



2024 Pennsylvania NEVI Plan for Electric Vehicle Infrastructure Deployment

National Electric Vehicle Infrastructure (NEVI)
Formula Program

2024 PA NEVI PLAN UPDATE FOR FFY 2025 (SUBMITTED AUGUST 30, 2024)



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Introduction

This 2024 PA NEVI Plan outlines the Commonwealth of Pennsylvania’s approach to planning, deploying, and administering funding from Federal Highway Administration’s (FHWA's) National Electric Vehicle Infrastructure (NEVI) Formula Program. The objective is to facilitate nationwide travel in electric vehicles (EVs) by supporting the installation of additional Electric Vehicle Supply Equipment (EVSE) charging station infrastructure that is convenient, affordable, reliable, safe, and equitable.

The PA NEVI Plan is a dynamic document with a five-year vision that will undergo annual updates. Each update will incorporate changes to initiatives and focus areas from lessons learned, best practices, and improvements based on the feedback and input received from communities and stakeholders. This iterative approach ensures that the plan remains responsive to evolving needs and aligns with the voices of those it serves.

Upon FHWA's approval of the 2022 PA NEVI Plan in September 2022, the federal fiscal years (FFY) FFY 2022 and FFY 2023 NEVI Formula Program funds were allocated to the Pennsylvania Department of Transportation (PennDOT). Upon the 2023 PA NEVI Plan approval, FFY 2024 funds became available for use. **Table 1** includes a list of all current PA NEVI Plan updates along with FFY funding years, submittal dates, and approval dates.

Table 1. PA NEVI Plan Annual Updates

PA NEVI Plan Year	For FFY Funding	Plan Submitted	Plan Approved
2022 PA NEVI Plan	FFY 2022, FFY 2023	July 21, 2022	September 14, 2022
2023 PA NEVI Plan	FFY 2024	August 1, 2023	October 4, 2023
2024 PA NEVI Plan (This Plan)	FFY 2025	August 30, 2024	TBD

This 2024 PA NEVI Plan update is for Pennsylvania’s next federal fiscal year (FFY 2025) allotment of formula funds. This Pennsylvania 2024 PA NEVI Plan update adds information as communicated in the [NEVI State Plan Update for EV Infrastructure Deployment Template](#) published by the Joint Office of Energy and Transportation (Joint Office) on June 11, 2024. Funding breakdowns by federal fiscal year are shown below.

This version of the plan facilitates the allocation of federal funds for FFY 2025. It's important to note that these funds do not have a specific expiration date, allowing flexibility in their utilization. The next annual plan update will be necessary to allocate funds for FFY 2026, ensuring continued progress in the implementation of the NEVI Program.

\$171.5 Million

Total Pennsylvania NEVI Funds

FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026
\$25.4 M	\$36.5 M	\$36.5 M	\$36.5 M	\$36.5 M

FHWA required funds be spent only to fill alternative fuel corridors (AFCs) until PennDOT receives AFC Fully Built Out (FBO) certification. Following this guidance, PennDOT began awarding funds to projects that filled gaps along AFCs. PennDOT has released three rounds of NEVI funding for AFC Projects, competitively selecting 91 EV charging stations to construct across the Commonwealth. This competitive program was designed to solicit Proposals from eligible entities for the installation, ownership, operation, maintenance, and reporting of NEVI-funded EV charging stations across the Commonwealth of Pennsylvania. For more detailed information on the funding rounds, see the **Contracting** section of this document.

The 2024 PA NEVI Plan update represents the continued progress made in the planning and administration of Pennsylvania's NEVI funds since the approval of the 2023 PA NEVI Plan by FHWA. **Table 2** lists each section of the 2024 PA NEVI Plan and provides a summary of updates and modifications made since the 2023 PA NEVI Plan.

Table 2. 2024 PA NEVI Plan Section Updates from 2023 PA NEVI Plan

PA NEVI Plan Section	Previously Documented in 2023 PA NEVI Plan	2024 PA NEVI Plan Updates
Introduction	-	Added summary table of PA NEVI 2024 Plan section updates.
State Agency Coordination	<ul style="list-style-type: none"> • Memorandum of understanding • NEVI coordination meetings • Neighboring state agency coordination 	Added coordination with Pennsylvania agencies and other state agencies.
Public Engagement	<ul style="list-style-type: none"> • Phases of public engagement • Tribal engagement • Utility engagement • Site-specific public engagement 	Updated community engagement outcomes report, metrics around engagements in the fall of 2023 and early 2024. The section also references an updated list of engagements in Appendix B .
Plan Vision and Goals	<ul style="list-style-type: none"> • Overall strategic vision • Quantifiable goals 	Added two data collection goals, expanded quantifiable goals, and added strategy following AFC FBO certification.
Contracting	<ul style="list-style-type: none"> • Round 1 contracting strategy • Process • Awarded contracts 	Updated development and status of the PennDOT NEVI competitive program, including additional funding rounds and scoring methodologies.

PA NEVI Plan Section	Previously Documented in 2023 PA NEVI Plan	2024 PA NEVI Plan Updates
	<ul style="list-style-type: none"> Promoting competitive bids 	
Existing and Future Condition Analysis	<ul style="list-style-type: none"> State geography EV ownership and registrations AFC designations Existing EV charging stations 	Updated mapping of existing and upgradable EVSE, information on AFC terminology, additional NEVI credible stations status, and Tesla charging port updates.
EV Charging Infrastructure Deployment	<ul style="list-style-type: none"> Implementation strategy Deployment focus areas AFC funding rounds EV charging stations 	Updated AFC active and planned EV charging stations. Updates on plan towards AFC FBO certification.
EV Charging Infrastructure Deployment After Build Out	-	Added a new section which addresses Pennsylvania's strategy for using funding after AFC FBO for Corridor Connections, community charging, critical investments, and EV workforce development.
Implementation	-	No significant changes made.
Civil Rights	<ul style="list-style-type: none"> Compliance with Title VI of the Civil Rights Act and other applicable state and federal regulations 	Additional collaboration with PennDOT's Bureau of Equal Opportunity occurred to ensure compliance of FHWA-1273 terms.
Equity Considerations	<ul style="list-style-type: none"> Identification and outreach to disadvantaged communities (DACs) Quantifying and measuring benefits to PA's DACs 	Updated information on NEVI equity mapping, and updates to the identification and preliminary quantification of Justice40 benefits.
Labor and Workforce Considerations	<ul style="list-style-type: none"> Qualified technicians and the EVITP certification Procurement and contracting 	Updated on how 23 CFR 680.106 (j) compliance is included in the NEVI competitive program and added a section on developing and educating the workforce.
Physical Security & Cybersecurity	<ul style="list-style-type: none"> Physical security and cybersecurity plans are outlined 	Updated how the NEVI competitive program includes physical and cybersecurity requirements and compliance.
Program Evaluation	-	No significant changes made.
Discretionary Exceptions	<ul style="list-style-type: none"> One exception requested 	Two additional exceptions were approved in between PA NEVI Plan submissions (total of three exceptions).
Appendix Supporting Materials	-	Added definitions and updated summary of stakeholder engagement.

In tandem with the 2024 PA NEVI Plan, PennDOT is submitting a letter to FHWA requesting AFC FBO certification.

Once AFC FBO certification is approved by FHWA, PennDOT will shift focus to the community phase of the NEVI Program to install EV charging infrastructure to meet community charging needs across the Commonwealth (herein after referred to as the “Post-AFC Framework”).

The Post-AFC Framework strategy—including goals, objectives, and a program overview—is detailed in the **Strategy Following AFC Fully Built Out Certification** section.

The full proposed Post-AFC Framework is presented in the **EV Charging Infrastructure Deployment After Build Out** section, which includes details on the four funding focus areas—Corridor Connections Program, Community Charging Program, Critical Investments Program, and EV Charging Workforce Program.



State Agency Coordination

This section updates the 2023 PA NEVI Plan with information on how Pennsylvania coordinates with other State agencies in the development and implementation of the NEVI Program.

NEVI Coordination

While PennDOT does not have a formal Memorandum of Understanding in place with any other agency to help administer the NEVI Program, it engages with several Commonwealth and other agencies to ensure coordination for the advancement of NEVI initiatives. These discussions focus on development, refinement, and the ultimate implementation of the NEVI Funding Opportunities for administration of Pennsylvania's NEVI Formula Program funding. These agencies include, but are not limited to:

- Commonwealth Departments and Offices:
 - Department of Agriculture
 - Department of Conservation and Natural Resources
 - Department of Environmental Protection – Energy Programs Office
 - Department of Labor and Industry
 - Department of Revenue
 - Office of Information Technology
 - Funding Equity Interagency Working Group
 - Governor's Office including Communications Office
 - Governor's Policy Office
- PennDOT Bureaus and Offices:
 - Secretary's Office
 - Office of Chief Counsel
 - Bureau of Equal Opportunity
 - Center for Program Development & Management
 - PennDOT's 11 Engineering Districts
- Other agencies:
 - Pennsylvania Division Office of FHWA
 - Eastern Pennsylvania Alliance for Clean Transportation
 - Pittsburgh Region Clean Cities
 - Pennsylvania's Metropolitan and Rural Planning Organizations
 - ITS national working groups
 - EV-ChART pilot working group
 - Peer state agency partners

Neighboring State Agency Coordination

PennDOT communicates with neighboring states to coordinate the placement of EV charging stations along shared interstates and Alternative Fuel Corridors (AFCs). The focus is on adhering to NEVI's 50-mile requirement and other pertinent criteria. **Table 3** shows existing and planned EV charging stations that meet NEVI port and power requirements, and which are located within 50 miles of the Pennsylvania border along an AFC. These include updates from any currently announced NEVI-funded EV charging stations. Initial funding round award selections for Maryland, New York, Ohio, and West Virginia are included. New Jersey and Delaware have yet

to release awarded sites, but are expected to release more information as part of their 2024 NEVI Plan.

PennDOT is part of The Eastern Transportation Coalition, the National Association of State Energy Officials (NASEO), the American Association of State Highway and Transportation Officials (AASHTO), and the Northeast Association of State Transportation Officials (NASTO). Through these associations, PennDOT coordinates with other State and Federal agencies, energy service providers, and private sector stakeholders. Additionally, PennDOT has shared resources with other states such as Alaska, Michigan, Indiana, Virginia, and Rhode Island.

PennDOT takes an active leadership role by contributing to discussions and efforts aimed at promoting the adoption and integration of EVs within the transportation sector, providing guidance on EV program design, exploring successful public-private partnership models, and providing and seeking technical assistance.

Table 3. Pennsylvania’s Neighboring State AFC EV Charging Stations

State	Route	Exit and Distance from PA	Location	Number of DCFC Charging Ports	EV Network	Status and Round
DE	I-495	Exit 1 11 mi	4000 N. DuPont Hwy New Castle, DE 19720	4	Electrify America	Active Existing
MD	I-81	Exit 9 4 mi	Rt. 11 and Maugans Ave Hagerstown, MD 2174	4	TBA	Awarded MD Round 1
MD	I-81	Exit 5 8 mi	16921 Halfway Blvd Hagerstown, MD 21740	4	TBA	Awarded MD Round 1
MD	US-15	Exit 13 26 mi	1001 W Patrick St Frederick, MD 21702	4	TBA	Awarded MD Round 1
MD	MD-140	MM 38 12 mi	40 Antrim Blvd Taneytown, MD 21787	4	TBA	Awarded MD Round 1
MD	MD-140	MM 25 25 mi	1023 Baltimore Blvd Westminster, MD 21157	4	TBA	Awarded MD Round 1
MD	I-695	Exit 12 40 mi	1407 Sulphur Spring Rd Halethorpe, MD 21227	4	TBA	Awarded MD Round 1
MD	I-83	Exit 17 21 mi	100 W Padonia Rd Timonium, MD 21093	12	TBA	Awarded MD Round 1
MD	US-1	MM 59 22 mi	601 Hoagie Dr Bel Air, MD 21014	4	TBA	Awarded MD Round 1
MD	US-1	MM 47 35 mi	9809 Belair Rd Perry Hall, MD 21128	4	TBA	Awarded MD Round 1
MD	I-695	Exit 27 27 mi	825 Dulaney Valley Rd, Towson, MD 21204	4	TBA	Awarded MD Round 1

State	Route	Exit and Distance from PA	Location	Number of DCFC Charging Ports	EV Network	Status and Round
MD	I-95	Exit 109 25 mi	221 Belle Hill Rd Elkton, MD 21921	6	TBA	Awarded MD Round 1
MD	I-70	Exit 80 47 mi	12800 State Route 144 West Friendship, MD 21794	4	TBA	Awarded MD Round 1
MD	I-97	Exit 13 49 mi	7800 Parke West Dr Glen Burnie, MD, 21061	8	TBA	Awarded MD Round 1
MD	I-70	Exit 29 30 mi	10420 Walmart Dr Hagerstown, MD 21740	4	Electrify America	Active Existing
MD	I-70	Exit 54 29 mi	7400 Guilford Dr Frederick, MD 21704	4	Electrify America	Active Existing
MD	I-270	Exit 18 42 mi	22705 Clarksburg Rd Clarksburg, MD 20841	4	Electrify America	Active Existing
MD	I-95	Exit 55 43 mi	1641 Whetstone Way Baltimore, MD 21230	4	Electrify America	Active Existing
MD	I-695	Exit 34 34 mi	6420 Petrie Way Rd Rosedale, MD 21030	4	Electrify America	Active Existing
MD	I-95	Exit 77 47 mi	401 Const. Friendship Blvd Abingdon, MD 21009	4	Electrify America	Active Existing
NJ	I-80	Exit 38 40 mi	28 West Main St Denville, NJ 07834	4	Electrify America	Active Existing
NJ	I-287	Exit 13 39 mi	119 Promenade Blvd Bridgewater, NJ 08807	4	Electrify America	Active Existing
NJ	NJ-444	Exit 100 49 mi	1 Premium Outlets Blvd Tinton Falls, NJ 07753	4	Electrify America	Active Existing
NJ	I-295	Exit 67 12 mi	150 Quakerbridge Mall Lawrenceville, NJ 08648	4	Electrify America	Active Existing
NJ	NJ-42	Exit 12 7 mi	1750 Deptford Center Rd Deptford, NJ 08096	4	Electrify America	Active Existing
NY	I-86	Exit 10 22 mi	TBA Bemus Point, NY 14712	4	TBA	Awarded NY Round 1
NY	I-84	Exit 1 2 mi	TBA Port Jervis, NY 12771	4	TBA	Awarded NY Round 1
NY	I-81	Exit 2 10 mi	2 Industrial Park Dr Binghamton, NY 13904	4	Electrify America	Active Existing
NY	I-81	Exit 7 22 mi	1166 Castle Creek Rd Castle Creek, NY 13744	4	Electrify America	Active Existing

State	Route	Exit and Distance from PA	Location	Number of DCFC Charging Ports	EV Network	Status and Round
NY	NY-17	Exit 87 44 mi	661 W. Main St Hancock, NY 13783	4	Electrify America	Active Existing
NY	I-84	Exit 36 38 mi	1201 Route 300 Newburgh, NY 12550	4	Electrify America	Active Existing
NY	NY-17	Exit 131 37 mi	498 Red Apple Ct Central Valley, NY 10917	4	Electrify America	Active Existing
NY	I-90	Exit 59 30 mi	10401 Bennett Rd Fredonia, New York 14063	4	Electrify America	Active Existing
OH	I-80	Exit 226 12 mi	2721 Salt Springs Rd Girard, Ohio 44420	4	Electrify America	Active Existing
OH	I-70	Exit 208 32 mi	66377 Belmont Morrison Rd Belmont, OH 43718	4	EVgo	Construction, OH Round 1
OH	I-76	Exit 31 47 mi	219 Tallmadge Rd Kent, OH 44240	4	EVgo	Awarded, OH Round 1
OH	I-76	Exit 57 28 mi	1301 N Bailey Rd North Jackson, OH 44451	4	Francis Energy	Awarded, OH Round 2
OH	I-680	Exit 11 13 mi	7121 Tiffany Blvd, Youngstown, OH 44514	4	Francis Energy	Awarded, OH Round 2
OH	I-90	Exit 223 21 mi	2343 Center Rd Austinburg, OH 44010	4	EVgo	Construction, OH Round 1
WV	I-70	Exit 4 10 mi	TBA Wheeling, WV 26003	4	TBA	Planned, WV Round 1
WV	I-81	Exit 13 26 mi	TBA Martinsburg, WV 25401	4	TBA	Planned, WV Round 1
WV	I-68	Exit 1 14 mi	TBA Morgantown, WV 26508	4	TBA	Planned, WV Round 1

**This list includes any NEVI Creditable EV charging stations that may eventually be included in NEVI AFC FBO for border states
Source: AFDC, DelDOT, MDOT, NJDOT, NYSDOT, ODOT, VDOT, WVDOT*



Public Engagement

The public engagement process allows PennDOT and peer agency representatives to engage their stakeholders. Engagement is planned in phases to grow the content of the program by generating and examining public feedback. PennDOT and its NEVI Program partners have prioritized educational engagement with the public and diverse stakeholder groups to share information, gather strategic input, and inform PennDOT's approach.

Community Engagement

As part of the 2023 PA NEVI Plan, PennDOT developed a three-phase, multi-year, statewide public engagement strategy.

The public engagement strategy identifies:

- Who PennDOT intends to engage with,
- How PennDOT plans to engage the stakeholders and the public,
- When the outreach and engagement will occur, and
- What PennDOT plans to present as well as what they will do with the feedback that they receive through the engagement sessions.

The three phases of the public engagement plan listed below align with federal public engagement objectives.

- Phase 1: Statewide Partners and General Education and Outreach
- Phase 2: Focus on Neighboring Communities to AFCs
- Phase 3: Community-based Project Outreach

Phase 1's largest activity occurred when the NEVI plan was being developed in 2022 and early 2023. Phase 2 outreach occurred in the fall of 2023 and is summarized below in the next section. PennDOT is planning now for Phase 3, which will carry through the remainder of the five-year program.

Further information on Phase 1 efforts is outlined in the [NEVI Stakeholder Engagement Sessions Fall 2022 Final Report](#) which can also be found on the [About PA NEVI Plan webpage](#).

Further information on Phase 2 efforts is detailed in the following section, with complete information in the [NEVI Community Engagement Sessions Fall 2023 Final Report](#) along with presentation materials, which can be found on the [Learn About NEVI webpage](#).

