following programs to help diverse businesses contractors as part of the department's commitment to equal opportunity in contracting. These include:

- Disadvantaged Business Enterprise: businesses certified as DBE by the Washington State Office of Minority and Women's Business Enterprises can contact the Office of Equal Opportunity for immediate, free business counseling and technical assistance.
- Federal Small Business Enterprise: WSDOT developed a SBE Participation Plan to ensure small businesses are afforded equal and fair opportunities to participate on WSDOT contracting, consulting, and procurement opportunities.

In addition, WSDOT will favor contractors who show credible evidence that they can:

- Deliver more stations and charging capacity per NEVI program dollar than their competitors.
- Deliver stations and charging capacity sooner than their competitors.
- Make guarantees about project delivery times and long-term station performance.
- Provide integration into existing national charging networks.
- Show ownership or formal site control of any proposed charging sites.
- Comply with all state and federal NEVI program requirements.

EQUITY CONSIDERATIONS

Identification and Outreach to Disadvantaged Communities (DACs) in the State

The state has identified several vulnerable communities, which experience a disproportionate cumulative risk from environmental burdens due to adverse socioeconomic factors, including unemployment, high housing and transportation costs relative to income, access to food and health care, and linguistic isolation and of sensitivity factors, such as low birth weight and higher rates of hospitalization.

The Washington State Legislature passed the Healthy Environment for All Act, known as the HEAL Act, to reduce environmental and health disparities among communities of color and low-income households in Washington state. The act requires state agencies, including WSDOT, to incorporate environmental justice into agency decision making. Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, rules, and policies.

Washington's HEAL Act of 2021 requires a coordinated, interagency approach to reduce environmental and health disparities across the state and includes provisions to ensure communities in Washington that are disproportionately impacted by climate change and air pollution benefit from cleaner air.

Identification of DACs

For the purposes of the Washington State Plan for Electric Vehicle Infrastructure Deployment, the state is using the Washington State Environmental Health Disparities Dataset from the Washington State Department of Health, along with the Justice40 Initiative Disadvantaged Community tool from the Argonne National Laboratory.

The Interagency Electric Vehicle Coordinating Council created an Equity Task Force with representatives from several government agencies. The task force has met three times to discuss how the state will identify overburdened communities and the proposed approach for making sure that the benefits of EV investments will reach those communities.

In the short-term, the state will identify and invest in:

- communities that score 9 and 10 on the state's Environmental Health Disparities (EHD) map.
- tribal communities.
- census tracts in the EJSCREEN 80th percentile and above.

In the long-term, the state will create a specific map with relevant layers, using community input and qualitative measures that allow communities to explain how they are overburdened.

The state will also consider guidance from federal agencies to identify DACs. Interim guidance from Department of Transportation and Department of Energy includes an identification methodology which relies on composite indicators of a census tract's transportation disadvantage, which include transportation access disadvantage, health disadvantage, environmental disadvantage, economic disadvantage, resilience disadvantage, and equity disadvantage.

Outreach to Disadvantaged Communities

The plan's public engagement approach, including the public involvement objectives and strategies to reach underserved populations, align with WSDOT's Community Engagement Plan. The 2021 Legislature passed the Healthy Environment for All (HEAL) Act, which requires each covered agency, including WSDOT, to create and adopt a community engagement plan that describes how it will engage with overburdened communities and vulnerable populations. In 2023, WSDOT updated the Community Engagement Plan for compliance with the HEAL Act.

To reach the state's Disadvantaged Communities, as defined by Justice40, the project team plans to:

- Utilize the Washington State Environmental Health Disparities map and the US DOT and DOE Justice 40 mapping tool to identify Disadvantage Communities and design targeted outreach.
- Share the online survey with community-based organizations that represent communities of color and other disadvantaged communities.
- Host listening sessions in collaboration with economic development/advocacy/human service organizations that service marginalized communities.
 - Determine community meeting times that work best for the underserved communities.
- Analyze travel patterns of low-income users of AFCs using Streetlight or Replica.
- Consider translating the survey into Spanish.
 - Note: 8 percent of Washington's population is defined as LEP (Limited English Proficient) Of these, nearly 50 percent are Spanish speakers.
- Consider creating a Spanish language version of interactive map.
- Using feedback from our community engagement activities, such as the public listening sessions and an online survey, the plan's community outreach methods will continuously be updated. We will inquire about what types of methods community members prefer to be engaged with.

Process to Identify, Quantify, and Measure Benefits to DACs

Benefits to DACs

Benefits to DACs through implementation of this plan may include lowered air emissions, access to a reliable EV charging network that allows residents of DACs to confidently switch from gas-powered vehicles, infrastructure investments into the community, and opportunities for workforce development.

Additional state resources have been directed to support EV adoption by reducing the cost barrier. These include:

- \$25 million in funding to support EV adoption among low-income households.
- State sales tax exemptions on new and used EV purchases, and
- \$2 .2 million in grant funding for zero-emissions carshare pilot programs.

Benefit Metrics

In addition to the above benefits and resources, the state has developed a preliminary list of benefits and metrics that address the NEVI plan’s goals, Justice40 policy priorities, and are based on the indicators that contribute to the identification of DACs. To ensure that funds are distributed equitably, the state will develop goals in this section through further engagement with DACs, rural communities, and other underserved communities and collect data on deployments into DACs as sites are installed. The draft equity indicators proposed to measure benefits to overburdened communities for overall health, wealth, safety, and reliability under consideration are:

Benefits Category	Strategy for Tracking Benefits (Metrics, Baseline, Goals, Data Collection & Analysis Approach, Community Validation)
Improve clean transportation access through the location of chargers;	<ul style="list-style-type: none"> • Number of EVSE installed in or near DACs. • Percentage of EV chargers by use case intended for overburdened communities and vulnerable populations. • Use customer surveys, geospatial analysis, and ZEV mapping and forecasting tool
Decrease the transportation energy cost burden by enabling reliable access to affordable charging;	<ul style="list-style-type: none"> • Energy burden (% of income) and consider including transportation cost burden. • Reduced fuel use and fuel costs in DACs • Rate affordability: disparity in cost of kWh by use case.
Reduce environmental exposures to transportation emissions;	<ul style="list-style-type: none"> • Air quality (PM 2.5, SOX, NOX) in overburdened and vulnerable communities
Increase parity in clean energy technology access and adoption;	<ul style="list-style-type: none"> • EV adoption disparities (% compared to population). • Increase in EV registrations in DACs (DOL data)
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities;	<ul style="list-style-type: none"> • % and \$ dollars spent on participants from DACs for job training , apprenticeships, and educations programs • # of jobs created in DACs
Increase energy resilience;	<ul style="list-style-type: none"> • Frequency and duration of outages for EV charging in overburdened communities
Making financial investments in DACs	<ul style="list-style-type: none"> • State dollars allocation (\$) in overburdened and vulnerable communities as a percentage of overall funding for transportation electrification for light duty vehicles, medium and heavy-duty vehicles, and micro mobility.
Improved safety	<ul style="list-style-type: none"> • Crash-related injuries (#) tracked in overburdened communities and by vulnerable populations.