Stakeholder Engagement and Educational Outreach

After the 2023 PA NEVI Plan was approved in October 2023, PennDOT held six in-person meetings with stakeholders in communities near AFC corridors. These meetings were intended to increase awareness of the PA NEVI Plan, share EV education information, receive general feedback from communities, and to encourage networking and partnering. The meeting dates and locations were as follows:

- October 16, 2023 – Gettysburg, PA
- October 19, 2023 – Coatesville, PA
- October 23, 2023 – Williamsport, PA
- November 1, 2023 – Erie, PA
- November 2, 2023 – Reading, PA
- November 8, 2023 – Pittsburgh, PA

PennDOT presented information at stakeholder meetings, including resources from the two PA Clean Cities Coalitions and the local electric distribution companies. Attendees of these meetings included individuals from the following groups:

- EV Charging Infrastructure
- Stakeholders/Businesses
- Labor/ Workforce Organizations
- Educational Institutions
- Commercial Businesses
- Utilities
- Government Agencies (Local/State/Federal)
- Transit/ transportation Agencies
- Other

The format for each meeting was consistent and included a presentation providing information about alternative fuels, EVs, types of chargers and EV charging stations, and the NEVI Program. The presentations were designed to be similar for each meeting. Maps showing nearby EV registration concentrations and local public EV charging stations were customized for each meeting.

Table 4 shows the numbers of attendees for each of the meetings.

Table 4: Community Meeting Attendance

Meeting Location	Gettysburg	Coatesville	Williamsport	Erie	Reading	Pittsburgh
Pre-registered	21	20	18	24	21	47
Walk-Ins	3	4	4	8	8	2
Attended	18	12	13	19	18	22

Feedback was solicited through questions as part of the pre-registration, during the meeting through interactive polls, the Q&A portion of the meeting, the site selection exercise, and a post-meeting survey. Each meeting attendee was given a 14-question survey to collect their knowledge and their experience with the community meeting as well as basic demographic information.

Survey questions included demographic information, general feedback, and specific questions seeking input on each PA NEVI Plan section—including what information, feedback, or recommendations stakeholders would like PennDOT to consider in the development of future PA NEVI Plans and activities.

Table 5 summarizes areas where modifications were or will be made in the 2024 PA NEVI Plan and the Post-AFC Framework as a result of feedback received.

Table 5. Fall 2023 Community Engagement Sessions Survey Comment Summary

Generalized Survey Comment	How Comment was/will be Addressed
Step up the pace of EV charging deployments.	PennDOT developed a Post-AFC Framework as part of this the 2024 PA NEVI Plan and will implement as soon as possible.
Focus on rural areas and charging needs for rural communities.	PennDOT included connecting corridors in the Post-AFC Framework to connect several rural/remote communities and areas to the rest of the AFC charging network.
Address charging deserts in urban areas.	PennDOT will add scoring items to the Community Charging Program to incentivize addressing gaps in the charging network in urban areas.
Further define equitable deployment within DACs.	PennDOT will be developing initial DAC outreach material for Planning Partners to use as part of Community Charging outreach. Additionally, PennDOT will ensure the scoring mechanism for the Community Charging Program addresses areas specific to equitable deployment.
Include the ability for other public transportation modes and micromobility to benefit from EV charging station installation.	PennDOT will add scoring items to the Post-AFC Framework funding opportunities to incentivize providing access to other transportation modes and including standard 120 V outlets to serve charging needs for micromobility modes.
Emphasize using local workforce and workforce development programs.	PennDOT includes a local hiring requirement which was first implemented in AFC Round 1B and will remain for future funding rounds. Additionally, PennDOT added a funding focus area to the Post-AFC Framework to specifically address workforce development needs including training programs.

Detailed summary information is included in the [NEVI Community Engagement Sessions Fall 2023 Final Report](#).

Tribal Engagement

Although there are no areas in Pennsylvania under the jurisdiction of indigenous Tribal governments, PennDOT considers federally recognized Tribes to be interested parties for transportation planning and programming. There are 15 federally recognized Tribes that have interests in Pennsylvania. As part of Post-AFC Framework, PennDOT will include these Tribes in communications according to PennDOT’s [Cultural Resources Handbook, Publication 689](#).

Utility Engagement

PennDOT and program partners continue to coordinate and engage with electric utility providers across the Commonwealth. Initial engagements with utility providers in 2022 and 2023 shaped the 2023 PA NEVI Plan. PennDOT continues to actively coordinate with contractors as stations progress through the design, utility, and construction review processes. Feedback from utility

providers following construction of the AFC NEVI round charging stations will be incorporated into design and construction specifications and requirement in Post-AFC Framework funding rounds to improve the quality and timeline of delivery.

Site-Specific Public Engagement

PennDOT places a strong emphasis on community engagement and encourages Contractors to actively involve local communities in their Projects. As part of the evaluation process, PennDOT established specific criteria to assess the Contractor's commitment to site-specific community engagement. Furthermore, Contractors are encouraged to outline their strategy for public and stakeholder engagement, demonstrating how they will actively involve and communicate with the community throughout the Project's lifecycle. By incorporating these criteria, PennDOT ensures that Projects not only deliver the necessary infrastructure but also foster local participation, skill development, and meaningful engagement with the communities they serve.

Additional Engagement and Outreach Activities

Appendix Bon page 64 includes detailed information on all NEVI and EV outreach and community engagement activities completed between August 2023 and July 2024 by PennDOT. This includes the following:

- PennDOT engaged in more than 90 NEVI and EV outreach presentations, meetings, and activities with a variety of groups and organizations across Pennsylvania. This includes:
 - NEVI Program presentations in 2023-2024—including professional organization meetings, forums, and webinars that were focused on engaging with governmental entities and the private sector.
 - Meetings and discussions regarding EV charging adoption, policy, workforce, and interagency coordination with groups—including the general public, labor organizations, governmental entities, and the private sector.
 - NEVI and EV leadership activities covering many distinct engagements—including media interviews, presentations, concept papers, trainings, and round tables with a variety of audiences.

PennDOT will continue to integrate session outcomes to guide future decision making related to the NEVI Program and EVs in Pennsylvania.

Keeping Pennsylvania Informed: NEVI Program Website

PennDOT hosts and manages the Pennsylvania NEVI Formula Program and NEVI Funding Opportunity website, which will continue for the duration of PennDOT's NEVI Program. [The Pennsylvania NEVI Program website](#) is designed to provide the public a central, transparent location for all Pennsylvania NEVI Program information—including the PA NEVI Plan and updates, resources for NEVI Formula Program, resources for local governments, outreach activity information, NEVI Funding Opportunities, funded projects, and links to register for public engagement sessions. The website also includes an active project tracker map to view the status and location of Projects as well as other NEVI AFC Creditable stations.



Plan Vision and Goals

PennDOT's overall vision for the NEVI Program remains the same as in the original 2022 PA NEVI Plan:

To strategically deploy a convenient, reliable, affordable, and equitable EV charging network to support range confidence for Pennsylvanians and visitors.

PennDOT's overall NEVI goals include:

- Construct a consistent, robust charging network to enhance availability when and where people need to charge,
- Fund infrastructure that is safe and convenient for travelers,
- Ensure EV infrastructure funding is distributed and applied in an equitable manner and provides benefits to all populations including underserved and rural communities,
- Complement the NEVI Formula Program with proper training and diversity of the workforce to support economic growth, equity, and safety,
- Develop a charging network to support freight and goods movement through the Commonwealth, and
- Provide environmental benefits that can be shared by all Pennsylvania's communities.

PennDOT's goals were developed to remain consistent throughout the execution of the NEVI Formula Program. These goals already support the establishment of an interconnected network that will facilitate equitable access and network reliability.

PennDOT added the following data collection related goals to align with FHWA NEVI Formula Program guidance:

- Meet FHWA requirements for data collection and sharing.
- Ensure Contractors and stakeholders collect data per FHWA requirements and facilitate timely data reporting to FHWA.

Quantifiable Goals

The quantifiable goal for FFY 2022 and FFY 2023 funds was to ensure all AFCs in Pennsylvania are fully built out, locating DCFCs at least every 50-miles and within one mile of an interstate exit or highway intersection along designated AFCs. For FFY 2024 and FFY 2025 funds, PennDOT has developed goals with quantifiable metrics to install EV chargers to support community charging needs after AFC FBO. It is important to note that any non-AFC funds cannot be spent on chargers until AFC FBO certification is achieved. PennDOT intends to use a portion of the funds to begin community engagement and planning efforts for Post-AFC Framework funding rounds.

Overall, PennDOT plans for the NEVI Program to support the addition of at least 125 MW of total charging capacity across the Commonwealth—particularly in places where private investment may overlook. For reference, 125 MW of charging capacity could be achieved via approximately 210 installations of 600 kW 4-port DCFC EV charging stations, or over 5,200 installations of 24

kW 4-port L2 EV charging stations, or some combination of each. The Post-AFC Framework focuses on the investment in DCFC EV charging stations and Level 2 EV charging stations to support long-distance and community EV usage. Additionally, PennDOT plans to support workforce development through at least 5,000 person-hours of training related to EV charging.

Strategy Following AFC Fully Built Out Certification

This section outlines PennDOT’s Post-AFC Framework. PennDOT’s Post-AFC Framework focuses on spending most of the remaining NEVI formula funds on community-focused charging needs across the Commonwealth. PennDOT plans to begin Post-AFC Framework outreach and coordination tasks in Fall 2024. Thereafter, the timing of Post-AFC Framework funding opportunities will begin as soon as possible after Pennsylvania receives AFC FBO certification from FHWA.

In developing the Post-AFC Framework, PennDOT built upon the overall NEVI goals to focus priorities on charging beyond AFC corridors. Each of the goals shown in **Table 6** are broken into multiple objectives. These goals serve as the basis for the scope and intent of the Post-AFC Framework funding focus areas.

Table 6. Post-AFC Framework Goals

Post-AFC Framework Goals	Objective
Expand fast charging access	<ul style="list-style-type: none"> Ensure safe and welcoming charging access Ensure equitable charging access Ensure reliable charging access
Speed up EV adoption	<ul style="list-style-type: none"> Fill gaps left by the market Provide range confidence Establish convenient charging locations for all Pennsylvanians
Empower community decision-making	<ul style="list-style-type: none"> Empower community-focused need definition Encourage equitable economic development Incentivize small and local business involvement Ensure all Projects have community input
Promote sustainability and equity	<ul style="list-style-type: none"> Meet or exceed Justice40 requirements Involve DACs in decision making Ensure Projects meet diverse needs of DACs Provide environmental benefits
Undertake additional critical investments	<ul style="list-style-type: none"> Support workforce development Improve destination charging access Investigate emergency charging needs Identify needs for freight and goods movement
Streamline program and process	<ul style="list-style-type: none"> Efficiently incorporate critical feedback from all Pennsylvanians Streamline elements of the program and process

PennDOT estimates at least \$102 Million of federal formula funding will remain after AFC FBO certification is achieved. As part of the Post-AFC Framework, PennDOT proposes pursuing four funding focus areas: Corridor Connections, Community Charging, Critical Investments, and EV Workforce (shown in **Figure 1**). The majority of the remaining funds will be spent on community-focused charging needs, as PennDOT’s public engagement has identified community charging access as the largest remaining need after AFC FBO. These four funding focus areas are discussed in detail in the **EV Charging Infrastructure Deployment After Build Out** section.



Figure 1. Post-AFC Framework Funding Focus Areas

Community Feedback and Survey for Post-AFC Framework

Community feedback is integral to continually improving the program and aligning outcomes with community needs. This approach was shared early on with Planning Partners, PennDOT districts, DEP, PennDOT planning, FHWA, and other stakeholders. Initial comments were used to refine the Post-AFC Framework.

Along with the release of the 2024 PA NEVI Plan, PennDOT is releasing a survey to stakeholders including residents, DACs, public transportation stakeholders, freight stakeholders, and others. This feedback will help further refine the Post-AFC Framework. The 2025 PA NEVI Plan (for FFY 2026) will include information regarding feedback as part of these outreach efforts. More information on community outreach is presented in the **EV Charging Infrastructure Deployment After Build Out** section.



Contracting

Since the approval of PennDOT’s 2023 PA NEVI Plan, PennDOT staff have progressed through various stages of three NEVI Funding Opportunity rounds. Rounds 1, 1A, and 1B are referred to in this section as the AFC funding rounds. See **Table 7** for key dates for the NEVI Funding Opportunities.

Table 7. Past and Current Funding Rounds

Round of Contracting	Submissions Received	Active Awards	Date Solicitation Released	Date Solicitation Closed	Date of Conditional Award	First Active Site
Round 1	271	52	1/6/23 (Updated 3/13/23)	5/5/23	8/14/23 (Additional 9/21/23)	12/21/23
Round 1A	86	29	11/13/23	1/26/24	4/4/24	TBD
Round 1B	34	10	4/22/24 (Addendum 6/7/24)	7/10/24 (Addendum 8/2/24)	8/16/24	TBD

Note: All rounds used competitive funding opportunities with contracts for awarded parties

For AFC funding rounds, PennDOT establishes Agreements with eligible entities for the installation, ownership, operation, maintenance, and reporting of NEVI-compliant EV charging stations across the Commonwealth funded in whole or in part through the NEVI competitive program.

Table 8 shows an overview of status of 91 conditionally awarded NEVI-funded EV charging stations in Pennsylvania.

Table 8: Overview of NEVI-Funded EV Charging Station Status in Pennsylvania*

	Conditional Award	Contract Executed	Issuance of NTP to begin Construction	Operational
Number of stations currently completed with given stage	91	60	5	2
Estimated month/year all sites will be completed with the given stage	August 2024	February 2025	December 2025	July 2026

*Based on Pennsylvania NEVI status as of August 30, 2024

Table 12 in the **EV Charging Infrastructure Deployment** section shows all current NEVI-funded EV charging stations that are either operational or under construction as of the release of the 2024 PA NEVI Plan. Several additional Projects will be operational by early 2025. All EV charging stations that were awarded or conditionally awarded funds through the AFC funding rounds are shown in **Table 13** in that same section.

Contracting Strategy

PennDOT's contracting and program administration process supports efficient and effective deployment of EV infrastructure. PennDOT focuses on several key strategies to ensure EV charging stations meet customers' needs by ensuring Contractors.

- Plan EV charging station Projects collaboratively by engaging various stakeholders, state agencies, peer organizations, and community representatives.
- Adhere to all relevant requirements under 23 U.S.C., 23 CFR 680, and 2 CFR 200, along with Commonwealth-specific requirements.
- Select EV charging station locations near facilities that provide customer amenities.
- Are incentivized to locate EV charging stations in DACs.
- Meet Buy America provisions for EVSE.
- Include provisions to maintain Uptime through resilience during emergencies and extreme weather.

Contractors are selected via a transparent and competitive Proposal process. Competition allows PennDOT to benchmark and compare the costs of charging infrastructure Projects with industry standards and best practices. PennDOT utilizes scoring methods to encourage Prospective Contractors to propose innovative and cutting-edge approaches that best serve customer needs. Clear incentive is given in AFC funding rounds to selecting EV charging station locations in DACs. Additionally, PennDOT's intent is that no single Site Host or EV charging station operator may receive more than 25% of the total amount awarded in each funding round.

Agreement provisions allow PennDOT to monitor and enforce compliance with federal and state civil rights laws, physical and cybersecurity recommendations, and other regulatory requirements. Contractors comply with these regulations and report relevant data using the [Electric Vehicle Charging Analytics and Reporting Tool \(EV-ChART\)](#).

Contracting Process

The contracting process for the PennDOT's AFC funding rounds involves the following steps which will be adapted for use for Post-AFC Framework funding opportunities and contracts:

1. **Competitive Program Planning:** The primary objective of the NEVI Program is to achieve AFC FBO certification so there is accessible and reliable DCFC available every 50 miles or less along the AFC network. For Round 1, PennDOT focused on the interstate network—including 15 AFCs. PennDOT selected corridor groups along these AFCs to logically add stations at proper intervals, and to account for existing NEVI AFC Creditable chargers already in place. Round 1A added another interstate and four US highways along with additional gaps to fill all AFCs. Round 1B included all remaining gaps to achieve AFC FBO certification.
2. **Early Announcement of Funding Opportunity:** In a proactive step to promote transparency, PennDOT made a pre-announcement for each of the AFC funding rounds. The pre-announcement occurred one-to-three months in advance of each funding round and included a map with EV charging station gaps, webinar announcement, and website updates. This afforded Prospective Contractors time to prepare. PennDOT then published the Funding Opportunity through various channels—including official state

websites, social media platforms, and outreach meetings. This motivated a varied range of businesses to actively participate in the competitive process.

3. **Project Scoring and Best-Value Contracting:** PennDOT implemented a best value contracting process to enhance competitive submission and cost containment. This approach considers not only the Project cost but also several key scoring areas including technical expertise, experience, innovation, and amenities. PennDOT conducts a thorough evaluation of all Submissions based on the identified selection criteria to assess their alignment with the Project's objectives and priorities. The evaluation includes scoring based on a standardized rubric, comparing each Submission's merits fairly and transparently.
4. **Project Submission Management:** To streamline the submission, selection, and contracting process, PennDOT leveraged the Commonwealth's existing eGrants Public Portal Interface for solicitation of EV charging site Submissions.
5. **Project Selection and Agreement:** Following the evaluation process, PennDOT selected a subset of Prospective Contractors for conditional awards. At this point, each Contractor meets with the PennDOT team in a kick-off meeting for the Project to discuss Project details, expectations, reporting requirements, and Project milestones. PennDOT also holds additional periodic meetings to monitor the progress of construction.
6. **Environmental Review:** PennDOT performs NEPA Environmental Review for the conditionally awarded sites to ensure compliance with environmental standards.
7. **Agreement Execution:** As long as the NEPA Review is successful and both parties agree on Project parameters, Prospective Contractors enter into an official Agreement with PennDOT. Following the fully executed Agreement, the Contractor then submits a fully executed Site Host Agreement and submits the site final design. When the final design is approved and all other preconditions are met, PennDOT issues a Notice to Proceed (NTP), and work may begin.
8. **Project Implementation:** The Contractors and their team members proceed with constructing and deployment of the EV charging station as detailed in their design. PennDOT performs various project and construction oversight in accordance with the Agreement and federal requirements.
9. **Ongoing Monitoring and Oversight:** PennDOT maintains ongoing monitoring and oversight of the contracted Projects during the five-year Period of Performance to ensure compliance with requirements, timely delivery, and quality service. Contractors are bound by contractual obligations, and enforcement is driven by the potential risk of breaching the contract and the requirement to repay funds. To ensure consistent performance, an action plan is mandatory in case of unsatisfactory Uptime. Additionally, to further incentivize timely and effective action plans, a provision has been introduced to withhold retainage while an active action plan is in place.

Following the AFC Round 1 awarding process, PennDOT conducted after action reviews along with a survey to gather feedback specific to the Round 1 Funding Opportunity. This process resulted in several changes to streamline the process for AFC Rounds 1A and 1B including changes in documentation requirements, scoring mechanisms, and utility coordination. PennDOT will continue to make updates when planning towards Post-AFC Framework funding

opportunities. PennDOT uses after-action reviews to continuously refine and optimize the process.

Scoring Methodologies Utilized

Submissions for AFC funding rounds were evaluated with a 100-point questionnaire that was scored using a rubric. The scoring rubric, presented in **Table 9**, assigns points based on stated criteria. The full scoring questionnaire and rubric for each round are provided in Appendix III and Appendix IV in the Round 1, Round 1A, and Round 1B Funding Opportunity documents respectively (available on [PennDOT’s NEVI website](#)).

Table 9. NEVI Funding Opportunity Scoring Methodology

Scoring Category	Points			Evaluation Responsiveness Considerations
	R1	R1A	R1B	
Team Qualification and Experience	6	10	14	Evaluates the Project team's past experience, funding commitments, sources and cash flow, rate structure, payment options, and billing practices, and other relevant experience.
Project Approach	6			Evaluates the Project planning, design and permitting, site preparation and construction, O&M duration and plan, Uptime plan, data sharing, and schedule and timeline.
Candidate Site Information (includes Interchange Score)	40	32	34	Evaluates the Project site location based on the ability to meet the NEVI requirements/interchange score, ability of the site to meet NEVI requirements for multiple AFC or other routes of significance, distance to nearest exit, major characteristics of the site with details on specific items, number of EV charging stalls and ports available for charging as built, total power available for EV charging as built, amount and quality of amenities.
Site Readiness	8	14	14	Evaluates coordination with utilities and network capabilities. Evaluates Project site National Environmental Policy Act (NEPA) readiness.
Future Proofing	4			Evaluates Projects for potential for future additional charging ports and power and ability to allow for parking and charging of medium duty and heavy-duty vehicles.
Sustainability, Equity, Resilience, and Economic Development	12	14	11	Evaluates Project for renewable energy sources used for charging energy; innovative technologies and/or approaches to site design, charging, and power storage; involvement of local businesses and/or workforce; accessibility for users with disability; provision for multiple payment options; provision for multilingual access; and adherence to PennDOT’s EV equity principles and Justice40 initiatives.
Safety and Training	4	10*	7*	Evaluates Project for safety for users and safety of others; management approach and strategies to facilitate incident safety; plan for workforce training; and plan for public and/or stakeholder engagement.
Project Costs	20	20	20	Evaluates overall cost of Project proposed, funding amount requested, and breakdown of expected costs and narrative describing costs.
Total Points	100	100	100	

* **Note:** Economic Development is included with Safety and Training in Round 1A and Round 1B.

Each round included an interchange/segment score or a separate DAC score. The interchange/segment score considered several factors—including proximity to amenities and proximity to DACs. This score was a common score given to all Prospective Contractors based on the location of the EV charging station.

Plan for Compliance with Federal Requirements

Contractors must adhere to all relevant requirements under 23 U.S.C., 23 CFR 680, and 2 CFR 200, in addition to Commonwealth-specific requirements. Compliance is incorporated throughout every stage of program administration. Refer to **Table 16** in the **Implementation** section for specific steps during each stage of the project lifecycle to ensure compliance with Federal Requirements.



Civil Rights

PennDOT remains committed to ensuring that the NEVI Program is compliant with state and federal civil rights laws—including Title VI of the Civil Rights Act and accompanying Federal regulations, the Americans with Disabilities Act (ADA) act, and Section 504 of the Rehabilitation Act. PennDOT will carefully assess eligible Submissions seeking NEVI funding for compliance with Civil Rights requirements and require routine reporting.

PennDOT's Agreement terms and conditions, pre-construction activities, equipment purchase and construction phase, and operations and maintenance phase will also ensure compliance with applicable law. PennDOT remains committed to nondiscrimination, inclusivity, equal access for all, and ensuring compliance with State and Federal civil rights laws and regulations.

PennDOT has provided non-discrimination training for all Contractors selected for NEVI funding for AFC funding rounds and will continue to provide this training for future awards. Training sessions are led by PennDOT's Bureau of Equal Opportunity (BEO) and cover the compliance requirements associated with the nondiscrimination section of the [FHWA-1273 clauses](#). All Contractors performing Davis-Bacon wage covered activities as part of a NEVI Project must adhere to these requirements.



Existing and Future Conditions Analysis

This section includes information on existing and future conditions for EV charging along AFCs in Pennsylvania.

State Geography, Terrain, and Climate

Pennsylvania is 283 miles east-to-west and 160 miles north-to-south at its most distant points. The Commonwealth covers 46,058 square miles, making it the 33rd largest of the 50 states. Pennsylvania is bordered by New York and Lake Erie in the north, New York and New Jersey in the east, Delaware, Maryland, and West Virginia in the south, and West Virginia and Ohio in the west. Pennsylvania has a population of nearly 13 million people—placing the state fifth in population in the United States.

A large portion of Pennsylvania is covered by the Appalachian Mountains—including a series of rolling hills, plateaus, and ridges that are punctuated by valleys. About 50% of the state's land area is covered by forests and the only lowlands are situated in the extreme southeastern corner of the state in the Delaware River valley. Pennsylvania's largest urbanized areas include (in order of population) Philadelphia, Pittsburgh, Allentown-Bethlehem, Harrisburg-Carlisle, Scranton-Wilkes-Barre, Lancaster, York-Hanover, Reading, and Erie. These areas align with where most of the EVs are registered within the state.

Pennsylvania's climate is predominantly humid continental—characterized by warm to hot, humid summers and cold winters. The eastern region, including Philadelphia, experiences hot, humid summers and moderate snowfall in winter. Western areas, like Pittsburgh, also have warm summers but see heavier snowfall in winter due to proximity to the Great Lakes. The central and northern regions, including the Appalachian Mountains, have cooler summers and longer, snowier winters.

Climate change is impacting the state, leading to warmer average temperatures, increased precipitation, more frequent extreme weather events, and shifts in seasonal patterns, which can affect agriculture, ecosystems, and infrastructure. Additionally, air quality is a concern for many Pennsylvanians, with just over 75% of the population of the Commonwealth living in a county that is designated either a nonattainment or maintenance area for at least one National Ambient Air Quality Standards (NAAQS) pollutant. NAAQS are health standards for pollutants including carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter (PM-10 and PM-2.5), and sulfur dioxide.

EV Ownership and Registrations

PennDOT continues to track EV ownership through PennDOT's Driver and Vehicle Services public data. **Table 10** provides annual registrations of EVs since 2015 measured as of December 31st of each year and **Figure 2** shows this information as a bar chart.

As of July 2024, there are nearly 75,000 battery electric vehicles (BEVs) registered in the Commonwealth, a nearly 40% increase from July 2023. Although initial exponential growth from 2015-2022 has leveled off, Pennsylvania continues to see steep linear growth in BEV registrations with about 1,800 additional BEVs registered per month. At the same time, overall motor vehicle

registrations remain steady—showing that most of the new EV registrations are replacing an older non-EV. At the current linear pace, BEVs may exceed 1% of registered motor vehicles in Pennsylvania by December 2025. Note that this data regarding BEVs and the table of BEV registrations below do not include the over 44,000 plug-in hybrids registered in the Commonwealth, while the following map of EV registrations includes BEVs and plug-in hybrids.

Data from 2015 through 2022 was self-reported and likely undercounted EV registrations, especially among plug-in hybrids. An updated VIN decoding method was completed in March 2023, allowing more accurate and more frequent EV registration updates. **Figure 3** shows a heatmap of EV registrations by zip code as of August 2024. The [current interactive map](#) is provided by PennDOT through ArcGIS Online.

Table 10. Summary of BEV Registrations by Year, as of December 31 of Each Year

Year	Registered BEVs (total)	Registered BEVs (%)	Total PA Motor Vehicle Registrations*
2015	2,773	0.03	10,373,977
2016	3,599	0.03	10,423,779
2017	4,364	0.04	10,192,351
2018	7,694	0.07	10,356,982
2019	10,875	0.11	10,300,995
2020	15,205	0.15	10,272,155
2021	23,487	0.23	10,324,483
2022	42,785	0.40	10,730,611
2023	62,238	0.59	10,470,588

*Non-motor vehicle registrations, such as trailers, are excluded from these counts

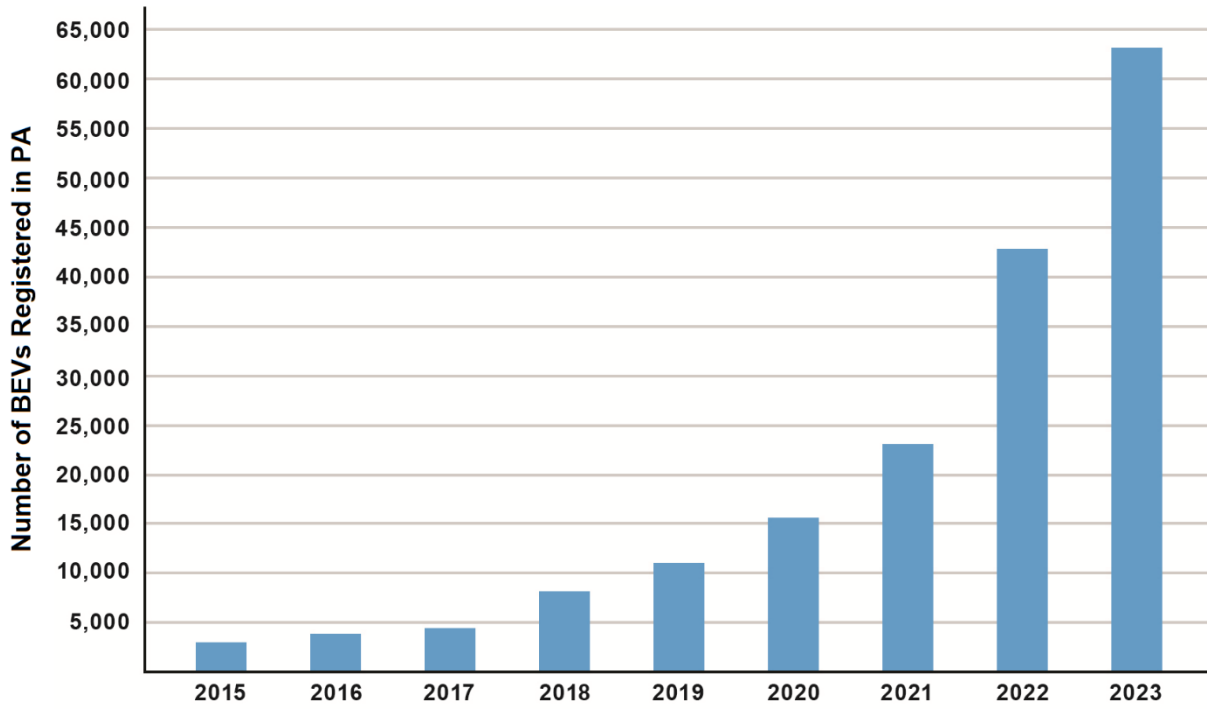


Figure 2. Bar Chart of BEV Registrations by Year

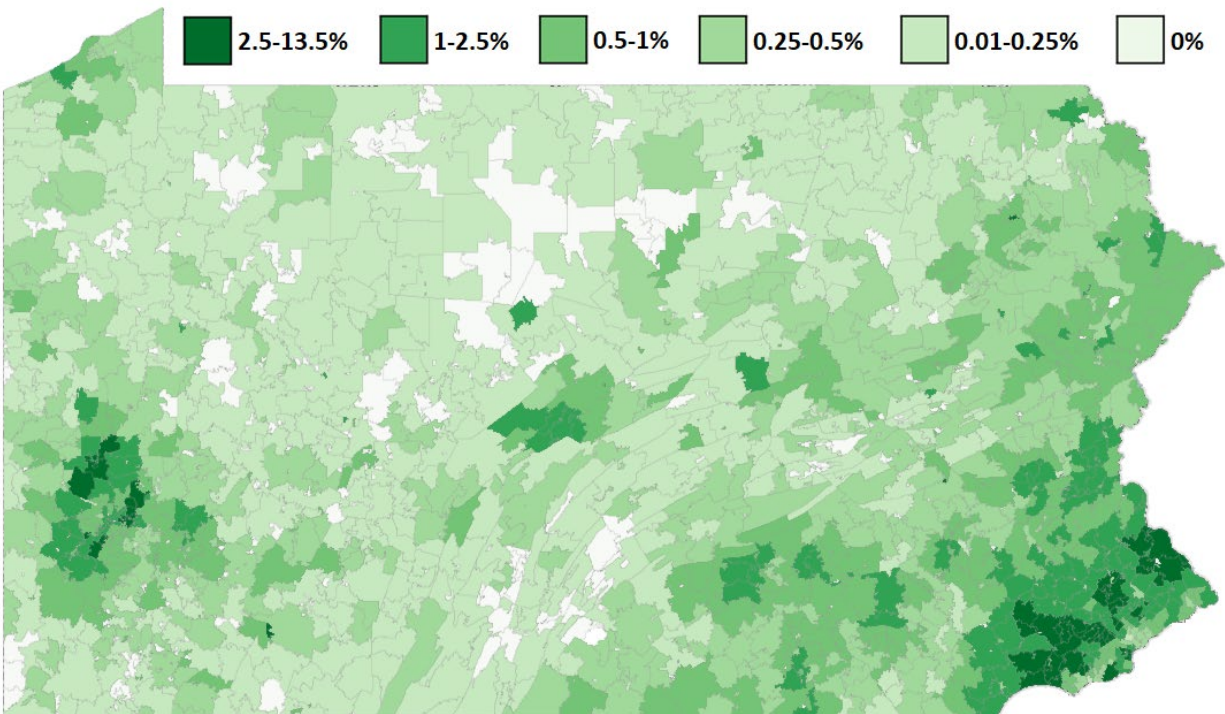


Figure 3. Electric Vehicle Registrations in PA by Zip Code – January 2024

Alternative Fuel Corridor (AFC) Designations

Since the AFC program began in 2016, PennDOT has nominated 11 out of 12 of Pennsylvania's primary interstate highways as AFCs for EV charging, plus six auxiliary interstate freeways and portions of four US highways. **Figure 4** shows the Commonwealth's AFC EV corridors through seven rounds of nominations (2016-2023). PennDOT is not submitting any additional corridors for the AFC Round 8 nomination period in 2024.

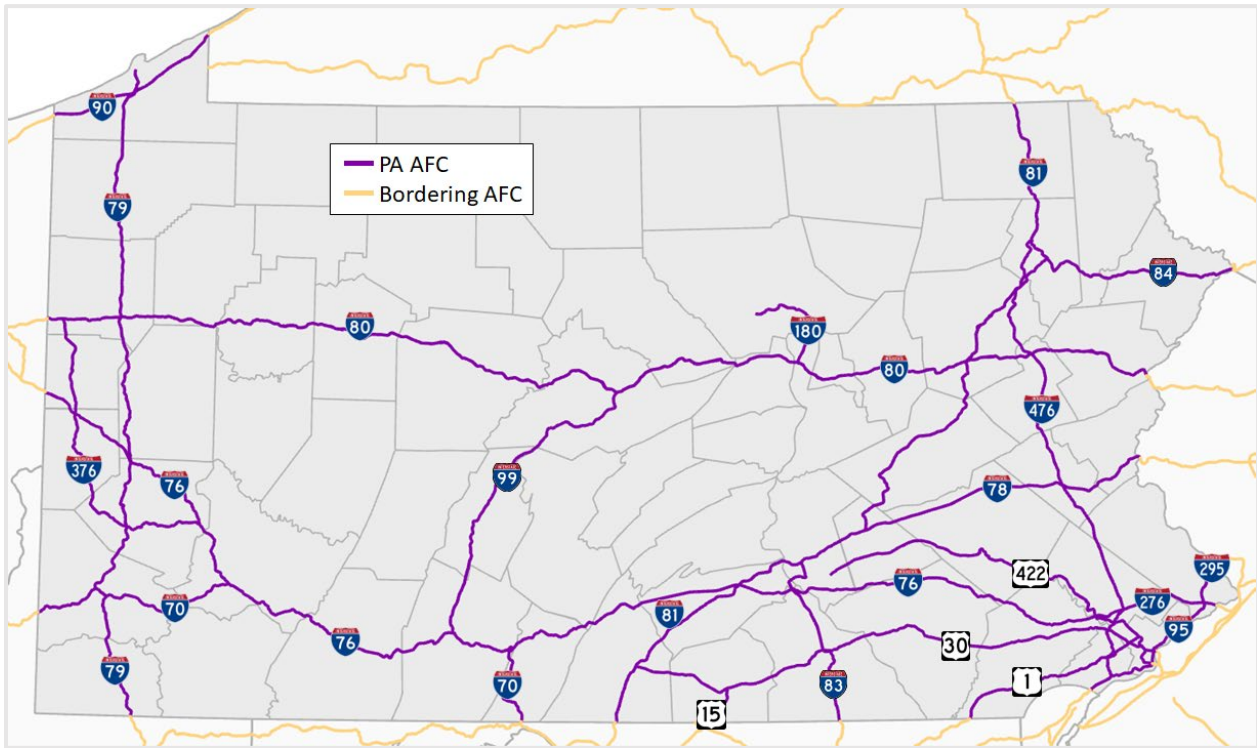


Figure 4. Electric Vehicle AFCs in Pennsylvania

Existing EV Charging Stations (as of July 2024)

According to the Alternative Fuels Data Center (AFDC), there are currently 274 active public DCFC EV charging stations in Pennsylvania with 1,135 charging ports and 1,528 active public Level 2 EV charging stations with 3,427 charging ports in Pennsylvania as of July 2024. There are 123 existing or planned non NEVI-funded DCFC EV charging stations within one mile of an AFC. Of these 123, 15 meet NEVI AFC power-level and port requirements while the remaining would require upgrades to be included as a NEVI AFC Creditable station.

Appendix C contains the full list of Pennsylvania's existing and planned DCFC EV charging stations within 1 mile of AFC, as well as which existing EV charging stations are potentially NEVI AFC Creditable in terms of meeting NEVI requirements for power levels, port types, port numbers, and locations.

Status of NACS Charging Port / Tesla Supercharging Stations

Tesla’s North American Charging Standard (NACS) chargers make up about half of the existing DCFC EV charging stations within one mile of an AFC in Pennsylvania. Many auto makers have signed on to use the NACS port for new vehicles, and Tesla has committed to opening stations for compatible vehicles. Tesla’s online EV charging station map now includes three categories for Superchargers—those that can only be used by Tesla vehicles, those that can be used by other vehicles with a NACS adapter, and the stations that have CCS connectors integrated. The latter two categories are considered when evaluating additional charging needs for future funding rounds.

PennDOT continues to monitor the adoption of the NACS charging port by many automakers and will continue to work with EVSE providers to work on technical provisions and funding information for the addition of NACS ports along with CCS ports for future NEVI funding rounds. Within a couple of years, most CCS vehicles should be able to use a NACS adapter.