Equity by EV Corridor

By adding EV Corridors to the FHWA Alternative Fuels Program, the state is increasing the access of NEVI-funded charging to DACs and rural areas. Using the Justice40 Initiative Disadvantaged Community tool from the Argonne National Laboratory and the Washington State Environmental Health Disparities Dataset from the Washington State Department of Health, the following equity information was identified for each new proposed corridor for FHWA's Round 7 Alternative Fuel Corridors program:

- **I-205** serves a Justice40 defined Disadvantaged Community and continues to serve Justice40 Disadvantaged Communities south of the Washington - Oregon border. Washington State's Environmental Health Disparities Index ranks most tracts adjacent to I-205 as high for environmental health disparities.
- **I-405** is a north-south auxiliary Interstate Highway that serves as a Seattle bypass and the urban communities of Renton, Bellevue, Kirkland, and Bothell. Approximately 50% of I-405 serves a Justice40 Disadvantaged Community. Washington State's Environmental Health Disparities Index ranks approximately half of tracts adjacent to I-405 as high for environmental health disparities, primarily between Tukwila and Bellevue.
- **I-705, Tacoma Spur**, is a short Interstate Highway that serves the urban area of Tacoma and Tacoma's waterfront. I-705 is located entirely within a Justice40 Disadvantaged Community. Washington State's Environmental Health Disparities Index ranks the entire corridor of I-705 as high for environmental health disparities.
- **U.S. Route 2** is a major east-west corridor that connects the urban community of Everett, near Puget Sound, to the Idaho border. The corridor includes Stevens Pass in the Cascade Range with significant access to federal lands and rural areas. Approximately 17% of US-2 serves Justice40 Disadvantaged Communities. The majority of US-2 ranks low for Environmental Health Disparities with minor exceptions in urbanized areas.
- **U.S. Route 12** is a major east-west corridor that connects Aberdeen, near the Pacific Coast, to the Idaho border. Portions of US-12 are concurrent with I-5, I-82, and I-182. The corridor includes White Pass in the Cascade Range with significant access to federal lands and rural areas. Approximately 26% of US-12 serves Justice40 Disadvantaged Communities. Approximately 20% of tracts served by US-12 rank high for environmental health disparities, primarily in the region of the Yakama Nation Reservation and the communities of Yakima, Sunnyside, and Kennewick, and including the Chehalis Reservation.
- **U.S. Route 97** is a major north-south corridor which traverses the state from the Oregon border to the Canada-US border, running along the eastern slope of the Cascade Range. Portions of US-97 are concurrent with I-82, I-90, and US-2. The corridor includes access to the cities of Yakima, Ellensburg, and Wenatchee but includes significant access to rural communities and federal lands. Approximately 75% of US-97 serves Justice40 Disadvantaged Communities, including the Yakama Nation and Colville Reservations. Approximately 16% of tracts served by US-97 rank high for environmental health disparities, primarily in the region of the Yakama Nation Reservation.
- **U.S. Route 395** is a major north-south corridor; previously, the portion of US-395 from the Oregon border to I-90 in Spokane was designated an Alternative Fuel Corridor for EV charging. This extension nomination connects US-395 from I-90 in Spokane to the Canada-US border. A small portion of this segment runs concurrent with US-2 in Spokane. This Spokane section is planned to be relocated as the North Spokane bypass. The US-395 extension primarily serves rural communities except in Spokane. Approximately 18% of US-395 serves Justice40 Disadvantaged Communities. The majority of US-395 ranks low for Environmental Health Disparities with minor exceptions in Spokane where it runs concurrent with US-2.

LABOR AND WORKFORCE CONSIDERATIONS

In compliance with 23 CFR 680.106(j) 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 Electric Vehicle Supply Equipment must receive certification from the Electric Vehicle Infrastructure Training Program (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.

Currently, there are only 517 EVITP certified Journey-Level Worker (JW) electricians in the state among roughly the 25,000 commercial (20,000) and residential (5,000) licensed JW electricians. That gap includes embedded disparities for female and minority electricians due to the current makeup of the profession and current apprentices. Washington needs to drastically increase the expected number of electricians gaining EVITP certification and is exploring ways to recruit more electricians to get the certification, with a goal that at least 35% will be people of color, and at least 15% will be female. The state will build off existing relationships with labor unions and workforce boards to ensure that all appropriate steps are taken to grow and diversify the local workforce, including geographic, economic, or other hiring preferences to maximize job creation and economic benefits. WSDOT will specifically refine standards in association with the International Brotherhood of Electrical Workers and the Washington Workforce Training and Education Coordinating Board.

Talent and Prosperity for All (TAP) is the state's strategic plan for workforce development. It is the successor to High Skills, High Wages, and folds in the federal Workforce Innovation and Opportunity Act, while also bringing together the state's multifaceted workforce system, ensuring the system works for the benefit of all Washingtonians. The Workforce Board includes 16 educational and training programs. WSDOT will also be working closely with the Department of Labor and Industries to identify and address any needs around timely reviews of electrical permitting.

To address the need for a highly skilled electric power workforce, the U.S. Department of Energy's Office of Electricity funded and established the Pacific Northwest Regional Center of Excellence for Clean Energy within Washington's Centralia College. This collaboration of consumer- and investor-owned utilities, the Bonneville Power Administration, the Pacific Northwest National Lab, community colleges and universities designs and delivers educational programs for: instrument control and relay specialists; generation, load, and substation operators; line workers, substation wiremen and mechanics; meter technicians, and, secondarily, energy conservation program administrators and resource conservation managers.

Washington's EV Workforce Policy Task Force is recommending policies and investments for the state to support strong job training and development in electric vehicle charging, supply chains, maintenance, and operations. The Workforce Policy Task Force is also considering how the state can support workers in the existing fossil fuel-based transportation sector during this transition.

Site Visit of Training Center

EV Council members toured the Puget Sound Electrical Joint Apprenticeship Training Center (PSEJATC) in June 2023. EV Council Advisory Committee Co-Chair Ryan Bradt, training director for the PSEJATC, led the tour and provided an up-front look at training for the electricians installing electric vehicle (EV) charging infrastructure. Following the tour, the group held a roundtable discussion on electrician workforce needs. Participants included representatives from the state, International Brotherhood of Electrical Workers (IBEW), National Electrical Contractors Association (NECA), and the Washington BlueGreen Alliance.

PHYSICAL SECURITY & CYBERSECURITY

All services implemented in the state of Washington on State computer systems and networks must be compliant with [the security policy and standards of the Office of the Chief Information Officer \(OCIO\)](#). Contractors will be required to represent and warrant that they will comply with all applicable elements of the OCIO Security Standards in their performance of any Services awarded under a Contract.

1. WSDOT will complete a security design review of the plan.
2. WSDOT will review and assess cybersecurity needs for EV infrastructure.
3. WSDOT will require that payment card industry (PCI) standards are met as part of the plan if credit cards will be used.

WSDOT provides funding but will not own or operate equipment. The Electric Vehicle Supply Equipment (EVSE) service provider will be responsible for the networked services, electricity, internet or cellular service, and reporting. WSDOT will not monitor the internet connection, and instead will provide cyber security requirements for contracted vendor agreements/EVSE service provider. Cybersecurity requirements will be based on industry standards for:

- Network Security
- Data Encryption
- Access Management and Control
- Backup and Disaster Recovery
- Tokenization
- Secure Transmission
- Regular Audits
- Fraud Prevention
- PCI Compliance
- Data Minimization
- Security Audits

PROGRAM EVALUATION

Throughout the plan's 5-year implementation, the IEVCC will monitor ongoing operations and create regular, data-driven program evaluations to assure NEVI Plan goals are being met. Data to be collected will include:

- EV adoption rates
- Charging station locations
- Usage of charging stations by location and corridor
- Updates to the Mapping and Forecasting Tool
- Infrastructure reliability and state of good repair
- Customer satisfaction, including understanding and awareness of state and local incentives.
- Accessibility and affordability of infrastructure for DACs and other underserved communities
- Greenhouse gas emissions
- Overall program costs
- Related grant activity and programming outcomes

The purpose of the data collection and analysis will be to evaluate the program's effectiveness statewide, along prioritized corridors, and within disadvantaged communities. The IEVCC will respond strategically to address indicators that are not on target with statewide goals.

APPENDIX A: STAKEHOLDER OUTREACH FOR 2022 STATE NEVI PLAN

Public Outreach for Initial State Plan, July 2022

Public engagement in the transition to electric vehicles has been happening in Washington since the first Nissan LEAFs arrived in 2011. Examples of that long-term engagement include:

- Clean Car Committee (Governor Gregoire) - 2011
- EV Task Force (Departments of Transportation and Commerce) - 2011-13
- Plug-In Electric Vehicle Readiness Plan - 2011
- Establishment of the West Coast Electric Highway - 2011
- Washington State Electric Vehicle Action Plan: 2015-2020
- Zero-Emission Vehicle Infrastructure Partnership (ZEVIP) grant program, which has provided funding for corridor charging since 2017.