Status of Potentially NEVI AFC Creditable Stations

Electrify America and Applegreen have signed agreements with PennDOT to upgrade many of each organization’s EV charging stations to meet NEVI power level and port requirements as creditable towards AFC FBO certification as detailed in the June 2, 2023, Updated NEVI Program Guidance.

Electrify America has confirmed with PennDOT they will be upgrading many of their EV charging stations nationally to their GEN 4 EV charging station capabilities over the next two years, which will enable the EV charging stations to meet NEVI AFC Creditable criteria. Electrify America has submitted a letter of commitment to PennDOT attesting that many Pennsylvania locations comply with all 23 CFR 680 NEVI AFC Creditable requirements, including the Uptime requirements. For those sites that are not yet upgraded to GEN 4, Electrify America specifies the planned upgrade date in the letter of commitment. The specific Electrify America stations that PennDOT plans to count towards AFC FBO certification are shown in **Table 11**.

Applegreen EV charging stations along the Pennsylvania Turnpike (I-76 and I-476) are designed to meet all 23 CFR 680 NEVI AFC Creditable requirements. Applegreen has committed to meeting Uptime requirements and will provide modules 3 and 4 quarterly reports into the EV-ChART system at the required intervals. Applegreen provided signed documentation for their DCFC stations in their letter of commitment. There are three Applegreen charging stations that are still being built, as shown in **Table 11**, with the latest date of completion being June 30, 2026. All Applegreen stations are planned to count towards AFC FBO certification.

Additionally, the Pennsylvania Department of Environmental Protection (DEP) provided funding for several stations across PA through their [Driving PA Forward](#) program. Most of these stations do not meet NEVI power and distance requirements, so they will not be counted towards AFC FBO certification but could be upgraded in the future.

Table 11 lists the existing and planned non-NEVI EV charging stations that meet NEVI power requirements. All current and planned DCFC EV charging stations, regardless of power levels, that are within a mile of an AFC based on AFDC and DEP data as of July 2024 are included in **Appendix C**.

Table 11. Existing/Planned non-NEVI EV Charging Stations in Pennsylvania

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
183555	I-76 (28) I-79 (77)	1329 Freedom Rd Cranberry Township, PA 16066	4	Electrify America	Yes	Yes ²
Planned	I-76 (112) I-70 (112)	327 Industrial Park Rd Somerset, PA 15501	8	Applegreen Electric	Yes	Yes ³
167187	I-76 (146) I-70 (146) I-99 (1)	4354 Business 220 Bedford, PA 15522	6	Electrify America	Yes	Yes ¹
121756	I-76 (226)	1098 Harrisburg Pike Carlisle, PA 17013	4	Electrify America	Yes	Yes ⁶
121758	I-76 (328)	160 N. Gulph Rd, Suite 2700 King of Prussia, PA 19406	6	Electrify America	Yes	Yes ¹
205089	I-76 (347)	2129 Oregon Ave Philadelphia, PA 19145	4	Electrify America	Yes	Yes ²
236945	I-95 (20)	1100 S Christopher Columbus Blvd Philadelphia, PA 19147	4	Electrify America	Yes	Yes ²
201038	I-99 (69)	101 Valley Vista Dr State College, PA 16803	4	Electrify America	Yes	Yes ⁶
190383	I-276 (333)	500 W Germantown Pike Plymouth Meeting, PA 19642	4	Electrify America	Yes	Yes ²
Planned	I-476 (55)	5052 Cetronia Rd Allentown, PA 18106	8	Applegreen Electric	Yes	Yes ⁵
Planned	I-476 (86)	256 Danner Rd Jim Thorpe, PA 18229	8	Applegreen Electric	Yes	Yes ⁴
188128	US-422 (337)	18 W Lightcap Rd Pottstown, PA 19464	4	Electrify America	Yes	Yes ⁶
167623	I-80 (62)	63 Perkins Rd Clarion, PA 16214	4	Electrify America	Yes	No
168152	I-80 (308)	355 Lincoln Ave East Stroudsburg, PA 18301	4	Electrify America	Yes	No
168487	I-90 (24)	1825 Downs Dr Erie, PA 16509	4	Electrify America	Yes	No
Planned	I-476 (18)	400 Alan Wood Rd Conshohocken, PA 19428	4	Electrify America	Yes	No
121741	I-80 (101)	20 Industrial Dr DuBois, PA 15801	4	Electrify America	1 mi Exception Approved	No

¹ Upgrades completed as of August 30, 2024

² Upgrades to be completed by December 1, 2024

³ Upgrades to be completed by March 31, 2025

⁴ Upgrades to be completed by September 30, 2025

⁵ Upgrades to be completed by June 30, 2026

⁶ Upgrades under consideration for 2025

EV Charging Infrastructure Deployment

Implementation Strategy

PennDOT’s initial use of NEVI funds focused on building out Pennsylvania’s EV AFCs. Additional EV charging sites beyond those required to meet fully built out requirements were also selected to increase support of all paths of travel on AFCs and to increase redundancy along the network in case any sites drop out before becoming operational.

After FHWA has certified Pennsylvania’s AFCs as fully built out to NEVI-compliant standards, PennDOT will expand the funding scope and focus on community charging, discussed in detail in the EV Charging Infrastructure Deployment After Build Out section.

Deployment Focus Areas

PennDOT’s [EV Mobility Plan](#), released in July 2022, is PennDOT’s overall plan for EV charging between 2023 and 2028.

The PA NEVI Plan is meant to support several objectives of the EV Mobility Plan including:

- regional travel through DCFCs along AFCs and other key corridors,
- community charging needs using a mix of Level 2 and DCFC EV charging, and
- other critical charging areas such as destination travel, emergency travel, commuter travel, and medium-/heavy-duty freight.

AFC Funding Rounds and EV Charging Stations

PennDOT has pursued AFC charging Projects using three rounds of funding—Round 1, Round 1A, and Round 1B. As of this update, all rounds have selected conditional awardees and are at various stages of implementation. Refer to the Contracting section of this plan for more information on each of the AFC round funding opportunities. PennDOT plans to achieve AFC FBO certification with the Projects from these three rounds.

Table 12 shows the current NEVI-funded EV charging stations that are either operational or under construction as of the 2024 PA NEVI Plan submission. Several additional Projects will be operational by the end of 2024. All EV charging stations that were awarded or conditionally awarded funds through AFC funding rounds are shown in **Table 13**.

Table 12. NEVI-Funded EV Charging Stations in Pennsylvania - Operational or Under Construction

State EV Charging Location Unique ID	Route (Exit/Mile Marker)	Location	NEVI-Funded Ports	Operational Status	Award Amount	FFY Funds / Round	New or Upgrade?
5356	I-81 (175)	417 Route 315 Pittston, PA 18640	4	Operational as of Dec 2023	\$610,393	FFY 2022 Round 1	New
5077	I-80 (42)	6406 Emlenton Clintonville Rd Emlenton, PA 16373	4	Operational as of Jun 2024	\$456,318	FFY 2022 Round 1	Upgrade
5084	I-95 (2)	3314 Market St Aston, PA 19014	4	Under Construction Est. Sep 2024	\$253,826	FFY 2022 Round 1	New
5080	I-376 (13)	2604 W. State St New Castle, PA 16101	4	Under Construction Est. Dec 2024	\$220,898	FFY 2022 Round 1	New
5195	I-81 (90)	22 Old Forge Rd Jonestown, PA 17038	4	Under Constuction Est. Dec 2024	\$689,324	FFY 2022 Round 1	New

Note: All stations in this table are along AFC routes

Table 13. NEVI-Funded EV Charging Stations in Pennsylvania – Awarded / Planned

State EV Charging Location Unique ID	Route (Exit/Mile Marker)	Location	Number of Ports	Estimated Operational Status	Award Amount	FFY Funds / Round	New or Upgrade?
5198	I-79 (105)	1011 New Castle Rd Slippery Rock, PA 16057	4	Dec 2024	\$634,756	FFY 2022 Round 1	New
5208	I-81 (44)	1900 Ritner Highway Carlisle, PA 17013	4	Feb 2025	\$738,937	FFY 2022 Round 1	New
5214	I-81 (17)	986 Norland Ave Chambersburg, PA 17201	4	Feb 2025	\$793,457	FFY 2022 Round 1	New
5216	I-80 (133)	73 Rolling Stone Rd Kylertown, PA 16879	4	Feb 2025	\$747,247	FFY 2022 Round 1	New
5056	I-70 (32)	204 Wilson Rd Bentleyville, PA 15314	4	Jun 2025	\$607,822	FFY 2022 Round 1	New
5089	I-79 (147)	18511 Smock Hwy. Meadville, PA 16335	4	Jun 2025	\$211,165	FFY 2022 Round 1	New
5082	I-81 (65)	100 Metropolitan Way Summerdale, PA 17025	4	Sep 2025	\$256,626	FFY 2022 Round 1	New
5092	I-476 (31)	1401 Forty Foot Rd Lansdale, PA 19446	4	Sep 2025	\$211,165	FFY 2022 Round 1	New
5097	I-83 (4)	550 Shrewsbury Commons Shrewsbury, PA 17361	4	Sep 2025	\$204,232	FFY 2022 Round 1	New
5130	I-376 (58)	750 Aten Rd Coraopolis, PA 15108	4	Sep 2025	\$384,880	FFY 2022 Round 1	New
5161	I-81 (184)	1136 Moosic St Scranton, PA 18505	4	Sep 2025	\$204,232	FFY 2022 Round 1	New

State EV Charging Location Unique ID	Route (Exit/Mile Marker)	Location	Number of Ports	Estimated Operational Status	Award Amount	FFY Funds / Round	New or Upgrade?
5162	I-476 (1)	1920 W MacDade Blvd Woodlyn, PA 19094	4	Sep 2025	\$211,165	FFY 2022 Round 1	New
5163	I-79 (14)	398 E Roy Furman Hwy Waynesburg, PA 15370	4	Sep 2025	\$259,293	FFY 2022 Round 1	New
5171	I-70 (57)	205 N Center Ave New Stanton, PA 15672	4	Sep 2025	\$281,856	FFY 2022 Round 1	Upgrade
5172	I-83 (21)	215 Arsenal Rd York, PA 14702	4	Sep 2025	\$654,081	FFY 2022 Round 1	New
5173	I-79 (68)	1910 Mount Nebo Rd Sewickley, PA 15143	4	Sep 2025	\$684,088	FFY 2022 Round 1	New
5175	I-99 (32)	678 Frankstown Rd Altoona, PA 16602	4	Sep 2025	\$691,197	FFY 2022 Round 1	New
5176	I-81 (77)	7970 Linglestown Rd Harrisburg, PA 17112	4	Sep 2025	\$163,838	FFY 2022 Round 1	Upgrade
5180	I-79 (41)	300 Racetrack Rd Washington, PA 15301	4	Sep 2025	\$639,659	FFY 2022 Round 1	New
5196	I-80 (242)	440 W. 3rd St Mifflinville, PA 18631	4	Sep 2025	\$676,935	FFY 2022 Round 1	New
5200	I-80 (81)	1373 Route 28 Brookville, PA 15825	4	Sep 2025	\$577,330	FFY 2022 Round 1	New
5203	I-84 (34)	604 PA – 739 Hawley, PA 18428	4	Sep 2025	\$830,400	FFY 2022 Round 1	New
5248	I-78 (57)	2855 Lehigh St Allentown, PA 18103	4	Sep 2025	\$798,869	FFY 2022 Round 1	New
5249	I-76 (172)	3744 N Hess Rd Waterfall, PA 16689	4	Sep 2025	\$736,870	FFY 2022 Round 1	New
5251	I-76 (57) I-376 (84)	4145 William Penn Hwy Monroeville, PA 15146	4	Sep 2025	\$543,960	FFY 2022 Round 1	New
5257	I-76 (290)	Pennsylvania Tpke Denver, PA 17517	4	Sep 2025	\$498,805	FFY 2022 Round 1	New
5260	I-99 (48)	1400 Logan Ave Tyrone, PA 16686	4	Sep 2025	\$790,703	FFY 2022 Round 1	New
5264	I-76 (49)	2000 Eastern Ave Verona, PA 15147	4	Sep 2025	\$367,749	FFY 2022 Round 1	New
5266	I-76 (305)	5 Marsh Rd Elverson, PA 19520	4	Sep 2025	\$603,294	FFY 2022 Round 1	New
5269	I-83 (45)	3695 Paxton St Harrisburg, PA 17111	4	Sep 2025	\$775,804	FFY 2022 Round 1	New
5275	I-80 (29)	5644 State Rt 8 Harrisville, PA 16038	4	Sep 2025	\$1,060,291	FFY 2022 Round 1	New
5279	I-90 (35)	4050 Depot Rd Erie, PA 16510	4	Sep 2025	\$1,060,291	FFY 2022 Round 1	New
5280	I-78 (13)	8555 Lancaster Ave Bethel, PA 19507	4	Sep 2025	\$741,290	FFY 2022 Round 1	New

State EV Charging Location Unique ID	Route (Exit/Mile Marker)	Location	Number of Ports	Estimated Operational Status	Award Amount	FFY Funds / Round	New or Upgrade?
5282	I-81 (5)	10835 John Wayne Dr Greencastle, PA 17225	4	Sep 2025	\$1,060,291	FFY 2022 Round 1	New
5284	I-80 (158)	875 N Eagle Valley Rd Milesburg, PA 16853	4	Sep 2025	\$1,060,291	FFY 2022 Round 1	New
5285	I-80 (284)	100 Commercial Blvd Blakeslee, PA 18610	4	Sep 2025	\$841,547	FFY 2022 Round 1	New
5287	I-81 (119)	1297 Keystone Blvd Pottsville, PA 17901	4	Sep 2025	\$899,595	FFY 2022 Round 1	New
5340	I-80 (262)	547 N. Hunter Hwy Butler, PA 18222	4	Sep 2025	\$1,008,770	FFY 2023 Round 1	New
5347	I-84 (8)	1174 Mt. Cobb Rd Lake Ariel, PA 18436	4	Sep 2025	\$652,055	FFY 2023 Round 1	Upgrade
5349	I-95 (42)	5900 Bristol Pike Bristol Township, PA 19007	4	Sep 2025	\$708,221	FFY 2023 Round 1	New
5351	I-78 (49)	7572 Schantz Rd Allentown, PA 18106	4	Sep 2025	\$727,420	FFY 2023 Round 1	New
5362	I-80 (173)	5609 Nittany Valley Dr Mill Hall, PA 17751	4	Sep 2025	\$812,990	FFY 2023 Round 1	New
5365	I-276 (343)	101 Easton Rd Horsham, PA 19044	4	Sep 2025	\$733,025	FFY 2023 Round 1	New
5366	I-81 (155)	7018 Blue Ridge Trail Mountain Top, PA 18707	4	Sep 2025	\$661,019	FFY 2023 Round 1	Upgrade
5373	I-81 (219)	1623 Oliver Road New Milford, PA 18834	4	Sep 2025	\$852,379	FFY 2023 Round 1	New
5061	I-76 (91)	3612 State Route 31 Donegal, PA 15628	4	Sep 2025	\$607,822	FFY 2023 Round 1	New
5261	I-76 (77)	734 New Stanton Service Plaza Hunker, PA 15639	4	Sep 2025	\$397,067	FFY 2023 Round 1	New
8732	I-476 (74)	877 Interchange Rd Lehigh, PA 18235	4	Dec 2025	\$451,353	FFY 2023 Round 1A	New
8748	US-1 (7)	250 Limestone Rd Oxford, PA 19363	4	Dec 2025	\$667,936	FFY 2023 Round 1A	New
8758	I-180 (13)	45 Muncy Creek Blvd Muncy, PA 17756	4	Dec 2025	\$737,106	FFY 2023 Round 1A	New
8759	I-76 (180)	29459 Great Cove Rd Fort Littleton, PA 17223	4	Dec 2025	\$281,934	FFY 2023 Round 1A	New
8762	I-76 (110)	1030 N Ctr Ave Somerset, PA 15501	4	Dec 2025	\$281,694	FFY 2023 Round 1A	Upgrade
8765	US-30 (273)	2622 Lincoln Hwy E Ronks, PA 17572	4	Dec 2025	\$556,424	FFY 2023 Round 1A	New
8775	I-76 (286)	2 Denver Rd Denver, PA 17517	4	Dec 2025	\$622,333	FFY 2023 Round 1A	New
8790	I-80 (120)	14624 Clearfield Shawville Hwy Clearfield, PA 16830	4	Dec 2025	\$432,950	FFY 2023 Round 1A	New

State EV Charging Location Unique ID	Route (Exit/Mile Marker)	Location	Number of Ports	Estimated Operational Status	Award Amount	FFY Funds / Round	New or Upgrade?
8792	I-76 (250)	441 Industrial Lane Middletown, PA 17057	4	Dec 2025	\$650,000	FFY 2023 Round 1A	New
8793	I-76 (259)	7 Bachmanville Rd Hershey, PA 17033	4	Dec 2025	\$625,000	FFY 2023 Round 1A	New
8794	I-76 (202)	203 Blue Mountain Plaza Newburg, PA 17240	4	Dec 2025	\$750,000	FFY 2023 Round 1A	New
8795	I-76 (219)	219 Pennsylvania Tpke West Pennsboro, PA 17015	4	Dec 2025	\$790,000	FFY 2023 Round 1A	New
8797	I-80 (232)	1 Buckhorn Rd Bloomsburg, PA 17815	4	Dec 2025	\$797,125	FFY 2023 Round 1A	New
8803	I-80 (15)	854 Perry Hwy Mercer, PA 16137	4	Dec 2025	\$704,968	FFY 2023 Round 1A	New
8807	I-76 (201)	17680 Cumberland Hwy Newburg, PA 17240	4	Dec 2025	\$811,077	FFY 2023 Round 1A	New
8809	I-76 (48)	2871 Freeport Rd Pittsburgh, PA 15238	4	Dec 2025	\$768,310	FFY 2023 Round 1A	New
8814	I-180 (28)	881 1st St Williamsport, PA 17701	4	Dec 2025	\$794,350	FFY 2023 Round 1A	New
8816	US-30 (257)	4010 Columbia Ave Columbia, PA 17512	4	Dec 2025	\$672,408	FFY 2023 Round 1A	New
8819	US-422 (276)	811 E Main St Palmyra, PA 17078	4	Dec 2025	\$731,099	FFY 2023 Round 1A	New
8824	I-79 (184)	1625 W Bayfront Pkwy Erie, PA 16507	4	Dec 2025	\$851,772	FFY 2023 Round 1A	New
8825	I-81 (143)	58 Station Cir Hazleton, PA 18202	4	Dec 2025	\$399,768	FFY 2023 Round 1A	New
8832	US-30 (317)	215 W Lancaster Ave Wayne, PA 19087	4	Dec 2025	\$831,803	FFY 2023 Round 1A	New
8833	US-422 (316)	413 Lancaster Ave Reading, PA 19611	4	Dec 2025	\$852,104	FFY 2023 Round 1A	New
8836	US-1 (46)	8240 West Chester Pike Upper Darby, PA 19082	4	Dec 2025	\$800,870	FFY 2023 Round 1A	New
8843	US-30 (331)	982 N 6th St Philadelphia, PA 19123	4	Dec 2025	\$815,120	FFY 2023 Round 1A	New
8853	US-422 (347)	1600 Egypt Rd Phoenixville, PA 19460	4	Dec 2025	\$907,508	FFY 2023 Round 1A	New
8854	US-1 (36)	1242 W Baltimore Pike Media, PA 19063	4	Dec 2025	\$811,434	FFY 2023 Round 1A	New
8857	US-30 (293)	580 Manor Rd Coatesville, PA 19320	4	Dec 2025	\$969,304	FFY 2023 Round 1A	New
8865	US-15 (12) US-30 (213)	859 York Rd Gettysburg, PA 17325	4	Dec 2025	\$652,736	FFY 2023 Round 1A	New
3075	I-78 (29)	71 Industrial Dr Hamburg, PA 19526	4	Jun 2026	\$945,555	FFY 2023 Round 1B	New