The state engaged stakeholders in an extensive conversation about the creation of a ZEV Mapping and Forecasting Tool for infrastructure planning. State agencies worked in coordination to gather feedback from state agencies, local community planners, utilities, public and private fleets, private-sector businesses, tribes, equity and environmental justice leaders, non-governmental organizations, ZEV infrastructure developers, renewable hydrogen advocates, ZEV drivers, clean air groups, and economic development organizations. The team gathered feedback from approximately 500 people in individual and small group meetings. Nearly 300 people attended three public listening sessions, and 37 people provided more detailed feedback using an online response tool.

To draft the initial NEVI State Plan, the state executed several public engagement activities, including an online survey, two public listening sessions, stakeholder meetings, and the promotion of an interactive map.

Two public listening sessions on June 2 and June 8, 2022, reached 263 attendees (404 registered). Specific questions and comments received before, during, and after the two public listening sessions are provided in this Appendix.

Public involvement objectives

- Identify and engage FHWA-mandated stakeholder groups in the plan's development.
- Identify popular engagement methods.
- Collect feedback on preferred charging stations and other charging priorities.
- Engage stakeholders and the public to ensure that the Washington State Plan for Electric Vehicle Infrastructure Deployment will have equitable outcomes.
- Create opportunities for stakeholders and the public to provide feedback on the Plan.
- Ensure that the public is notified about public engagement activities in a timely manner.
- Ensure public participation opportunities are held in compliance with the Americans with Disabilities Act of 1990.
- Collect ongoing feedback on customer satisfaction after the Plan is finalized and approved.
- Establish strategies for seeking input from and considering the needs of those traditionally underrepresented by existing transportation systems as defined in Title VI of the Civil Rights Act of 1964 (Title VI), such as low income, minority, and non-English speaking households who may face challenges accessing employment and other services.

Stakeholders Involved in Plan Development

Following the passage of the Bipartisan Infrastructure Bill in November 2021, WSDOT has been conducting ongoing outreach with a variety of stakeholders, including local agencies, private sector groups, utilities, advocacy groups, community-based organizations, and other interested parties. Information collected from this outreach has helped inform the Washington State Plan for Electric Vehicle Infrastructure Deployment.

The NEVI team has communicated with the following stakeholders: (note that those that are bold will help address the goals of the Justice40 Initiative identified in Executive Order 14008)

- Metropolitan Planning Organizations (Executive Directors and Planning Staff)
- Regional Transportation Planning Organizations (Executive Directors and Planning Staff)
- Counties and cities, including coordination with existing EV charging programs.
- Transportation agencies in Washington, Oregon, and Idaho
- Governor's Commissions
- Public health agencies
- Washington State Association of Counties
- Association of Washington Cities
- Washington State Transportation Commission
- Washington State Transit Association
- State departments of energy, including Clean Cities Coalitions¹, as applicable
- State environmental protection agencies
- State economic development agencies
- State public utility commissions
- State weights and measurement agencies (e.g., Dept. of Agriculture)
- State and Federal land management agencies
- State public transportation agencies
- State manufacturing extension partnerships
- Responsible emergency/disaster preparedness functions in the State
- **Tribal governments**
- **USDOT agencies**
- Electric utilities and transmission and distribution owners and regulators
- Port and freight authorities
- Washington Public Ports Association
- Washington State Ferries
- Community-based organizations, small business associations, Chambers of Commerce, labor organizations
- Private sector EV charging station owners and network operators
- Investors in EV charging infrastructure

- Vehicle manufacturers
- Unions and other labor organizations
- Utilities
- Real estate industry groups
- **Minority- and women-based organizations**
- Freight industry groups
- Advocacy groups, including:
 - **Active Transportation**
 - **Business interests**
 - **Freight movement**
 - **Growth management & land use**
 - **Local governments**
 - **Low income**
 - **Civil rights**
 - **Disability rights**
 - **Freight movement**
 - **Growth management & land use**
 - **Local governments**
 - **Low income**
- EV industry organizations and EV advocacy groups, as applicable
- Gas station owners and operators
- Ride-share drivers/taxi drivers
- Emergency management and public safety agencies
- WSDOT internal stakeholders
- Other appropriate parties

Online survey: The project team used an online survey through SurveyMonkey to collect feedback to inform the plan. The survey captured qualitative and quantitative data from survey respondents. The survey included 22 optional questions that inquire about:

- Travel patterns.
- EV charging infrastructure priorities.
- Benefits and disadvantages of EV charging infrastructure to communities in Washington.
- Electric vehicle ownership.
- Survey respondent demographics.

With guidance from the IEVCC, stakeholders, and public comment, the project team will develop additional customer satisfaction surveys every year during implementation.

Virtual public listening sessions hosted on GoTo Webinar: The project team shared information about the NEVI program, the draft plan, and opportunities to provide input, and administered a series of polls. During these sessions, the team asked targeted questions about the benefits and disadvantages of the deployment of charging infrastructure on attendees' communities. The listening sessions were held virtually on June 2 and June 8, 2022. During implementation, the team will host additional public listening sessions.

Public listening sessions for marginalized communities: The project team will collaborate with economic development/advocacy/human service organizations that service marginalized communities.

Public presentations: Public presentations inform stakeholders and the public about the plan development process and are also opportunities to collect feedback. Public presentations will be scheduled as needed through the implementation process to keep stakeholders informed and collect customer satisfaction feedback.

Presentations on the initial Washington State Plan for Electric Vehicle Infrastructure Deployment include the MPO/RTPO/WSDOT coordination meeting (2/2/22), the WSDOT Climate Change Team Meeting (3/16/2022), the Alternative Fuel Vehicle Technical Assistance Group Meeting (3/18/22), the Zero-Emission Vehicle Infrastructure Partnership Grant Webinar (3/25/22), and WSDOT Northwest Region Planning and Engineering Services meeting (3/29/22).

Social media promotion of interactive map and survey the plan: Promote the interactive map, public listening sessions, and online survey on social media.

Email outreach to disadvantaged communities: Sent emails to promote survey, interactive map, and other comment methods, to list of underserved community contacts, which was developed by the WSDOT Statewide Planning Office and the WSDOT Office of Equal Opportunity.

Public Engagement Resources

Fact sheet: The fact sheet includes plan information and a point of contact for questions and comments. The web version of the fact sheet has links to the online survey, webpage, and interactive mapping tool. The fact sheet will be updated throughout the planning and implementation process.

Interactive map: An interactive map, hosted on ArcGIS Online, allows web visitors to view the existing AFCs, charging stations that meet FHWA NEVI requirements, and other charging stations. Visitors can also add the location of suggested charging stations and "like" other visitors' suggestions. After the Plan is finalized and approved, map visitors will be able to continue to add charging stations and "like" charging stations. The map will continue to inform project prioritization. After the 5-year implementation plan is complete, the map will be used as a tool for potential and existing EV drivers and businesses to plan their trips and review the state's Direct-Current Fast Charging network.

Timeline

Public engagement milestones

Milestone	Date
Public engagement	May through July, 2022
Public Listening Session #1	June 2, 2022
First draft of NEVI Plan shared with stakeholders and public	June 6, 2022
Public Listening Session #2	June 8, 2022
EV Plan due to FHWA	August 1, 2022
FHWA Approval	September 30, 2022
Customer satisfaction outreach: Annual online survey Annual public listening sessions Public presentations Ongoing promotion of interactive map The outreach approach may be adjusted as the team reviews evaluation metrics and feedback	Year 1 – Year 4 (FY 2023- FY 2026)
Gap analysis outreach: Online survey Public presentations Public listening sessions	Year 5 (FY 2027)

Evaluation

To evaluate the effectiveness of our public engagement efforts, the following items will be considered:

- Number of survey respondents
- Unique webpage visitors
- Webpages views
- Interactive map views
- Interactive map charging stations suggestions
- Interactive map “likes”
- Public listening session attendees
- Public listening session comments
- Emails to partnerships@wsdot.wa.gov regarding the state plan

The state received 1,698 individual submissions to the interactive map. There were 5,708 total votes. The most popular answers for “Why this location?” included:

- Near a highway for long distance travel
- Near a tourist attraction
- Near a grocery store

Emails and social media

Feedback provided to WSDOT via email to Partnerships@wsdot.wa.gov and social media has focused on EV charging locations, as listed below.

- Suggestions to install charging stations at:
 - Rest stops
 - State Parks
 - Large public parks with restrooms
 - Park and rides
 - Highway 2 around Stevens Pass
 - Long Beach Peninsula
 - Mall parking lots (Plenty of space for people to charge and wait in line)
 - Downtown Seattle
 - Sports stadiums
 - Large public attractions
 - Ferry terminals
 - Recreational sites
 - Near colleges and on routes to colleges
 - Near popular trailheads
- Amenities suggested include:
 - Lighting
 - Restrooms
 - Food
- Prioritization
 - Highly trafficked areas
 - Highway corridors
 - EV ownership rates
 - Corridors that are missing links in EV charging infrastructure
 - Disadvantaged communities (more frequent than every 50 miles)
- Questions about how land ownership will be considered at sites.

- Exceptions from the 1-mile requirement should be sought:
- When a DCFC would be standalone and is not near any service

Public Listening Sessions

The two public listening sessions on June 2 and June 8, 2022, reached 263 attendees (404 registered). Specific questions and comments received before, during, and after the two public listening sessions are provided in Appendix A.

Stakeholder Themes

The feedback provided for each session can be grouped into the following themes:

- Competitive bidding process
- Labor and workforce considerations
- Equity and access considerations
- Justice40 considerations
- Technology standards
- EVSE provider requirements
- NEVI funding and grants
- EVSE needed for medium- and heavy-duty vehicles.
- EV/EVSE grant opportunities.
- Standardize connectors and charging speed.
- EVSE charging costs.
- EVSE location considerations
- Concerns about electric utilities
- Interactive map
- Other

Poll Questions

We asked session participants to answer several polls during these sessions. These results are summarized below; complete results are presented in Appendix B. Different poll questions were asked in each session.

- The majority of those attending the listening sessions represented government agencies. The second largest group of attendees represented private organizations in the EV industry.
- Most participants currently drive an EV.
- Of those who do not already own or drive an EV, most respondents indicated that they were very likely to own or drive an EV in the next 5 years.
- Of those who regularly drive a gas- or diesel-powered vehicle, most drive less than 10 miles per day. The second-largest group drives between 10 and 39 miles per day.
- Among those who drive an EV, most answered that the type of charger they use at home or for their regular charging was not applicable. Level 1 and Level 2 charging received the same number of responses.

- The amenities at charging stations that were the most important to poll respondents are restrooms, shelter, lighting, and CHAdeMO connectors. eBike charging was the next most-popular request.
- Most poll respondents indicated that 350 kW chargers should be installed at some major sites.
- Most respondents indicated that they prefer to hear about state EV planning and related efforts by email.
- When asked how important it is that new infrastructure still work for early EV technology, such as the CHAdeMO connector, most respondents indicated that this is somewhat important and should be an option for developers. The next largest group of respondents indicated that this is important and should be given extra points in the procurement process.
- When asked how the state should prioritize sites for new EVSE, the largest number of respondents indicated that areas with the highest vehicle traffic should be priorities. The next largest group of respondents indicated that areas with the highest number of registered EVs should be prioritized.

Affiliations of Listening Session Attendees

This information is detailed in Appendix C.

Online Survey

Results are summarized below. Table 3. Results from WSDOT Online Survey (721 respondents)

Question	Answers
On a typical day, what type of transportation do you use most to get around? Do you currently drive an electric vehicle (Plug-In Hybrid EV (PHEV) or all Battery EV (BEV))?	High percentage of respondents drive a BEV or PHEV (47 percent)
If you do not drive an electric vehicle, are you interested in driving one in the next 5 years?	Only 14 percent are not interested in owning an EV
If you drive a gas- or diesel-powered vehicle, on average, how many miles do you drive per day?	10 percent drive more than 50 miles per day (majority drive under 19 miles)
If you drive an electric vehicle, what type of charger do you use at home?	Most EV drivers use a level 2 charger at home
If you drive an electric vehicle, what type of charger do you use when you're on the road?	DCFC on the road
Which Alternative Fuel Corridor (AFC) in Washington State would you want to prioritize for installing EV charging infrastructure (see map above)?	I-5 and I-90 are the preferred AFCs
Washington may nominate additional EV corridors for national designation starting next year. Which corridors do you recommend adding?	US 2 (followed by I-405 and US 12) are the preferred AFC nominations
How should we prioritize charging sites?	Highly trafficked areas (41 percent) Access for DACs (25 percent)
Which amenities/other services at charging stations are important to you?	Restrooms (89 percent) Food (67 percent)

Question	Answers
<p>Should the charging sites be built out to handle additional capacity (e.g., more parking spaces for charging electric vehicles in the coming years)?</p> <p>The state is required to install the NEVI-funded stations within a mile of the Alternative Fuel Corridors. Are there any scenarios where we should seek an exemption on the 1-mile requirement?</p>	<p>Yes – build out additional capacity (82 percent)</p>
<p>What are the benefits of EVs in your community?</p>	<p>Less pollution Quieter Lower GHG emissions Reduced transportation costs</p>
<p>What are the disadvantages of EVs to your community?</p>	<p>Job losses Stress on electrical power grid Up-front costs</p>
<p>Do you have additional feedback about the draft NEVI plan?</p>	
<p>How do you like to be engaged?</p>	

Feedback from Listening Sessions:

Stakeholder feedback from listening sessions that addresses questions asked by meeting organizers
<p>How can we best invest this federal funding to accelerate economic, health, energy, climate, and mobility beneficial outcomes for all Washingtonians? (Q1, Session 1 and Q4, Session 2)</p>
<p>Stakeholder feedback did not specifically address this question</p>
<p>How should we conduct the competitive bidding (RFP) process? By year, by corridor, by the entire 5-year package? (Q4, Session 1) How should we conduct the competitive bidding process? Through an RFP open to all including EVSE providers, utilities, government, and nonprofits? By yearly allocation, by corridor, by the entire 5-year package? (Q2, Session 2)</p> <p>The federal government will cover 80 percent of costs. What non-federal match is available? (Q5, Session 1)</p>
Competitive bidding process
<p>What is the process for applying for funds to install EV charging stations? Locations right off I5 could work well.</p>
<p>If funding is unavailable from WSDOT, does WSDOT maintain a list of other EV charging station funding providers?</p>
<p>Several funding sources might cover costs to install community charging (50 kW), such as grants offered by agencies like Commerce.</p>

Stakeholder feedback from listening sessions that addresses questions asked by meeting organizers

How will minority-owned contractors get opportunities to install and service EV charging stations?

Meeting organizers responded during session: The funds will be spent by WSDOT, through their usual procurement process, which has steps to support opportunities for WBEs and MBEs.

Will proposals be accepted from any of the Native tribes?

Provide for flexible ownership and operation structures to leverage funding. Flexibility will expand the availability of choice for charging infrastructure as providers offer options for site hosts.

Consider the forthcoming Discretionary Grant funding from the Joint Office when developing the state plan. It is critical state DOTs coordinate with local governments to ensure a statewide buildout of EV charging infrastructure achieves equitable and fair distribution among urban and rural areas. This includes factoring existing and upcoming supplemental funding sourcing into plan development.