State EV Charging Location Unique ID	Route (Exit/Mile Marker)	Location	Number of Ports	Estimated Operational Status	Award Amount	FFY Funds / Round	New or Upgrade?
3110	I-80 (277) I-476 (95)	480 State Route 940 White Haven, PA 18661	4	Jun 2026	\$688,109	FFY 2023 Round 1B	New
3119	I-80 (192)	3379 E Valley Rd Loganton, PA 17747	4	Jun 2026	\$638,656	FFY 2023 Round 1B	New
3132	I-476 (44)	1960 John Fries Hwy Quakertown, PA 18951	4	Jun 2026	\$820,154	FFY 2023 Round 1B	New
3135	I-376 (74)	4250 Murray Ave Pittsburgh, PA 15217	4	Jun 2026	\$601,284	FFY 2023 Round 1B	New
3137	I-376 (39)	1 Beaver Valley Mall Blvd Monaca, PA 15061	4	Jun 2026	\$627,038	FFY 2023 Round 1B	New
3149	I-79 (166)	1007 Marketplace Dr Edinboro, PA 16412	4	Jun 2026	\$786,408	FFY 2023 Round 1B	New
3152	I-295 (3)	1281 Lincoln Hwy Levittown, PA 19056	4	Jun 2026	\$640,618	FFY 2023 Round 1B	New
3154	I-70 (17)	104 East Wylie Avenue Washington, PA 15301	4	Jun 2026	\$641,076	FFY 2023 Round 1B	New
7114	I-70 (147)	16476 Lincoln Hwy Rte 30, Breezewood, PA 15533	4	Jun 2026	\$705,195	FFY 2023 Round 1B	New

Note: All stations in this table are along AFC routes

Planning Towards AFC Fully Built Out Certification

As of the submission of the 2024 PA NEVI Plan, PennDOT has awarded contracts to fill all AFC gaps, substantially meeting all criteria for AFC FBO certification for all AFC corridors. Therefore, PennDOT is submitting a letter to FHWA requesting AFC FBO certification. **Appendix D** includes a comprehensive view of all 20 AFCs showing them substantially meeting all criteria for AFC FBO certification.

Figure 5 shows a map of all planned NEVI sites counting towards the AFC FBO certification. This includes 108 total EV charging stations, with 91 sites selected through the PA NEVI AFC funding rounds and 17 Electrify America or Applegreen sites that are committed to following 23 CFR 680 standards.

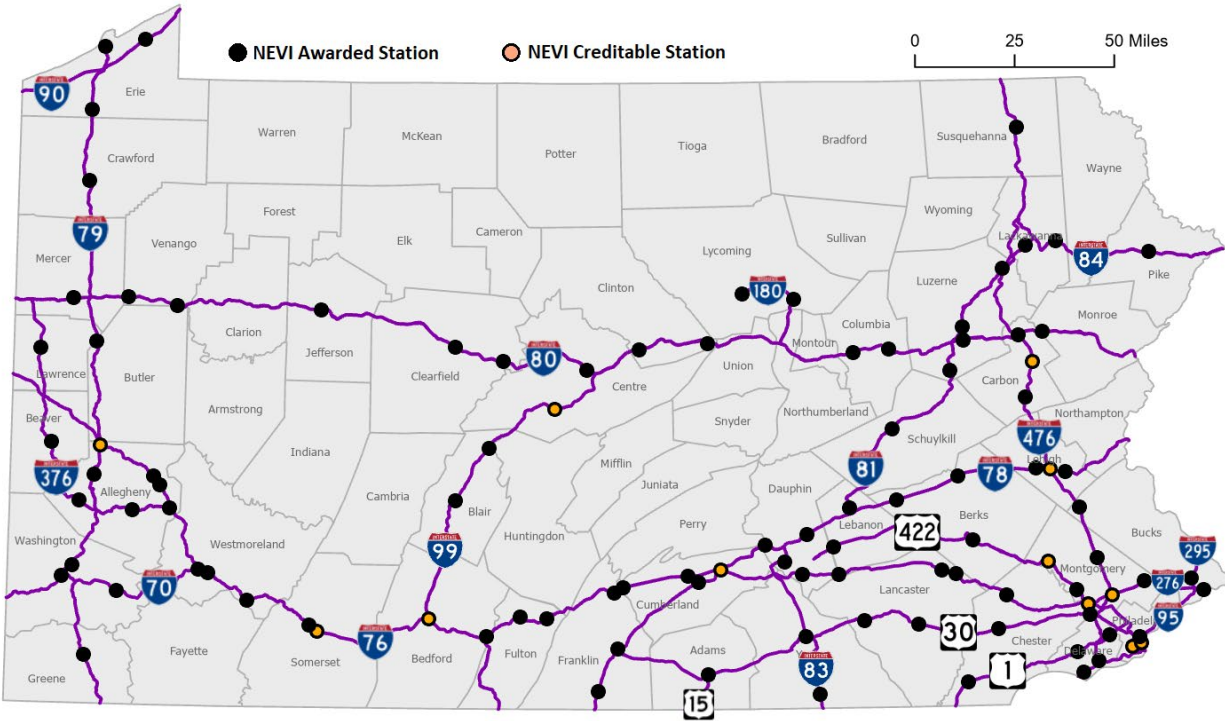


Figure 5. Map of Planned NEVI Sites Counting Towards AFC FBO Certification

Once PennDOT receives AFC FBO certification, PennDOT will begin work on funding opportunities for the Post-AFC Framework Community Charging Program.

PennDOT had a general goal to fill AFCs with redundant NEVI-funded EV charging stations every 25 miles in most cases. These redundant sites will likely allow for the 50-mile requirement to continue to be met even if any awarded Projects withdraw before becoming operational.

If the 50-mile requirement is no longer met as the result of a dropped Project, then a specialized AFC funding round would be released to immediately award a replacement Project. Additionally, PennDOT may issue a conditional award to a previously submitted Project if another satisfactory Proposal is available from a recent funding round.



EV Charging Infrastructure Deployment After Build Out

This section outlines PennDOT's Post-AFC Framework which includes apportioning the remaining \$102 Million of NEVI Funds to four focus areas—Corridor Connections, Community Charging, Critical Investments, and EV Workforce. The plans for each focus area are addressed in the following sections.

Details in this section are subject to revision based on stakeholder feedback, which will be solicited through a survey after the 2024 PA NEVI Plan is released.

Funds for each of the Post-AFC Framework funding focus areas are estimated below:

- Corridor Connections: \$10-15 M
- Community Charging: \$75-80 M
- Critical Investments: \$5-10 M
- EV Workforce: \$4-6 M

Corridor Connections Program










Pennsylvania's AFCs were chosen because they are the highest-volume long-distance routes within the Commonwealth, and they are important to the federal and state highway networks. There are several additional corridors in Pennsylvania that, although not AFCs, are part of the critical backbone for long-range travel needs for residents and visitors to Pennsylvania.

Proposed Corridor Connections

PennDOT has selected nine additional highway segments as Corridor Connections. Possible routes for consideration as Corridor Connections were identified from the original list of routes of significance (RoS) as developed in the 2022 Pennsylvania EV Mobility Plan. RoS were then narrowed down primarily based on their usage for long-distance trips and their ability to fulfill a regional service gap. Long distance trip usage was calculated using probe data-based traffic applications and an origin-destination analysis.

Table 14 shows the proposed list of Corridor Connections with pertinent information about each corridor. Additional corridors have also been prioritized but did not make this list. These corridors may be added if funds are available and/or included in the Community Charging rounds.

Table 14. Proposed List of Corridor Connections

Route	Description	Communities on Route	Extent	Length (mi)	Est. Stations	Significance
	Northern Tier	Edinboro, Corry, Warren, Coudersport, Wellsboro, Mansfield, Towanda, Tunkhannock, Scranton	I-90 to I-81	311	6-7	Majority of route in PA including US-6N connection to I-90
	East Central N-S Route	Gettysburg, Harrisburg, Selinsgrove, Lewisburg, Williamsport, Mansfield	US-30 to NY	183	3-4	Remainder of non-AFC route
	Pitt-Altoona Connector	Monroeville, Murrysville, Blairsville, Ebensburg, Cresson, Hollidaysburg	I-76 to I-99	75	2	Primary Pittsburgh to State College route
	West Central N-S Route	Meyersdale, Somerset, Johnstown, Ebensburg, DuBois, Ridgway, Johnsonburg, Bradford	MD to NY	207	3-4	Primary N-S Route in West Central PA
	Lehigh-Reading-Lancaster Connector	Lancaster, Ephrata, Reading, Kutztown, Allentown	MD to I-78	91	2-3	Connects three of the largest metros outside Philly and Pittsburgh
	Harrisburg-State College Connector	State College, Lewistown, Mifflintown, Millerstown, Duncannon, Harrisburg	I-99 to I-81	85	2	Primary N-S Route in East Central PA
	Western Corridor	New Castle, Butler, Kittanning, Indiana, Ebensburg	OH to US-219	113	2-3	Western section; remainder of non-AFC route
	Lehigh-Pocono Connector	Bethlehem, Nazareth, Belfast, Wind Gap, Saylorsburg, Bartonville	I-78 to I-81	29	1	Serves long-distance trips to/from the Poconos
	Harrisburg-Lancaster Connector	Harrisburg, Middletown, Elizabethtown, Mount Joy, Lancaster	I-283 to US-30	29	1	Main freeway connection between Lancaster and Harrisburg
Totals				1,123	22-27	

Proposed Priority Groups

Similar to the AFC rounds, PennDOT plans to solicit potential Projects by breaking Corridor Connections into priority groups. There are a total of 27 corridor groups over the nine corridors, including 22 Priority I Corridor Groups and five Priority II Corridor Groups. Priority I Corridor Groups are where PennDOT plans to prioritize in selecting a competitive Project. Priority II Corridor Groups will be filled to add resiliency to the charging network and improve equity. Each priority group will include a specified range of exits or mile markers with corresponding polygons showing eligible locations of Site Hosts. This detail will be added in the Corridor Connections Funding Opportunity. The proposed priority groups are shown in **Figure 6** and may be updated before releasing the first funding opportunity.

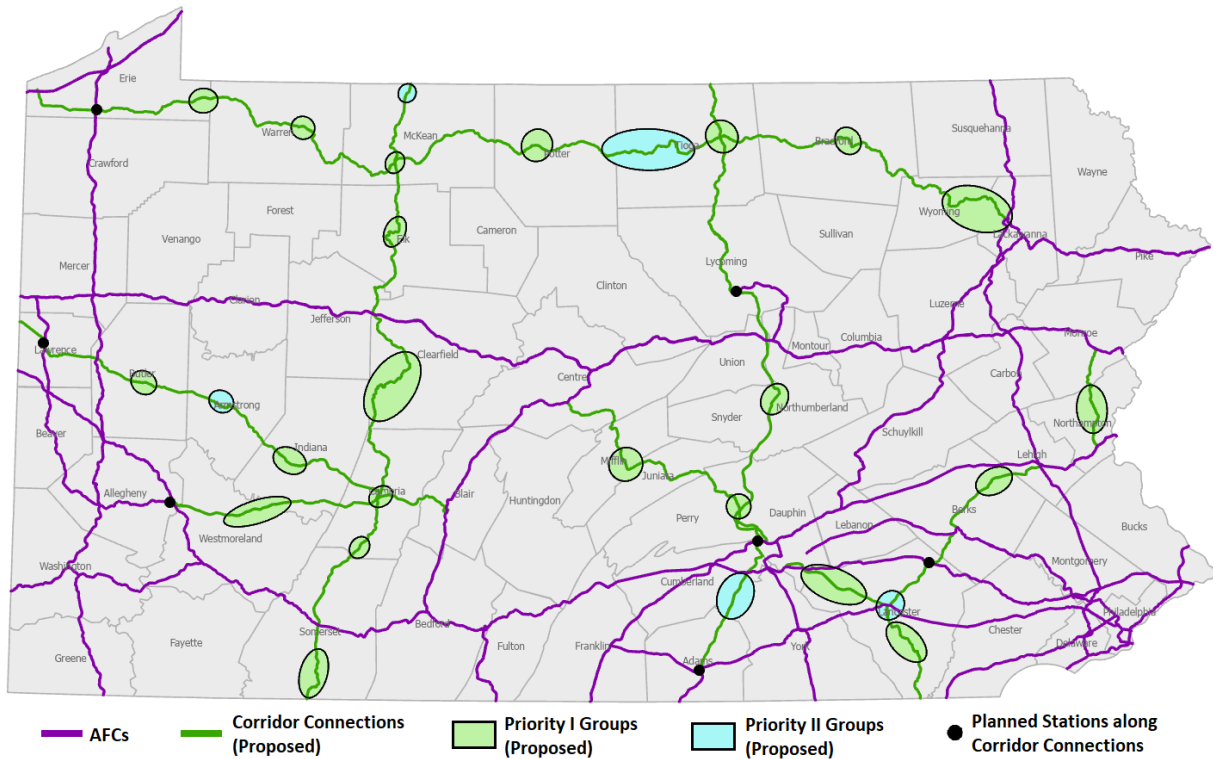


Figure 6. Proposed Corridor Connections Priority Groups

Types of EV Charging Stations

The Corridor Connections provide additional coverage of over 1,100 miles and will add approximately 22-27 DCFC stations across the Commonwealth. These stations will generally follow the AFC model but will have relaxed rules based on current route demands. For example, instead of requiring 4-port DCFC, lower demand locations may allow other configurations such as 2-port DCFC / 2-port Level 2 EV charging stations. In addition, each Corridor Connection might not need a station every 50 miles along the route and stations may better serve other needs if allowed to be over 1-mile from the route. PennDOT may also consider existing EV charging infrastructure along the route when prioritizing locations for more coverage, even if the existing EV charging infrastructure does not meet all requirements to be considered NEVI AFC Creditable.

Funding Opportunity Information

Sites will be solicited along sections of corridors that are the most long-distance traveled sections of the route—and preferably are near a larger community. Emphasis for site selection will be on the ability of the station to serve multiple corridors and/or to dually-serve community needs. Emphasis will also be placed on locating sites within or near DACs.

Corridor Connections will have at least one Funding Opportunity round, with subsequent rounds to complete the stations along the corridors as needed. This Funding Opportunity will be similar to the AFC Funding Opportunities (Round 1, Round 1A, Round 1B) with minor changes to add flexibility and streamline the post-NTP process.

Community Charging Program

PennDOT plans to spend most of the remaining NEVI funds after AFC FBO on community charging efforts. The program is designed to be diverse in every way – by geography, housing type, community income, location type, etc. There are 67 counties in Pennsylvania, comprising 2,560 independent municipalities, the second largest number of municipalities in the United States.

PennDOT will work with the Commonwealth’s 24 Planning Partners (Including 7 regional Metropolitan Planning Organizations (MPOs), 13 county-level MPOs¹, and 4 Rural Planning Organizations (RPOs)) to ensure all communities have a voice in shaping the Community Charging Program. Planning Partners will actively engage their constituent communities to prioritize a ranking of Community Charging Use Cases and identify ones to be prioritized for the Community Charging Program. Once PennDOT receives this information from the Planning Partners, PennDOT will run a funding opportunity and award funding to EV charging station project Contractors directly.

Figure 7 outlines the approach for the Community Charging Program, including a projected timeline for each step using quarters by calendar year. Later steps in the timeline are dependent on AFC FBO certification (labeled as FBO). PennDOT has given conditional awards to AFC sites to cover AFC FBO and submitted a request to FHWA to receive AFC FBO certification. Once the FHWA certifies, the FBO dates in Figure 1 will be finalized and numbered accordingly based on FHWA certification date. Each step in the Community Charging Program is described in the subsections below with additional detailed information.

	2024		2025		AFC FBO				
	Q3	Q4	Q1	Q2	Q1	Q2	Q3	Q4	Q4+
1. Program Development and Outreach	█	█							
2. Community Charging Use Rankings and Community Priority List Development		█	█	█					
3A-B. Community Charging Funding Opportunity – Development			█	█					
3C-E. Community Charging Funding Opportunity – Release and Selections					█	█			
4. Post-Selection Activities							█	█	
5. Follow-Up Rounds as Funding Remains								█	█

Figure 7. Community Charging Program Overview with Timeline

¹ Includes Wayne County, which is included on [PennDOT’s planning website](#) and is responsible for one of the 24 Pennsylvania transportation improvement programs, but does not operate as an MPO. PennDOT Central Office will coordinate with PennDOT District 4 for Wayne County planning regarding the Community Charging Program.

Task 1. Program Development and Outreach

PennDOT, in coordination with Planning Partners, is developing the Community Charging Program to streamline the process of awarding and implementing charging solutions that serve community needs. **Figure 8** shows the detailed steps of the program development and outreach task. Each of these steps is outlined in the following sections.