Rank best to worst. First by location, second by yearly allocation, and third by 5-year package

The competitive bidding process should be through an open RFP process that includes everyone, i.e., EVSE providers, utilities, gov, and nonprofits. And it should be annually.

RFP should be open by yearly allocation.

What non-federal match is available?

Can real estate be used to qualify for the match?

What labor, access, and technology standards should we consider? (Q8, Session 1 and Q5, Session 2)

Labor/Workforce

How is WSDOT thinking about workforce and roll out of funds for maintenance of the charging equipment?

What is the plan for workforce development? Engage with potential students to train them to support emerging workforce needs (EVSE installation and maintenance, electricians, automotive repair). Several certifications related to EVs are available in community and technical colleges.

Meeting organizers responded during the session: suggested that Monica Brummer be a partner in this effort to define workforce training gaps that need to be filled.

Maintain neutral and flexible installation training programs. Avoid installation requirements with the potential to delay or limit installations, including making installations contingent upon completing any training program.

Utilities will need behind-the-meter technicians to plan the charging stations. On and off/scheduled charging.

Use local equipment service & repair opportunities

Stakeholder feedback from listening sessions that addresses questions asked by meeting organizers

Equity and access

NEVI is focused on charging away from home, but most people will still use L2 home-based charging. Equity issue could arise because NEVI plan won't help people with at-home charging.

Meeting organizers responded during session: NEVI rules say that this investment must benefit disadvantaged communities to help with high fuel costs, pollution from diesel and gas, etc.

Lower-income populations may only be able to afford the older EV models. Please consider including all charging options. Most disadvantaged cannot afford another charging type vehicle?? Not everyone can afford a used EV as it is.

We need to look at ways to redirect this funding to making L2 charging more available in disadvantaged communities. It is the most cost effective and efficient charging. Several industry stakeholders are reporting that more than 80 percent of all charging takes place at home or on curbside/workplace level 2 chargers. As an EV driver I've only used fast charging 4 times in 7 months (along I-5 to Portland and I-90 to Spokane).

Technology standards and EVSE provider requirements

Require equitable yet secure payment methods for charging transactions. EMV chip, contactless via credit card or smart mobile phone and a toll-free number are the key technologies needed to enable convenient, secure, and reliable transactions for EV drivers.

Develop a flexible and efficient deployment plan that addresses siting criteria, payment standards, connector standards, data requirements, cost-efficient program design features, and deployment speed and scalability

Create robust uptime data reporting requirements for NEVI-funded investments.

Instruct relevant regulatory bodies to develop a standard reporting formula for calculating uptime, including a consistent reporting interval – either by the minute, 15-minutes, or hour. Inconsistent timescales can skew results.

Uptime data reporting exclusions should be limited to electricity grid and wireless network failures, scheduled and planned maintenance, and catastrophic weather events. Require network operators to report their “excluded time” with the appropriate categorization.

Require EVSE procured with its NEVI funds to be independently verified as OCPP compliant. OCPP promotes competition, which spurs innovation and drives down costs. Competition also promotes better quality service, which translates into greater reliability and uptime – and a better overall customer experience.

Require ten-year manufacturer warranties for NEVI-funded EVSE to ensure that EVSE purchased with NEVI funds remains operational throughout its anticipated minimum service time. Absent such a warranty requirement, Washington State risks investing in stranded assets rather than reliable EV charging equipment.

To hit the 97 percent uptime required by NEVI guidance, it is critical that state plans include funding eligibility for operations and maintenance of stations, especially those located in harder to reach rural areas.

Stakeholder feedback from listening sessions that addresses questions asked by meeting organizers

Create a communications network that integrates existing charging resources with new ones funded by this program. Make sure disadvantaged communities are included in the infrastructure for charging stations.

O&M funding is critical to extending the useful life of EVSE and ensuring that it is functioning at a high level whenever EV users need a charge. When defining O&M, Washington State’s plan should include:

- Any licensing fees related to charger software and maintenance.
- Monitoring and data reporting costs.
- Regular and preventive maintenance, irrespective of warranty recommendations.

Charging stations should be available 24/7.

Upkeep of chargers is a problem – need to ensure good maintenance

We have a national standard for installation of these charging stations, EVITP, this will ensure that trained and qualified personnel/ contractors do this work.

Apply strict reliability and uptime requirements on all federal and state funded charging infrastructure.

Include vehicle-to-grid and vehicle-to-building capacity.

Utilize IEEE standards.

Contract with multiple service providers to deliver the best results for EV users

Are there planned installations of fast charging that we should know about? (Q3, Session 2)

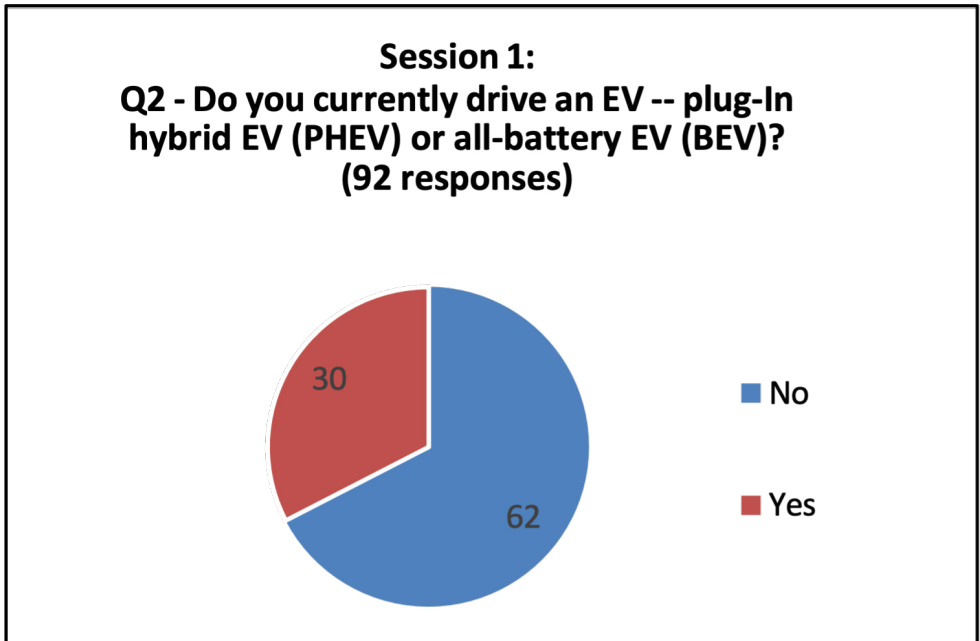
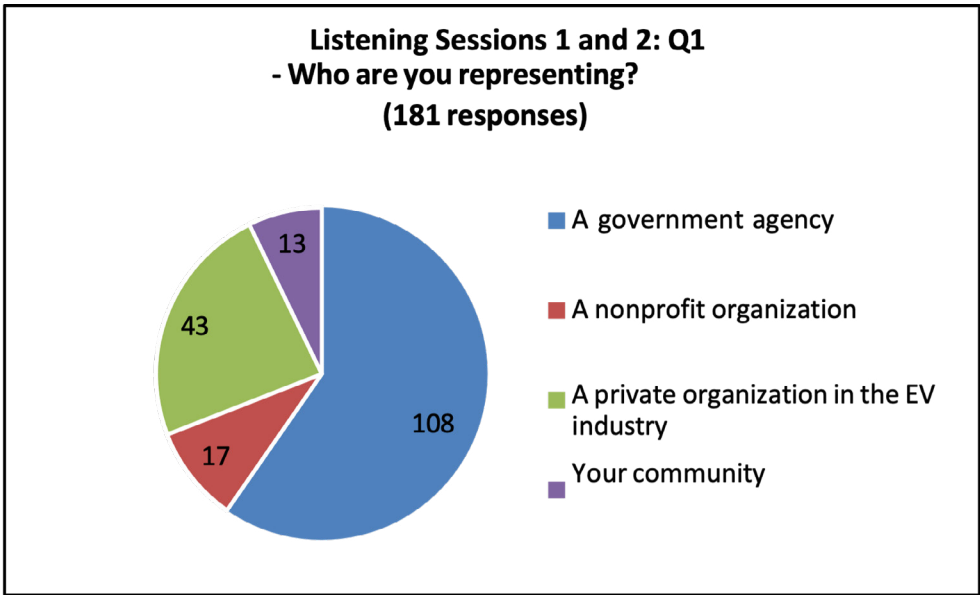
Too broad a question for useful answer in this format.

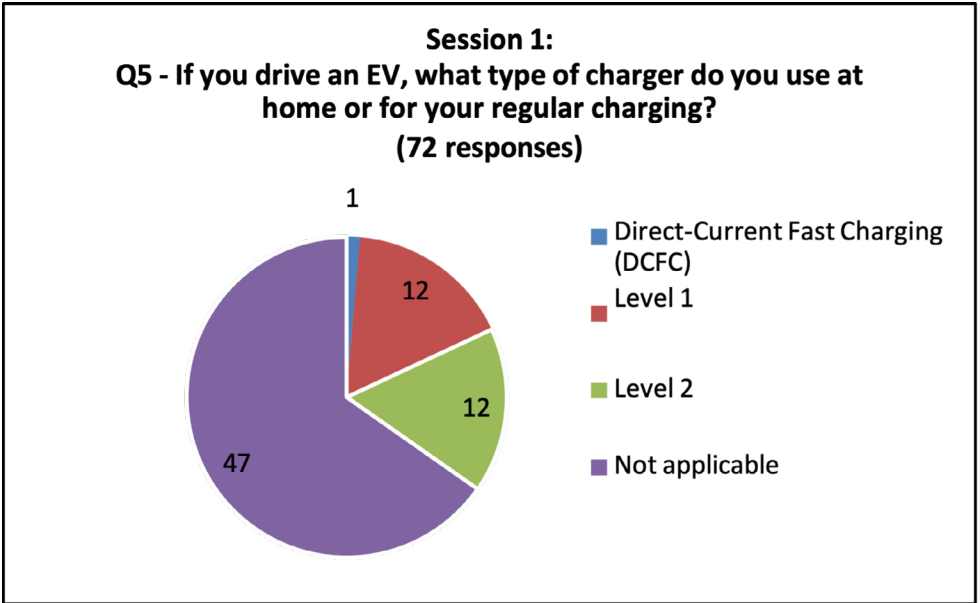
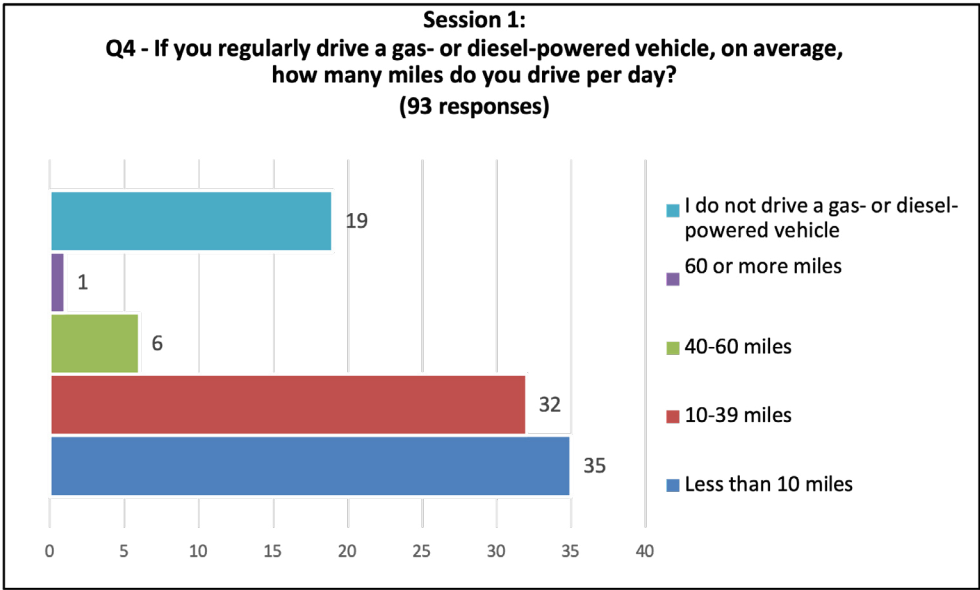
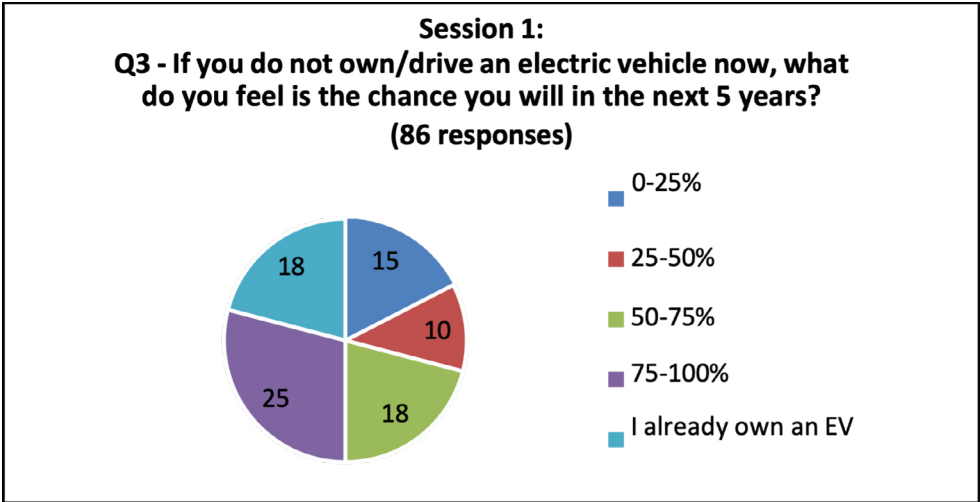
In what circumstances should we exceed the federal requirements of four 150kW chargers per site, located every 50 miles along a corridor? How many miles in between charging sites? Where? Why? (Q1, Session 2)