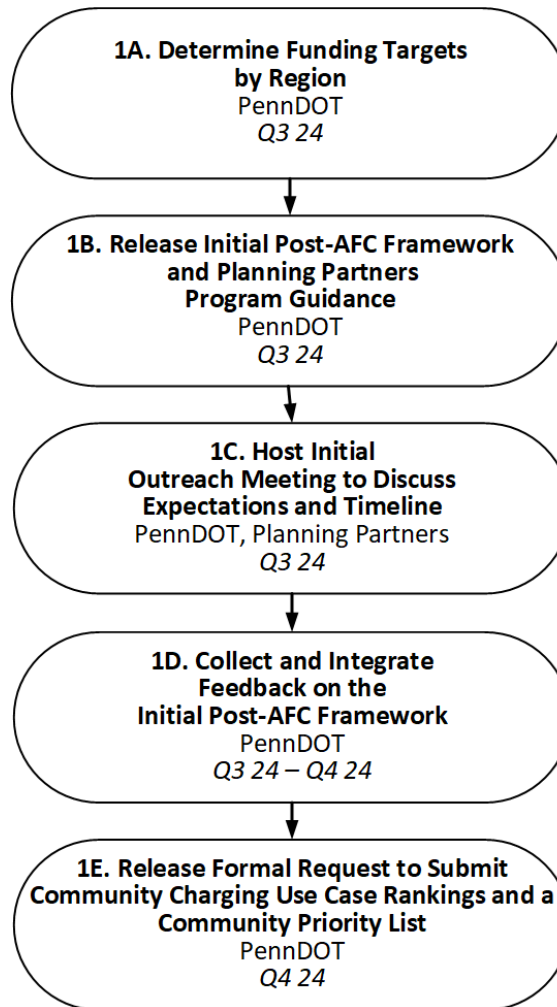


Figure 8. Community Charging Program – Program Development and Outreach Flowchart

1A. Determine Funding Targets by Region

To determine a fair apportionment of funds across the Commonwealth, PennDOT developed funding targets by looking at key demographic information across the Pennsylvania. PennDOT developed a formula to calculate funding targets using data at the census-tract level. For each census tract, total population was weighted by number of categories of disadvantage (see the **Equity Considerations** section for more information). This weighted number was then adjusted downward if an AFC project already served the community. PennDOT then aggregated these

values by county and combined county values to create funding targets by Planning Partner area and region.

The funding targets shown in **Table 15** give the estimated amount PennDOT plans to spend on Projects in each Planning Partner area and greater region, based on a total estimated \$80M for the Community Charging Program. Funding targets serve only to estimate the amount of funds used for Projects in each area or region, as funds will be awarded directly from PennDOT to EV charging station Contractors. Funding targets are subject to modification as needs are identified and funding rounds progress. Additionally, Allegheny County and Philadelphia County are specifically included as these are the largest counties by population in Pennsylvania.

Table 15. Initial Funding Targets by Planning Partner and Region

Region	Planning Partner	Planned Funding (%)	Planned Funding Amount	Planned Regional Funding (%)	Planned Regional Funding Amount
Western	SPC MPO <i>Allegheny County</i>	18 - 20% 9.4 - 11%	\$14 - 16 M \$7.5 - 8.5 M	22 - 25%	\$17 - 20 M
	Northwest RPO	1.5 - 2.3%	\$1.2 - 1.8 M		
	Erie County MPO	1.7 - 2.4%	\$1.3 - 1.9 M		
	Mercer County MPO	0.9 - 1.4%	\$0.7 - 1.1 M		
Central	SEDA-COG MPO	2.2 - 2.9%	\$1.7 - 2.3 M	8.2 - 10.0%	\$6.5 - 7.5 M
	North Central RPO	1.3 - 1.9%	\$1.0 - 1.5 M		
	Southern Alleghenies RPO	1.0 - 1.5%	\$0.8 - 1.2 M		
	Northern Tier RPO	0.9 - 1.4%	\$0.7 - 1.1 M		
	Blair County MPO	0.5 - 0.8%	\$0.4 - 0.6 M		
	Cambria County MPO	0.7 - 1.0%	\$0.5 - 0.8 M		
	Centre County MPO	1.2 - 1.8%	\$0.9 - 1.4 M		
	Lycoming County MPO	0.4 - 0.7%	\$0.3 - 0.5 M		
Eastern	Lehigh Valley MPO	4.4 - 5.7%	\$3.5 - 4.5 M	28 - 33%	\$22 - 26 M
	Lackawanna Luzerne MPO	3.7 - 4.7%	\$2.9 - 3.7 M		
	Tri-County MPO	3.7 - 4.7%	\$2.9 - 3.7 M		
	Lancaster County MPO	3.2 - 4.2%	\$2.5 - 3.3 M		
	NEPA MPO	3.2 - 4.2%	\$2.5 - 3.3 M		
	Berks County MPO	2.8 - 3.7%	\$2.2 - 2.9 M		
	York County MPO	2.8 - 3.7%	\$2.2 - 2.9 M		
	Franklin County MPO	0.8 - 1.3%	\$0.6 - 1.0 M		
	Lebanon County MPO	1.0 - 1.5%	\$0.8 - 1.2 M		
	Adams County MPO	0.5 - 0.8%	\$0.4 - 0.6 M		
Wayne County	0.3 - 0.5%	\$0.2 - 0.4 M			
Southeastern	DVRPC MPO <i>Philadelphia County</i>	34 - 42% 18 - 23%	\$27 - 33 M \$14 - 18 M	35 - 40%	\$28 - 32 M

1B. Release Initial Post-AFC Framework and Planning Partners Program Guidance

PennDOT has developed this initial Post-AFC Framework with the objective of allowing communities to pursue charging solutions as soon as possible. The framework has been shared with other state officials, Planning Partners, and stakeholders to receive initial feedback on the

general focus of the plan. This initial plan will be refined and updated with more formal feedback before the Post-AFC Framework programs begin.

In addition, PennDOT has developed the Community Charging Program guidance document to serve as a comprehensive resource for Pennsylvania's Planning Partners to support the successful implementation of Community Charging Use Cases under the NEVI Program. This document explains the Community Charging Program, describes eligible and ineligible components for funding, and includes a list of Community Charging Use Cases for Planning Partners to consider based on regional and local priorities. PennDOT's goal is to provide basic guidelines for Community Charging Use Cases while offering Planning Partners and their constituent communities as much flexibility as possible to determine charging needs that make the most sense for their residents.

1C. Host Initial Outreach Meeting to Discuss Expectations and Timeline

Once the Planning Partner guidance document is distributed to Planning Partners, PennDOT will host a virtual meeting for all Planning Partners to discuss the program and explain the next steps in developing Community Charging Use Case rankings and a community priority list, including the timeline. Following this meeting, PennDOT will determine how much each Planning Partner will need follow-up assistance to develop Community Charging Use Cases rankings and a community priority list.

1D. Collect and Integrate Feedback on the Initial Post-AFC Framework

After the 2024 PA NEVI Plan update is submitted to FHWA, PennDOT will release a public survey to all stakeholders including Planning Partners and communities. Planning Partners will forward the survey to their communities through their existing outreach methods to ensure more effective response and comprehensive feedback.

Feedback from this survey will inform updates and modifications to the Post-AFC Framework including the Community Charging Program. Once feedback is integrated, the final Post-AFC Framework will be released along with the final version of the Planning Partner guidance document.

1E. Release Formal Request to Submit Community Charging Use Case Rankings and a Community Priority List

Once the Planning Partner guidance document is updated, a formal request to submit Community Charging Use Case rankings and a community priority list will be released to Planning Partners along with an FAQ to complete the request. PennDOT will host follow-up meetings and support as necessary to help guide Planning Partners to complete the document.

Through community feedback during Task 1, PennDOT will finalize the Community Charging Use Case rankings based on charging areas of interest and key charging focus areas. The list will include open-ended items as well to allow for Planning Partners to cater to specific needs of their region. Example Community Charging Use Cases are shown below. This list will be updated and completed as part of the final Planning Partner guidance document.

- On-Street Charging in Downtowns
- Parking Lots in Cities and Towns
- Multi-Unit Dwelling Charging Solutions

- Destination Charging (e.g., parks, recreation, events)
- Planning Partner specific focus areas

Task 2. Community Charging Use Case Rankings and Community Priority List Development

Once the formal request from Step 1E is released, Planning Partners will begin the process of developing Community Charging Use Case rankings and a community priority list. During this time, PennDOT will reach out to Prospective Contractors and other stakeholders to prepare them for the upcoming Funding Opportunity. **Figure 9** shows the detailed steps of the Community Charging Use Case rankings and community priority list development task. Each of these steps is outlined in the following sections.

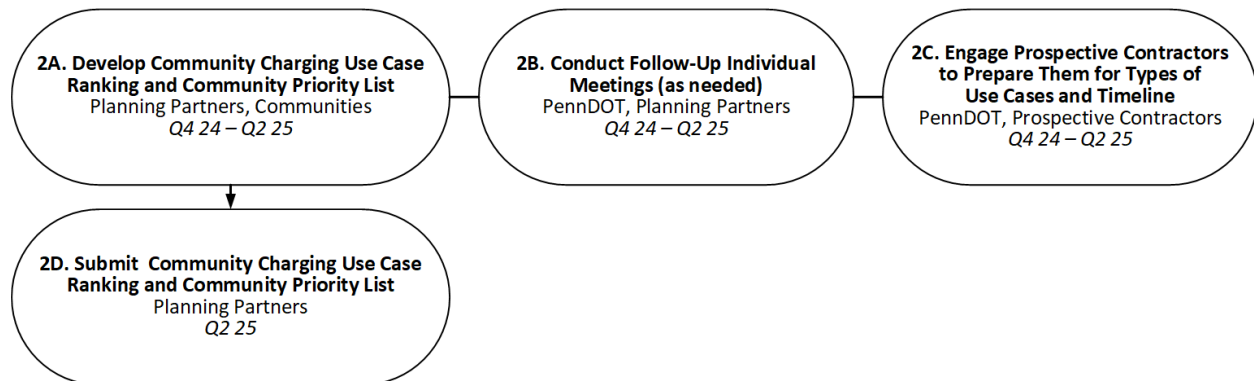


Figure 9. Community Charging Program – Community Charging Use Case Rankings and Community Priority List Development Flowchart

2A. Develop Community Charging Use Case Ranking and Community Priority List

Planning Partners will use established communication channels (such as committee meetings, other public engagement work, etc.) to work with their communities and regional stakeholders to rank order the list of Community Charging Use Cases. Planning Partners will also fill in open-ended use cases as part of their list to allow for any specific needs of their communities. Significant emphasis should be placed on how the NEVI Program benefits can flow to DACs. PennDOT will provide initial DAC outreach materials to Planning Partners that they can use to engage these communities. In addition, each Planning Partner will provide a list of prioritized communities and neighborhoods where these use cases should be implemented.

PennDOT recommends that Planning Partners consider the guidance below, based on their funding allocation as to the level of effort and community coordination for this step.

Planned Funding Target under \$1 Million:

- Use existing community coordination channels to rank order list.
- Allow as much community feedback as possible.

Planned Funding Target between \$1 Million and \$3 Million:

- Host one (1) community outreach meeting to discuss Community Charging Use Cases.

- Gather feedback from communities on their priorities.
- Engage DACs using PennDOT-provided DAC outreach material.
- Ensure community leadership buy-in for communities on priority list.

Planned Funding Target between \$3 Million and \$10 Million:

- Host three (3) community outreach meetings to discuss Community Charging Use Cases including one (1) in DACs.
- Gather feedback from communities on their priorities.
- Engage DACs using established methods or PennDOT-provided DAC outreach material and summarize communications in memo to PennDOT.
- Ensure community leadership buy-in for communities on priority list.

Planned Funding Target above \$10 Million:

- Host five (5) community outreach meetings to discuss Community Charging Use Cases including two (2) in DACs.
- Gather feedback from communities on their priorities.
- Engage DACs using established methods or PennDOT-provided DAC outreach material and summarize communications in memo to PennDOT.
- Ensure community leadership buy-in for communities on priority list.

2B. Conduct Follow-Up Individual Meetings (as needed)

Individual follow-up meetings with Planning Partners will be conducted on an as-needed basis during the priority list development time window. PennDOT understands that each Planning Partner comes into the EV charging space with a certain level of planning and resources. On one end of the spectrum, PennDOT may not need to meet with a Planning Partner at all beyond the initial outreach meeting, or maybe just a few emails to clarify objectives. Conversely, PennDOT may need to develop a priority list for a Planning Partner through coordinating directly with the communities, counties, and PennDOT districts that are interested in Community Charging Use Cases.

2C. Engage Prospective Contractors to Prepare Them for Types of Use Cases and Timeline

PennDOT may host a series of outreach events engaging Prospective Contractors including but not limited to EVSE providers, municipal entities, regional development corporations, and site hosts. These events will focus on providing Prospective Contractors with information on the types of Projects expected, levels of funding for different charging types, utility information, and other information to prepare them to apply for Community Charging Use Cases once the Funding Opportunity is released.

2D. Submit Community Charging Use Case Ranking and Community Priority List

Once Planning Partners have developed their priority lists, they will submit the lists to PennDOT, and PennDOT will contact them with any questions, clarifications, or modification requests. Planning Partners are encouraged to submit their final lists (or at least a draft list) before the deadline so there is more time for this engagement if necessary. Planning Partners that do not meet the deadline should still submit priority lists when available for inclusion in the following Funding Opportunity round.

Task 3. Community Charging Funding Opportunity

Once the Community Charging Use Case rankings are finalized, PennDOT will create a master list, and then develop and release the Community Charging Funding Opportunity. **Figure 10** shows the detailed steps of the Funding Opportunity task. Each of these steps is outlined in the following sections.

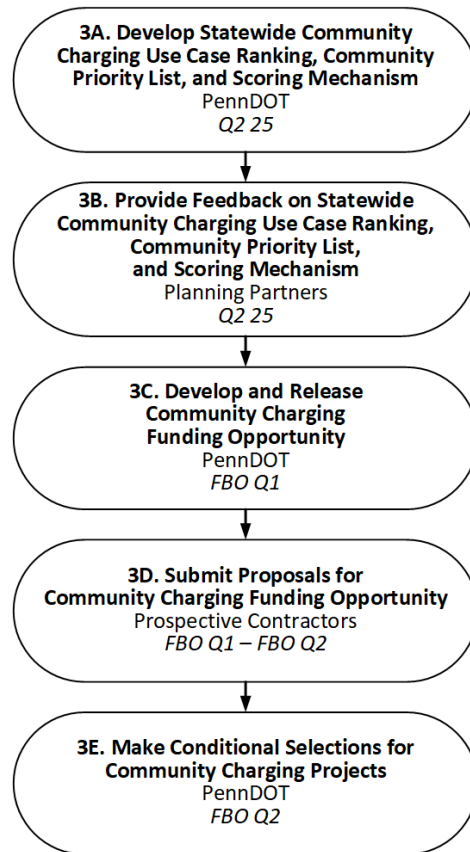


Figure 10. Community Charging Program – Funding Opportunity Flowchart

3A. Develop Statewide Community Charging Use Case Ranking, Community Priority List, and Scoring Mechanism

PennDOT will aggregate each Planning Partner’s use case rankings into a master list of Community Charging Use Case rankings that will serve as the basis for the Funding Opportunity. PennDOT may modify, remove, or add Projects to the list based on program priorities. PennDOT will also develop the scoring mechanism and add in any regional-specific scoring items as needed.

3B. Provide Feedback on Statewide Community Charging Use Case Ranking, Community Priority List, and Scoring Mechanism

PennDOT will share the master Community Charging Use Case rankings and scoring mechanism with Planning Partners to receive final feedback to be considered before releasing the Community Charging Program Funding Opportunity.

3C. Develop and Release Community Charging Funding Opportunity

PennDOT will develop the Community Charging Funding Opportunity. This opportunity will be similar to previous NEVI funding opportunities in size and scope. The Funding Opportunity will solicit Prospective Contractors to submit Proposals to meet the goals of a Community Charging Use Case. Key to the Funding Opportunity is the scoring mechanism and rubric, which will be shared with Prospective Contractors as soon as completed. This scoring rubric will focus on community needs and service to DACs and will be informed through stakeholder feedback. The Funding Opportunity will be released on a specific date that is announced well in advance along with the master priority list to provide Prospective Contractors with ample time to prepare submissions.

3D. Submit Proposals for Community Charging Funding Opportunity

Prospective Contractors will apply with an individual submission that includes all Projects linked to specific locations that they are applying for in this round. Projects must be linked to an individual Community Charging Use Case from the master Community Charging Use Cases list and match the needs of the use case.

3E. Make Conditional Selections for Community Charging Projects

Upon receiving all submissions at the submission due date, PennDOT will use the scoring mechanism defined in the Funding Opportunity to make conditional selections. Projects will be scored on an individual basis against other Projects meeting the same use case. A Prospective Contractor will receive between zero and their number of submitted Projects.

Task 4. Post-Selection Activities

After conditional selections are made, PennDOT will collaborate with Contractors through a defined process leading to successful EV charging station operation and maintenance.

PennDOT will evaluate the program’s need for future rounds and request any additional information from Planning Partners if needed. **Figure 11** shows the detailed steps of the Post-Selection Activities task. Each of these steps is outlined in the following sections.

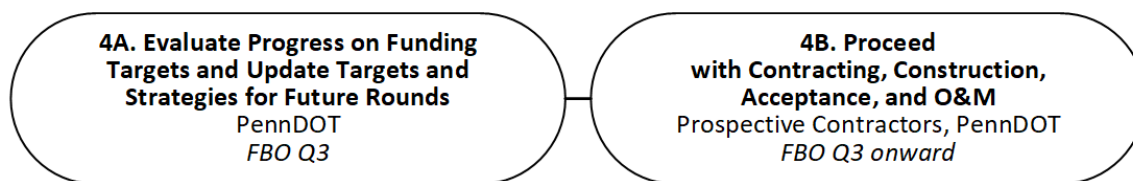


Figure 11. Community Charging Program – Post-Selection Activities Flowchart

4A. Evaluate Progress on Funding Targets and Update Targets and Strategies for Future Rounds

After conditional selections have been made, PennDOT will assess remaining level of target funding per Planning Partner, reassess targets, and identify any areas of additional need or concern. PennDOT will also assess program administration, making updates as necessary.

If any Planning Partners are flagged as needing additional support, or there are any trends in charging project types that do not get funding, PennDOT will consider supporting these efforts through alternative completion. Alternative completion methods can include using funds from critical investments, running separate RFP(s), or running an ongoing rolling round. Additionally, PennDOT will determine if future rounds are needed, and if so, adjust the scope and the level of funding for these rounds. If future rounds are needed, PennDOT may re-engage Planning Partners, if necessary, in various stages of the process.

4B. Proceed with Contracting, Construction, Acceptance, and O&M

After conditional award, PennDOT will complete the NEPA process for each Project, secure a draft site host agreement that provides access for construction inspection and post-construction monitoring, and then execute a contract with each Contractor. Once all conditions are met and a Notice to Proceed is given, PennDOT will ensure that Projects are built as quickly as possible while meeting federal and PennDOT NEVI and Project standards.

Task 5. Follow-Up Rounds as Funding Remains

Future rounds will be conducted as funding remains available for the Community Charging Program. PennDOT will begin by determining remaining target funding and unmet Community Charging Use Cases. Planning Partners should be sure to provide comprehensive lists when submitting in Step 2D. PennDOT will reach back out to Planning Partners only as necessary moving forward. **Figure 12** shows the detailed steps of the Follow-Up Rounds task. Each of these steps is outlined in the following sections.