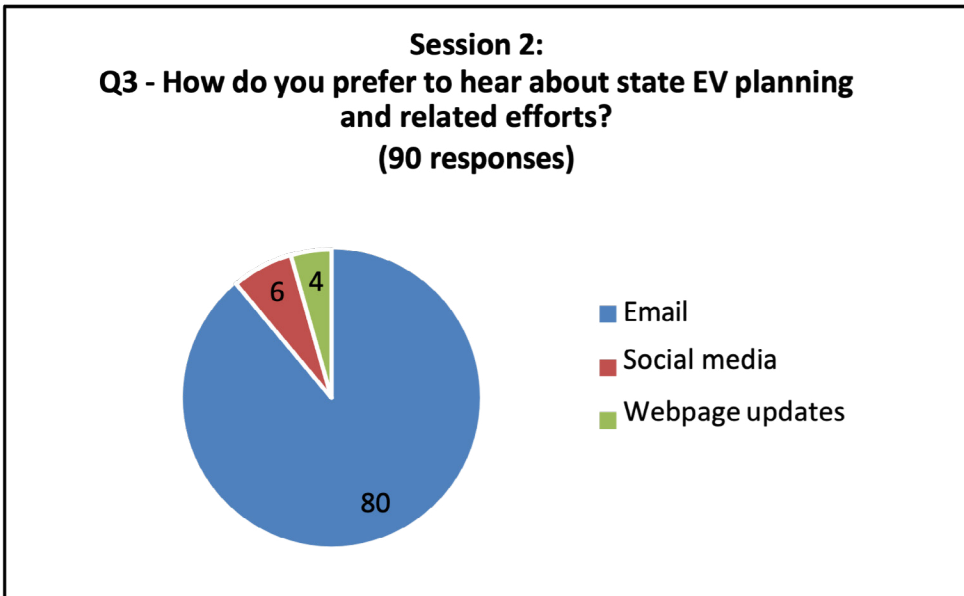
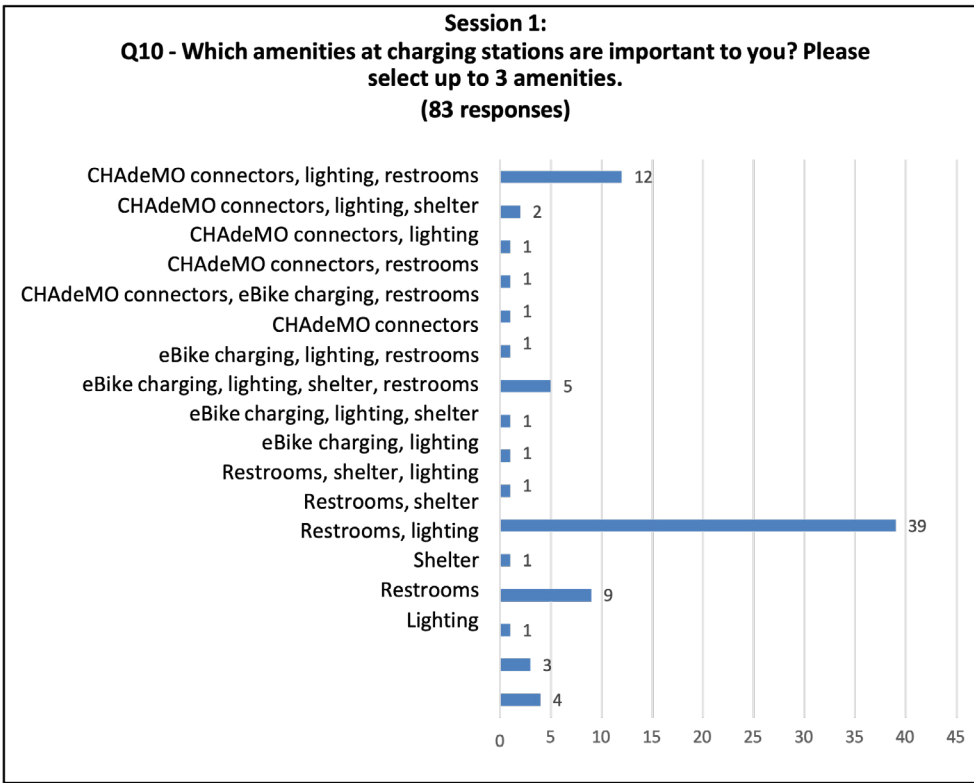
150 kW chargers

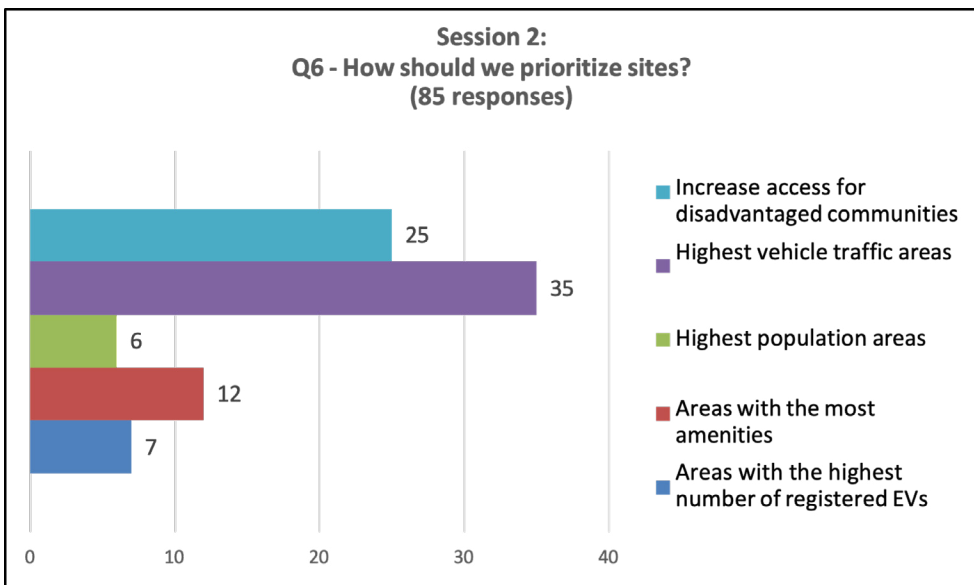
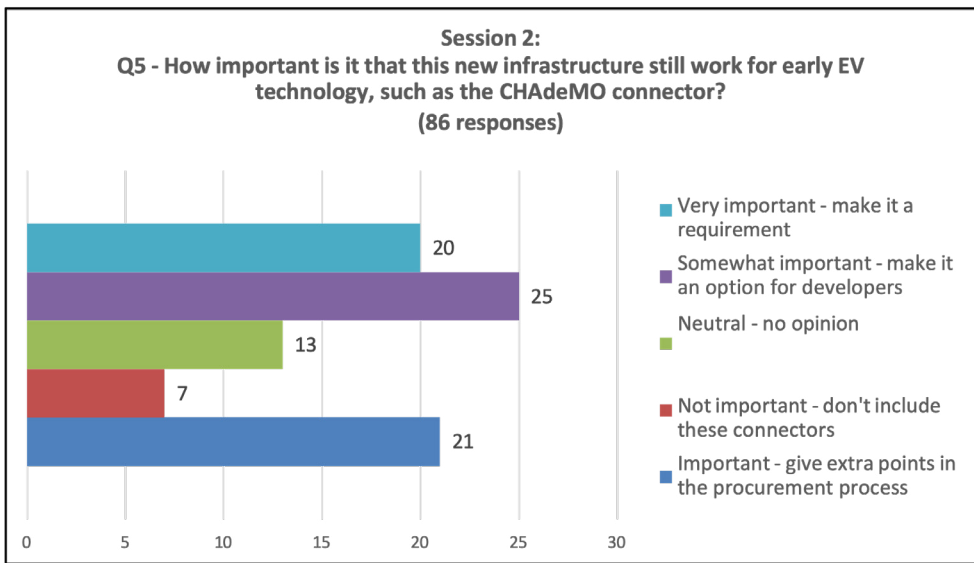
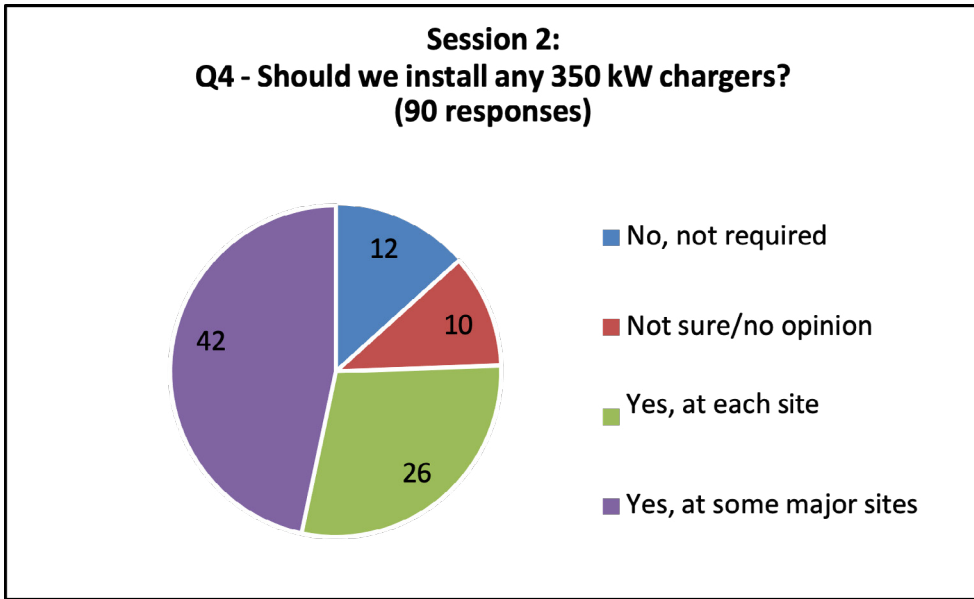
150 kW chargers provide optimal charging rate, but some sites may call for higher charging levels.