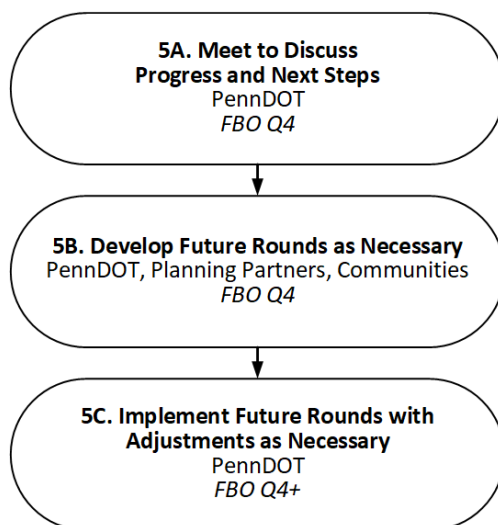


Figure 12. Community Charging Program – Future Rounds Flowchart

5A. Meet to Discuss Progress and Next Steps

PennDOT will meet with Planning Partners as necessary to determine status after the initial round, and where focus should be placed in the development of the next round.

5B. Develop Future Rounds as Necessary

Community Charging Use Case rankings and community priority lists will be redeveloped and prioritized by PennDOT based on funds remaining. PennDOT will reach back out to Planning Partners only as necessary during this stage to solicit additional Community Charging Use Case rankings. PennDOT will use these efforts to develop a new master Community Charging Use Cases list.

5C. Implement Future Rounds with Adjustments as Necessary

A new Funding Opportunity will be developed and released following prior steps and with adjustments, as necessary. Funding rounds will continue as funding remains available for the program.

Critical Investments Program

NEVI funds are limited. AFC, Corridor Connections, and Community Charging funding rounds are designed to prioritize a diversity of investments to support a balanced and accessible charging network across Pennsylvania. PennDOT realizes that certain niche charging solutions or other locations that may not be served by the major funding rounds may need separate funding.

For this reason, PennDOT is setting aside \$5-10 million of the funds for critical investments. These flexible reserve funds will be prioritized as needs are identified. Examples of such needs may include PennDOT park-and-ride facilities, a medium-/heavy-duty EV charging station pilot, or additional investment in a community need not otherwise captured. PennDOT may disburse these funds in one or more funding rounds, and rounds may be general or specific depending on identified investment needs.

More on these funds will be shared once PennDOT begins planning to use the funds. Stakeholders are encouraged to submit their ideas for usage of the funds to PennDOT.

EV Charging Workforce Program

Workforce is a critical component of the local EV economy, and it is important to train and develop EV charging expertise in Pennsylvania. For this reason, PennDOT wants to leverage \$4-6 million of formula funds to support EV charging workforce development in the Commonwealth.

PennDOT is currently exploring methods to support EV charging workforce development to train or upskill workers to be able to enter the fields related to EV charging. Leading workforce funding areas include supporting EVSE technician certification programs, community and technical college training programs, physical cybersecurity training programs, and purchasing or renting equipment to supply to training programs.

PennDOT has not yet finalized the method of funding, though the current plan is to run competitive funding efforts to provide funding in these areas.

PennDOT will verify any EV charging workforce development funding allocation is acceptable with FHWA.

Implementation

PennDOT's overall implementation strategy remains unchanged from the 2022 and 2023 PA NEVI Plans. The implementation strategy includes ensuring ongoing operations and maintenance of EV charging infrastructure and data collection and sharing requirements, promoting strong labor, safety, training, and installation standards as well as opportunities for the participation of small businesses, addressing emergency and evaluation needs, providing for snow removal and seasonal needs, and ensuring resilience for operation during emergencies and extreme weather. PennDOT has identified the following installation, maintenance, and ownership responsibilities as part of the Funding Opportunities released to date:

1. Installation Responsibilities:
 - a. PennDOT or its designated representative is responsible for overseeing the installation process and ensuring compliance with relevant regulations and standards.
 - b. Contractors awarded funding through the NEVI Program are responsible for the physical installation of the EV charging stations and associated infrastructure.
2. Maintenance Responsibilities:
 - a. Contractors are primarily responsible for ongoing maintenance of the EV charging stations throughout their lifecycle.
 - b. Regular preventive maintenance, such as cleaning, software updates, and equipment checks, is the responsibility of the EVSE operators or their contracted maintenance teams.
 - c. PennDOT may conduct periodic inspections or audits to ensure that maintenance is carried out effectively and in accordance with the agreed-upon maintenance plan.
3. Ownership Responsibilities:
 - a. The ownership of the charging infrastructure typically lies with the recipients who were awarded funding through the NEVI Program.
 - b. As owners, the Contractors are responsible for any necessary upgrades or replacement of charging equipment during the period of performance and lifecycle of the EV charging stations.
 - c. PennDOT will set ownership and usage terms in contracts with the awarded parties to ensure long-term sustainability and adherence to program goals.

PennDOT plans to ensure implementation compliance during each phase of NEVI Program administration as detailed in **Table 16**.

Table 16. PennDOT’s Plans for NEVI Implementation Phase Compliance

Phase	Process for Federal & State Program Compliance			
Compliance Category	Equipment Specifications and Design	Labor, Safety, and Installation	Installation, Operation, and Maintenance	Interoperability, Data Collection, and Reporting
Submission Requirements	Prospective Contractor required to follow 23 CFR 680 and submit equipment specifications, preliminary site design, and utility power service information	Prospective Contractor required to follow 23 CFR 680 and submit information on team qualifications including EVITP certification	Prospective Contractor required to submit narrative and information describing plan for installation, operation, and maintenance compliance	Prospective Contractor required to submit signed “Certification” form detailing their adherence to all 23 CFR 680 and NEVI requirements
Submission Review and Evaluation Process	PennDOT evaluation for compliance	PennDOT reviews Submission compliance	PennDOT reviews Submission compliance	PennDOT reviews Submission compliance.
Agreement Contractual Terms and Conditions	Contractor contracted for 23 CFR compliance	Contractor contracted for 23 CFR compliance	Contractor contracted for 23 CFR compliance	Contractor contracted for compliance
Pre-Construction Activities Phase	PennDOT review, NEPA clearance, contractor obtains local permitting, verification of utilities, Notice to Proceed	Contractor provides proof of certified labor team	Contractor updates compliance plans as needed	PennDOT and Contractor review NEVI requirements
Equipment Purchase and Construction Phase	PennDOT provides NTP, Contractor procures equipment or uses existing inventory	Certified electricians safely install equipment	PennDOT inspects, issues Notice of Acceptance	Five-year O&M and reporting begins
Operations and Maintenance Phase	Contractor reports on compliance, PennDOT reviews	Contractor reports on compliance, PennDOT reviews	Contractor reports on compliance, PennDOT reviews	Contractor reports on compliance, PennDOT reviews



Equity Considerations

PennDOT is committed to enacting the goals outlined in Executive Order 14008 relating to Justice40 by ensuring disadvantaged communities receive 40 percent of the benefits of NEVI formula funds and will work closely with the agency's public involvement team to perform equity-focused outreach, engagement, and planning throughout the NEVI Formula Program period.

Identification of Disadvantaged Communities

PennDOT will identify and reach out to DACs in the Commonwealth to implement the NEVI Program through a comprehensive and proactive approach.

PennDOT follows FHWA guidance and uses the [Climate and Economic Justice Screening Tool](#) (CEJST), version 1.0 released November 22, 2022, to determine communities by census tract that are considered to be DACs.

The CEJST defines eight categories of disadvantage that are informed by 30 metrics. In addition, socioeconomic burden is considered. The eight categories of disadvantage are:

- Climate change
- Energy
- Health
- Housing
- Legacy pollution
- Transportation
- Water and wastewater
- Workforce development

A DAC is any community that meets at least one of these categories. PennDOT additionally defines communities meeting four or more of these categories as highly disadvantaged communities (HDACs).

DACs cover 27% of Pennsylvania's census tracts, which together include 24% of the population and 21% of the land area of the Commonwealth.

HDACs cover 5% of Pennsylvania's census tracts, which together include 5% of the population and 3% of the land area of the Commonwealth.

DACs make up about a quarter of Pennsylvania's population and land area, and with this plan Justice40 requires 40% of the benefits of the NEVI funding are realized in these communities. PennDOT plans to make investments in DACs and HDACs and engage with these communities with the intention to counter decades of underinvestment in these communities.

For AFC funding rounds, PennDOT utilized a combination of tools, including the CEJST and the [USDOT Equitable Transportation Community \(ETC\) Explorer](#) tool. Using these tools, PennDOT developed a DAC score that was used to score Submissions based on site location near DACs.

Going forward, PennDOT will utilize the DACs and HDACs identified using the CEJST. **Figure 13** shows the Justice40 environmental justice DACs and HDACs that will be utilized by PennDOT in

Post-AFC Framework funding opportunities, including zoomed in views of Pittsburgh and Philadelphia.

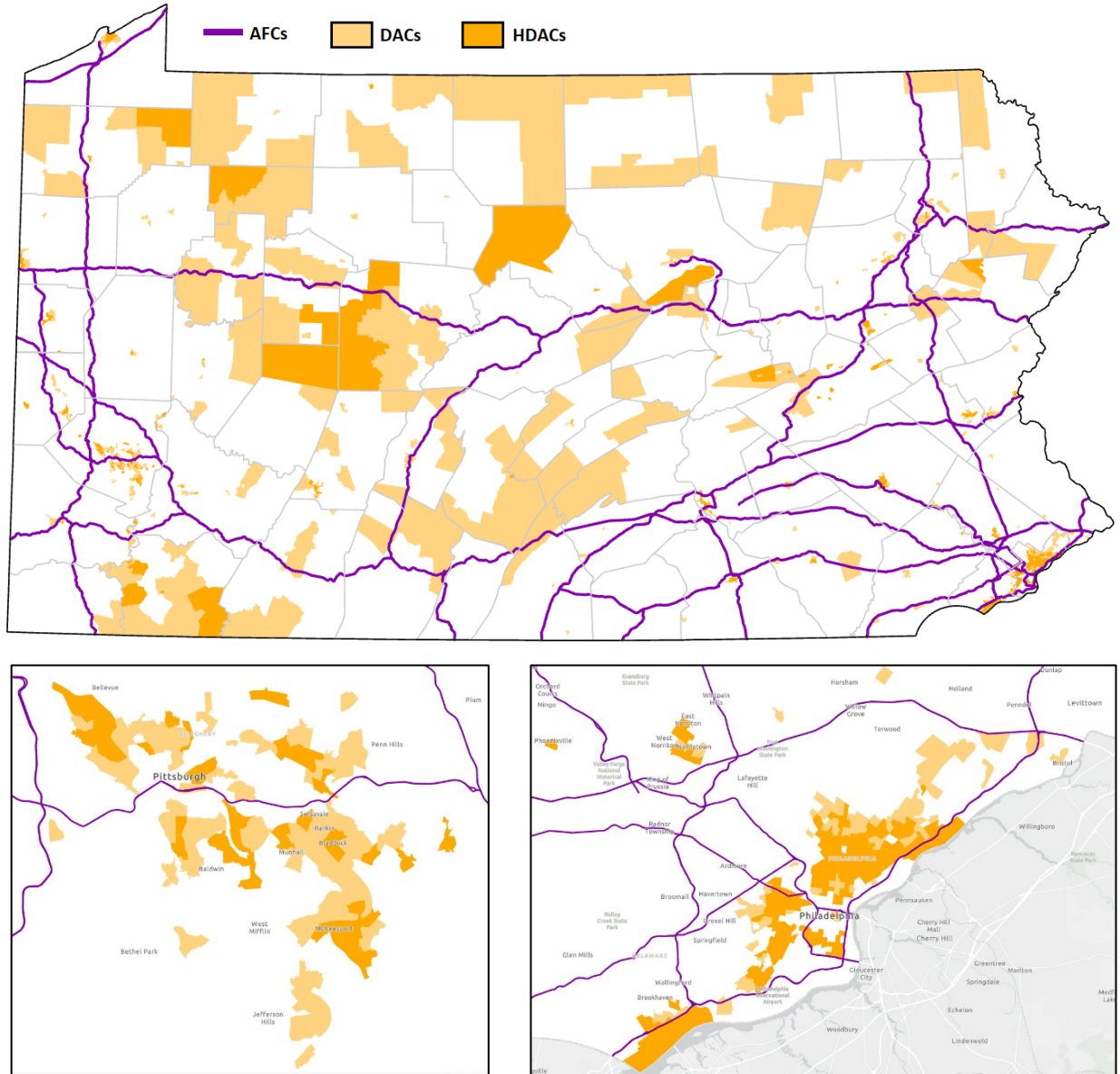


Figure 13. PA Disadvantaged and Highly Disadvantaged Communities (Using CEJST)

Source: CEQ CEJST SCREENING TOOL

Outreach with Disadvantaged Communities

As part of the Community Charging Program, PennDOT will work with Planning Partners to increase outreach and engagement with DACs. The following strategies will be implemented in an inclusive and equitable manner, ensuring that DACs have the opportunity to benefit from the advancement of EV infrastructure and clean transportation solutions.

1. **Community Engagement and Collaboration:** PennDOT and Planning Partners plan to actively engage and collaborate with community-based organizations, advocacy groups, and local leaders in DACs to empower communities to be involved in the decision-making process and integrate their needs, concerns, and priorities into EV infrastructure decisions.
2. **Public Meetings and Workshops:** PennDOT and Planning Partners plan to hold public meetings and workshops in DACs to gather input, address questions, and share information about the NEVI Program and its potential benefits to the community.
3. **Equitable Distribution of EV Charging Stations:** PennDOT and Planning Partners plan to ensure placement of EV charging stations for equitable access and coverage in DACs, aiming to reduce transportation-related disparities.
4. **Incentivize Funding Opportunities for DACs:** PennDOT will incentivize Projects in DACs and encourage active participation from local stakeholders.
5. **Multilingual Outreach:** PennDOT and Planning Partners plan to include outreach materials and communication provided in multiple languages to facilitate engagement with diverse communities.

Identifying, Quantifying, and Measuring Benefits to Pennsylvania Disadvantaged Communities

The primary benefit that PennDOT will be measuring for DACs is clean transportation access through the location of chargers. PennDOT will ensure EV charging stations support this goal by tracking the following measures:

- At least 40% of funding goes towards EV charging stations benefiting DACs
- At least 15% of funding goes towards EV charging stations benefitting HDACs

Equity Considerations for Post-AFC Framework

As part of the Post-AFC Framework, PennDOT will ensure that Planning Partner projects and community ranked lists are developed to address DAC concerns and needs. PennDOT will develop DAC outreach resources for Planning Partners to support these efforts.

Additionally, PennDOT will ensure the scoring mechanism for the Community Charging Program incentivizes EV charging station Projects that benefit DACs and other historically underrepresented communities to be proposed and selected. These scoring items will be tailored based on feedback from Planning Partner outreach with DACs. For example, based on feedback already received from outreach event surveys, PennDOT plans to add a scoring item that incentivizes EV charging stations to include a 110V or 120V outlet to support micromobility charging for e-bikes and other small personal transport vehicles.



Labor and Workforce Considerations

PennDOT is looking into innovative and advanced approaches for skills training, reskilling, and upskilling with a focus on equitable workforce development for existing EV training, research, and requirements. The NEVI Formula Program provides funding to grow and diversify the local workforce that supports the assembly, installation, operation, and maintenance of EV charging infrastructure.

Qualified Technicians

PennDOT's NEVI Program investment of up to \$171.5M in federal funding for EV charging stations generates demand for qualified electrical contractors and electricians to install, furnish, operate, and maintain these stations. Pennsylvania currently has a robust pipeline of union and non-union electrical training centers, as well as apprentice and journeymen programs that provide training to supply needed electrical workforce to meet the state's growing demand.

Pennsylvania requires no state license to perform electrical work. However, counties and cities have their own licensure and certification processes to ensure all electricians working in the field have proper credentials, knowledge, and safety training to work on high voltage electrical systems. Many Pennsylvania licensed electricians have sought and received EVSE-specific training and certification through the Electric Vehicle Infrastructure Training Program (EVITP).

EVITP certification is currently required under all Pennsylvania NEVI competitive programs, as stipulated under 23 CFR 680.106 (j). The EVITP curriculum is an 18-hour course (available in-person or online), that provides training and certification for electricians installing EVSE. The EVITP website indicates that Pennsylvania currently has more than 57 electrical contracting companies throughout the Commonwealth that intend to include electricians on staff that are EVITP-certified. This number is up from 45 companies a year ago and will likely continue to increase through the [online EVITP course](#) to meet the state's growing demand for EVSE-trained electricians.

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, at least one electrician installing, operating, or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved.

Procurement and Contracting

PennDOT's AFC NEVI Funding Opportunities required Prospective Contractors to demonstrate fulfillment of all Federal statutory requirements including ensuring the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications, and trainings in compliance. PennDOT confirmed compliance during Submission evaluation prior to awarding NEVI Formula Program funds to any Project. Following notice of award, Agreements with Contractors awarded NEVI Formula Program funding included, and expressly incorporated by reference, compliance with PennDOT's additional NEVI Program Safety Requirements and all 23

CFR labor and safety requirements, including requiring EVITP certified installers, compliance with Davis-Bacon, and compliance with all other federal and state labor safety statutes.

Actions to Develop and Educate Workforce

PennDOT will support workforce development through at least 5,000 person-hours of training related to EV charging—thereby improving the training, experience level, and diversity of the workforce who will be installing, operating, and maintaining EV charging stations in the Commonwealth. PennDOT plans to incorporate funding through the Post-AFC Framework to create educational opportunities for professionals by providing quality training and guidance to develop careers in this area. PennDOT is continuing to explore ways to create opportunities encouraging current and future workforce contribution to building EV infrastructure.

PennDOT is working with several stakeholders to develop multiple workforce education programs throughout the Commonwealth. Stakeholders include Pittsburgh Region Clean Cities (PRCC), Eastern Pennsylvania Alliance for Clean Transportation (EPACT), labor unions, community and technical colleges, Pennsylvania Department of Labor and Industry (L&I), and other regional and local groups. PennDOT will leverage partnerships, plans, expertise, and funding for educational needs and opportunities related to EV infrastructure.

Potential programs include supporting EVSE technician certification programs, community and technical college training programs, physical cybersecurity of charging station training programs, and purchasing or renting equipment to supply to training programs. These programs will be coordinated with and approved by the Pennsylvania FHWA Division before being finalized and pursued as part of the Post-AFC Framework EV Charging Workforce Program.