APPENDIX B: PUBLIC LISTENING SESSION POLL OUTCOMES









APPENDIX C: AFFILIATIONS OF PUBLIC LISTENING SESSION POLL ATTENDEES

Federal Agencies

U. S . Department of Energy - Hanford

U. S . Parks Service

Washington State Agencies

Commerce Corrections Ecology

Enterprise Services

Social and Health Services

Office of Financial Management

Office of the Governor Revenue

Transportation

Utilities & Transportation Commission

Washington Attorney General's Office Public
Counsel Unit

Washington State Energy Office

Washington State Patrol

Washington State Senate

Agencies from Other States

Oregon Department of Transportation

Texas Department of Transportation

Washington Cities

Airway Heights

Arlington

Bellevue

Bellingham

Bremerton

Brewster

Castle Rock

College Place

Creston

Edmonds

Ellensburg

Federal Way

Gold Bar

Granite Falls

Issaquah

Kalama

Kelso

Kenmore

Kirkland

Lacey

Lakewood

Lynnwood

Mount Vernon

Mukilteo

North Bend

Oak Harbor

Ocean Shores

Olympia

Poulsbo

Puyallup

Richland

Seattle

Selah

Sequim

South Bend

Spokane

Spokane Valley

Tacoma

Tukwila

Tumwater

Twisp

Vancouver

Walla Walla

Warden

Westport

White Salmon

Yakima

Yelm

Washington Counties

Benton

Clallam

Island

King

Kitsap

Pierce

Snohomish

Tourism

Spokane

Whatcom

Washington Ports

Allyn

Bellingham

Bremerton

Camas

Washougal

Edmonds

Everett

Kalama

Kingston

Klickitat

Olympia

Seattle

Shelton

Skagit

Vancouver USA

Municipal, Regional & Business Alliances

Benton-Franklin Council of Governments

Grays Harbor Council of Governments

Lummi Indian Business Council

Mt Adams Chamber of Commerce & Visitor Center

Pacific NorthWest Economic Region

Puget Sound Regional Council

Renton Regional Fire Authority

Skamania Economic Development Council

Snohomish County Parks, Recreation & Tourism

Whatcom Council of Governments

Educational Institutions

Bellingham Technical College

Centralia College - Pacific Northwest Center of Excellence for Clean Energy

Seattle University

University of Washington – Seattle & Bothell

Walla Walla Community College

Equity Advocates

WA Build Back Black Alliance Wahkiakum Health & Human Services

EVSE Companies AMPLY Power BETA Technologies Blink Charging

Center for Advanced Transportation and Energy Solutions

FlexCharging FLO EV Charging Fullstop Charging ChargePoint ChargerHelp!

Shell Recharge Solutions

EV Manufacturers

EV Bolt General Motors

Kenworth Truck Company Rivian

Tesla Motors, Inc .

The Lion Electric Co . USA Inc . Volkswagen

Volta Charging, LLC

Volvo Group North America

Government Affairs & Advocacy

Capitol Connection, LLC FMS Global Strategies

Gordon Thomas Honeywell Gov Affairs

Refueling/Travel Businesses

EZstop LLC

Travel Centers of America

Renewable Energy Advocates & Consultants

ABB E-mobility

Alliance for Transportation Electrification ALTG ALA Consulting

BlueGreen Alliance

Boeing Research & Technology

Brown and Caldwell

Center for Accelerating Innovation

Clean Energy Transition Institute

Climate Reality Tacoma

Coffman Engineers

Cyan Strategies

DKS Associates

EcoStew

Electrification Coalition Energy Northwest

Environmental & Energy Consulting

ETCH2 Mobility Management LLC

Forth Mobility

Ions Consulting

IonsForever

Leumer Consulting, Inc.

Lewis Consulting

New Day Hydrogen

Northwest Power and Conservation Council

NW Energy Coalition

Plug-In North Central Washington

Puget Sound Clean Air Agency

Puget Sound Solar

Renewable Hydrogen Alliance

Snohomish County EV Association

Sound Government Solutions

The Nature Conservancy

Transit & Transportation Planning

Ben Franklin Transit

King County Metro

Kitsap Transit

Klickitat County Senior Services/Mt . Adams
Transportation Service

Mason Transit

Authority Pacific Transit

Peninsula Regional Transportation Planning
Organization

Pierce Transit

Thurston Regional Planning Council

Twin Transit

Valley Transit

Utilities & Electric Service Companies

Avista Benton PUD

Chelan Co PUD

Clallam County PUD No . 1

Clark Public Utilities

Columbia REA

Cowlitz PUD

Franklin PUD

Grays Harbor PUD

Inland Power and Light

Jefferson Public Utilities District

PacifiCorp

Pacific Power

Pend Oreille County Public Utility District No . 1

Puget Sound Energy

Seattle City Light

Snohomish County PUD 1

Tacoma Power

Tacoma Public Utilities

Velocity Electric Corporation

Washington Public Utility Districts Association

Workforce

Northwest Seaport Alliance

International Brotherhood of Electrical Workers
#46 Labor Council

Local 20/20

Others

ABC

AdTra

amber@lewisconsulting.us

Atkins Global

Bloodworks

brians@evergreensign.com

cavry co

daniel.lai@enel.com

Davis Wright Tremaine LLP

Enel X Way

EVCS

Flite Command

FreeWire Technologies

Gray and Osborne Guidehouse

Henry M . Jackson Foundation

Hopelink

john.niles@cates.solutions

Kestrel ESG

Kilows

LFP

Light Department

McSweyn Real Estate

Mead & Hunt, Inc .

Mightycomm

Nanostring

natalie@caleec.com

Pacific Public Affairs

RandyBrooks@nwi.net

SemaConnect

Skye@beta.team

Sullivan Advocacy

The Beckett Group

The Warren Group

Thurston County NOW (Natl Organization for Women)

United Visual Communications

Universe Trading Corporation

Western Forestry Industries Museum

Whittaker Mountaineering,

Rainier Base Camp

WIH Resource Group

WSBH

ENGLISH

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 - KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시십시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский - RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt – VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OEER) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OEER số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية – ARABIC

العنوان 6 إشعار للجمهور

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OEER) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى وأو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: 855-362-4ADA (4232). يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OEER)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OEER的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OEER) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OEER oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7090 or email us at: TitleVI@wsdot.wa.gov

ESPAÑOL – SPANISH

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7090, o envíe un mensaje de correo electrónico a: TitleVI@wsdot.wa.gov

한국어 – KOREAN

번역 서비스

영어로 소통하는 것이 불편하시다면 360-705-7090, 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: TitleVI@wsdot.wa.gov

русский – RUSSIAN

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7090, или написав нам на электронную почту: TitleVI@wsdot.wa.gov

tiếng Việt – VIETNAMESE

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7090, hoặc email cho chúng tôi tại: TitleVI@wsdot.wa.gov

العَرَبِيَّةُ – ARABIC

خدمات الترجمة

إذا كنت تجد صعوبة في فهم اللغة الإنجليزية، فيمكنك مجاناً طلب خدمات المساعدة اللغوية عن

طريق الاتصال بالرقم 360-705-7090 أو مراسلتنا عبر البريد الإلكتروني: TitleVI@wsdot.wa.gov

中文 – CHINESE

翻译服务

如果您难以理解英文，则请致电：360-705-7090，或给我们发送电子邮件：TitleVI@wsdot.wa.gov，请求获取免费语言援助服务。

Af-soomaaliga – SOMALI

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7090 ama iimayl noogu soo dir: TitleVI@wsdot.wa.gov