Physical Security and Cybersecurity

PennDOT is committed to overall safety and security aspects of the NEVI Program. The safety and security features required by the NEVI Program are comprehensive and designed to protect all stakeholders. Physical and cybersecurity updates in Pennsylvania's NEVI Program include compliance with 23 CFR 680, and the expansion of state requirements to provide a robust, safe, and secure EV charging infrastructure network across the state as outlined below.

Physical Security and Safety

The NEVI Program includes physical security and safety in all project phases, from Proposal Submission through five-years of required O&M. Physical security strategies for EV charging stations encompass several aspects to ensure the safety and protection of users, equipment, and infrastructure. Here are specific strategies for each of the mentioned topics:

- **Lighting:** EV charging stations in Pennsylvania are anticipated to have adequate lighting around EV charging stations to enhance visibility and create a safer environment for users at nighttime.
- **Siting and Station Design for Visibility:** EV charging stations in PA are expected to be easily accessible. Pennsylvania will ensure that the stations are positioned in open and visible areas to promote a sense of safety.
- **Driver and Vehicle Safety:** EV charging stations are expected to have instructions to guide users in safely connecting and disconnecting their vehicles to or from an EV charging port. Additionally, EV charging stations are expected to have clear markings and designated EV parking spaces to prevent potential hazards and facilitate safe charging procedures.
- **Video Surveillance:** Contractors will be encouraged to install security cameras in and around the EV charging station to monitor activities and act as a deterrent against theft or vandalism.
- **Emergency Call Boxes:** Contractors may install emergency call boxes near the EV charging stations, allowing users to seek immediate assistance in case of any safety or security emergencies.
- **Fire Prevention:** Contractors will be encouraged to include fire safety measures as part of their EVSE, including training local fire fighters and emergency response staff. These measures include fire extinguishers, design with fire-resistant materials, and a fire department emergency power disconnect within 50 feet of the EV charging station. Charging equipment will be installed as per the latest National Electric Code and National Fire Protection Association standards.
- **Charger Locks:** EV charging stations will be equipped with locks or secure enclosures (cabinets) to prevent unauthorized access and tampering with the charging equipment.
- **Preventing Tampering and Illegal Surveillance of Payment Devices:** EVSE will include security design features to remain tamper-resistant and vandalism-resistant—such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant

coating or paint. PennDOT will require secure payment systems and encryption technologies to safeguard payment devices from tampering and unauthorized access.

- **ADA Compliance and Path of Travel for Amenities:** PennDOT ensured careful selection of charging stations and charger locations to ensure ADA compliance at the chargers and also for path of travel to amenities.
- **Additional Site Host Services:** Many site hosts will train their employees to help charging customers and understand the charging process. Site hosts ensure snow/trash removal to ensure access to chargers.

Overall, a combination of these physical security strategies will contribute to a secure and user-friendly environment for EV charging stations, encouraging widespread adoption of EVs, and supporting sustainable transportation infrastructure.

Cybersecurity and Safety

Agreements with Contractors under PennDOT's AFC NEVI Funding Opportunities include explicit reference to and incorporation of PennDOT's NEVI Program Requirements, which complement Part 680 of the NEVI Program Standards and Requirements specified in the FHWA Final Rule. These additional requirements outlined by PennDOT focus on EVSE Cybersecurity.

Contractors will be required to submit their Cybersecurity Plan following the final Agreement. The Cybersecurity Plan should address cybersecurity strategies for user identity and access management, cryptographic agility and support of multiple Public Key Infrastructures, monitoring and detection, incident prevention and handling, configuration, vulnerability, software update management, third-party cybersecurity testing and certification, and continuity of operation when communication between the charger and charging network is disrupted.

This Cybersecurity Plan should detail potential risks and protective measures throughout the contracted lifetime of the Project. Contractors must annually provide evidence of adherence to and updates to the Cybersecurity Plan to PennDOT. The Cybersecurity Plan must outline how the Contractors will ensure data information encryption aligns with the guidelines set forth by the National Institute of Standards and Technology.

PA NEVI Agreements require all individuals involved in the operation and maintenance of the Project with access to equipment and data to be located within the United States and adhere to all aspects of the Project's Cybersecurity Plan.

To ensure compliance and security, independent third-party audits will be conducted at least annually.

PennDOT will ensure that its contracts with any parties awarded NEVI funding, as well as its internal handling of data, comply with Pennsylvania's IT cyber security policies. Additionally, PennDOT will continue to monitor and incorporate any additional cybersecurity requirements introduced through the NEVI Program. These stringent cybersecurity measures aim to safeguard EV charging stations and data, ensuring a secure and reliable EV charging network.



Program Evaluation

PennDOT evaluates progress for the NEVI Program during the annual PA NEVI Plan update periods and at other key project milestones. Project milestones can include the release of funding opportunities, announcement of conditional awards, and construction milestones.

Currently, PennDOT has conditionally awarded selections for Round 1, Round 1A, and Round 1B. PennDOT has tracked progress towards AFC FBO certification along with other key AFC data and information. Additionally, PennDOT tracks the status of environmental clearances and permitting, designs and utility coordination, and ongoing construction services and evaluation. PennDOT's NEVI Funding Opportunity engages local and national market players, contractually obligating them to comply with NEVI Program standards.

Each NEVI-funded EV charging station is required to submit quarterly and annual updates on station status and metrics. PennDOT is committed to providing this information through the EV-ChART platform. Additionally, PennDOT evaluates these reports for areas of concern and improvement.

A key milestone within the program will be transitioning from a focus on AFCs to community charging needs. As part of this transition, PennDOT is actively engaging stakeholders to develop priorities and metrics to guide future deployments. The proposed framework is shared within this 2024 PA NEVI Plan update, and as part of public engagement of the Post-AFC Framework, PennDOT is seeking feedback from stakeholders through surveys, meetings, and other engagements.



Discretionary Exceptions

PennDOT has received approval from FHWA for three exceptions for “1 mile from exit” situations to include EV charging stations on the AFC network. Two new exceptions for “50 miles apart” situations are sought with the 2024 PA NEVI Plan update. The three approved exceptions and two new exceptions are listed in the **Table 17**. A summary of each of the three approved exceptions, including maps and detailed rationales, are included in **Appendix E**. The two new exceptions are detailed in this section, with a formal request to FHWA to approve these exceptions.

Table 17. List of Discretionary Exceptions

Exception #	Type	Distance of Deviation	Corresponding AFC	Reason for Exception Request	Approved
1	1 mile from exit	0.8 miles	I-80	Geography	Yes
2	1 mile from exit	0.2 miles	US-30	Geography, Equity	Yes
3	1 mile from exit	0.1 miles	US-15	Grid Capacity, Geography, Equity	Yes
4	50 miles apart	5.9 miles	I-90	Geography, Extraordinary Cost	Pending
5	50 miles apart	5.3 miles	I-90 / I-79 Path of Travel	Geography	Pending

Summary of New Exception Requests

As a result of recent critical evaluation of the AFC network for AFC FBO, PennDOT has determined two additional discretionary exceptions for which PennDOT requests approval. These exceptions replace two planned NEVI Creditable Electrify America stations that are not planned for upgrade to GEN 4 EV charging station capabilities. **Table 18** summarizes these exceptions in the requested format for official approval.

Table 18. List of Newly Requested Discretionary Exceptions

Exception #	Type	Distance of Deviation	Corresponding AFC	Reason for Exception Request
4	<input checked="" type="checkbox"/> 50 miles apart <input type="checkbox"/> 1 mile from exit	5.9 miles	I-90	<input type="checkbox"/> Grid Capacity <input checked="" type="checkbox"/> Geography <input type="checkbox"/> Equity <input checked="" type="checkbox"/> Extraordinary Cost
5	<input checked="" type="checkbox"/> 50 miles apart <input type="checkbox"/> 1 mile from exit	5.3 miles	I-90 / I-79 Path of Travel	<input type="checkbox"/> Grid Capacity <input checked="" type="checkbox"/> Geography <input type="checkbox"/> Equity <input type="checkbox"/> Extraordinary Cost



Figure 14. Overview of Discretionary Exception Requests 4 and 5

Exception Request #4: I-90 from Erie, PA to Ashtabula County, OH

As part of PennDOT’s NEVI procurement efforts, PennDOT sought projects along I-90, a designated EV Alternative Fuel Corridors. During Round 1, Round 1A, and Round 1B of the AFC Funding Opportunity, PennDOT solicited proposals for EV charging station sites that would meet the needs of the existing gap between Erie, PA and the nearest charging station around the interstate route in Ashtabula County, OH. Due to what was thought to be an existing planned NEVI Creditable Electrify America station, and the path of travel issue associated with Exception 5, PennDOT only sought Exits 3 through 18 in all rounds. No proposals were submitted for any of these exits during the three funding rounds.

The precise coordinates of the proposed Erie, PA charging station are 42.14102 N, 79.92455 W. The precise coordinates of the Ohio Round 1 Ashtabula County, OH charging station are 41.78940 N, 80.85613 W. The logical path of travel between these two charging station sites is via I-90, with a calculated distance of 55.9 miles.

PennDOT is seeking a 50-mile exception for the 55.9-mile gap between the two EV charging stations to count the I-90 corridor toward the AFC FBO certification for Pennsylvania for the following reasons:

- **Geography:** The proposed charging station location is more than 50-mile driving distance from the next logical station. Despite competitive procurement practices, PennDOT was unable to fill the gap along the logical path of travel for this corridor. Geographically, there are five interchanges in Pennsylvania where PennDOT might have conditionally awarded a Project, however, through multiple rounds of procurement it has become clear there is limited interest from the market (EVSE providers) at these interchanges, likely in part due to the limited number of existing site host facilities off exits 3, 6, 9, 16, and 18.

- **Extraordinary Cost:** As a result of the ambiguity surrounding the status of Electrify America EV charging stations as NEVI creditable, the charging station at Exit 24 is no longer able to be credited towards AFC FBO certification. Electrify America is not currently considering an upgrade to GEN 4 charging equipment at this location, and in the absence of a national solution for crediting existing Electrify America charging stations, PennDOT is not able to count the station as NEVI creditable. Running an additional round of procurement to obtain a charging station project that shortens the travel distance along the logical path of travel on I-90 brings about an extraordinary cost in the form of delaying PennDOT's ability to begin the Post-AFC Phase of NEVI deployment.

Exception Request #5: I-79 from Edinboro, PA to I-90 to Ashtabula County, OH

Exception request #5 is similar to exception request #4, except it applies to a specific path of travel rather than a single AFC. From I-79 at Edinboro, northbound to I-90, and westbound to the Ohio border, there are five exits (I-90 Exits 3 through 18). The reverse path of travel along I-90 from the Pennsylvania-Ohio border eastbound to I-79 and southbound to Edinboro has access to the corresponding five I-90 exits. Additionally, along I-79 exit 174 could serve the logical path of travel. As part of PennDOT's NEVI procurement efforts, PennDOT sought projects along this portion of I-90, a designated EV Alternative Fuel Corridors. During Round 1, Round 1A, and Round 1B of the AFC Funding Opportunity, PennDOT solicited proposals for EV charging station sites that would meet the needs of the existing gap between Edinboro, PA and the nearest charging station around the interstate route in Ashtabula County, OH. No proposals were received for I-90 exits 3 through 18 during the three funding rounds. No proposals were received for I-79 exit 174 during the three funding rounds.

The precise coordinates of the proposed Edinboro, PA charging station are 41.88134 N, 80.17093 W. The precise coordinates of the Ohio Round 1 Ashtabula County, OH charging station are 41.78940 N, 80.85613 W. The logical path of travel between these two charging station sites is via I-90, with a calculated distance of 55.3 miles.

PennDOT is seeking a 50-mile exception for the 55.3-mile gap between the two EV charging stations to count the logical route between the I-79 and I-90 corridor toward the AFC FBO certification for Pennsylvania for the following reasons:

- **Geography:** The proposed charging station location is more than 50-mile driving distance from the next logical station. Despite competitive procurement practices, PennDOT was unable to fill the gap along the logical path of travel for this specific logical path of travel. Geographically, there are six interchanges in Pennsylvania where PennDOT might have conditionally awarded a Project, however, through multiple rounds of procurement it has become clear there is limited interest from the market (EVSE providers) at these interchanges, likely in part due to the limited number of existing site host facilities off exits 3, 6, 9, 16, and 18 along I-90 and exit 174 along I-79.



Appendix A. Acronyms and Definitions

Acronyms

Acronym	Definition
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AFDC	Alternative Fuels Data Center
AFC	Alternative Fuels Corridor
CCS	Combined Charging System
CEJST	Climate and Economic Justice Screening Tool
DAC	Disadvantaged Community
DCFC	Direct Current Fast Charger
DEP	Pennsylvania Department of Environmental Protection
EJ	Environmental Justice
ETC	Equitable Transportation Community
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
EVITP	Electric Vehicle Infrastructure Training Program
FFY	Federal fiscal year
FHWA	Federal Highway Administration
MPO	Metropolitan Planning Organizations
NACS	North American Charging System
NASEO	National Association of State Energy Officials
NASTO	Northeast Association of State Transportation Officials
NEVI	National Electric Vehicle Infrastructure
NTP	Notice to Proceed
O&M	Operations and Maintenance
PennDOT	Pennsylvania Department of Transportation
PUC	Public Utilities Commission
RPO	Rural Planning Organizations
USDOT	United States Department of Transportation

Definitions

Term	Definition
Agreement	The fully executed version of the grant Agreement in the eGrants Public Portal Interface, including all Commonwealth signatures (unless otherwise stated).
Alternative Fuel Corridor	The U.S. Department of Transportation Federal Highway Administration (FHWA) designates a national network of electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling infrastructure along national highway system corridors. To designate these Alternative Fuel Corridors (AFC), FHWA solicits nominations from state and local officials and works with other federal officials and industry stakeholder. The NEVI Plan specifically addresses EV AFCs.
AFC Fully Built Out	In a state that is fully built out, every designated AFC for EV charging must meet the criteria specified in the June 2, 2023 FHWA guidance, which in general includes EV charging stations that have four ports, 150kW per port with 600kW continuous power available, every 50 miles or less along AFC corridors and no more than a mile from the AFC corridor.
Buy America	Equipment used for EV charging must comply with both the Title 23 Buy America clause (23 U.S.C. § 313) and the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927).
Community Charging Program	Primary portion of the Post-AFC Framework to install EV charging stations focusing on community charging efforts.
Contractor	The Prospective Contractor responsible for NEVI-funded Projects, who, upon execution of the Agreement, is responsible for managing the awarded contract and to whom payment will be made.
Corridor Connections Program	Portion of the Post-AFC Framework to install EV charging stations on nine corridors beyond AFCs that, although not AFCs, are part of the critical backbone for long-range travel needs for residents and visitors to Pennsylvania.
Corridor Group	a combination of the specific Alternative Fuel Corridor (“AFC”) route number (e.g., I-76, I-79) and group letter (e.g., A, N) that represents a range of exits along the AFC where sites will be scored against each other.
Critical Investments Program	Part of the Post-AFC Framework where flexible reserve funds will be prioritized as needs are identified for niche charging solutions or other locations that may not be served by the major funding rounds may need separate funding.
Electric Vehicle Supply Equipment	Devices that provide electric power to the vehicle and use that to recharge the vehicle’s batteries. EVSE systems include the electrical conductors, related equipment, software, and communications protocols that deliver energy efficiently and safely to the vehicle.
EV Charging Workforce Program	Post-AFC Framework program focusing on providing formula funds to support EV charging workforce development in the Commonwealth.
NEVI AFC Creditable	An EV charging station that meets all criteria as specified by FHWA to be included on the official AFC EV charging network.
NEVI Funding Opportunity	All documents, whether attached or incorporated by reference, used for soliciting Submissions.
Notice of Acceptance	A written notification sent by PennDOT to the Contractor advising the acceptance of the installed EVSE.
Notice of Selection and Notice of Non-Selection	Notifications through the eGrants Public Portal Interface informing a Prospective Contractor that their site has either been selected or not selected to move forward for a Conditional Award.
Notice to Proceed	Written authorization to the Contractor to proceed with the work in the Agreement.

Term	Definition
PennDOT	The Commonwealth of Pennsylvania, Department of Transportation and its contractors and consultants, as PennDOT determines.
Period of Performance	The length of time during which a Contractor is obligated to provide Operations and Maintenance services for the EV charging site.
Planning Partner	One of the Commonwealth’s 24 planning areas, including seven regional Metropolitan Planning Organizations (MPOs), 13 county-level MPOs including Wayne Count (which does not effectively operate as an MPO), and four Rural Planning Organizations (RPOs).
Post-AFC Framework	The framework for using NEVI formula funding once AFC FBO certification is approved by FHWA, where PennDOT will shift focus to the community phase of the NEVI Program to install EV charging infrastructure to meet community charging needs across the Commonwealth. The Post-AFC Framework includes four funding focus areas: Corridor Connections Program, Community Charging Program, Critical Investments Program, and EV Charging Workforce Program.
Project	The EVSE hardware and all required support systems installed to create an EV charging station, including the entirety of the eligible costs.
Prospective Contractor	The company (including authorized representatives of the company) who has signed and is submitting the signed Submission response and who will be responsible, if subsequently identified as the Contractor, to ensure proper performance of the Agreement awarded. The Prospective Contractor must be the organization that will own/lease and operate, or oversee the operations of, the EV charging stations during the Period of Performance of the charging site.
Proposal	A Proposal is a submission to a NEVI funding opportunity solicitation whereby a Prospective Contractor proposes a Project to install, operate, and maintain an EV charging station.
Site Host	The owner of the physical location where the EV charging equipment is installed. The Site Host may be the same as the Prospective Applicant, or different. If different, a Site Host Agreement shall be established between the Prospective Contractor and Site Host.
Submission	The Site Applicant’s response to the NEVI Funding Opportunity (defined below) through the eGrants Public Portal Interface including all Submission materials and attachments.
Uptime	The time during which the EV charging station is functioning or able to function.

Appendix B. Stakeholder Engagement

This appendix includes dates and information on PennDOT's outreach and community engagement activities since the 2023 PA NEVI Plan approval.

List of NEVI and EV Outreach, Presentations, Meetings, and Activities

Date of Activity	Activity	Presentation Topic	Summary
August 14, 2023	NEVI Round 1 Award Announcement		Secretary Carroll, in coordination with the Joint Office and Senator Casey made announcement of the first PA NEVI conditional contract awards.
August 16, 2023	EV Workforce	SAE International	Meeting with SAE on upcoming EVSE technician certification program and other topics
August 21, 2023	Peer state NEVI coordination	Maryland DOT	Peer/neighboring state NEVI coordination
August 22, 2023	NASTO EV Working Group	Northeast state DOT's	
August 30, 2023	EPACT 30th anniversary Event	NEVI updates	
September 5, 2023	Peer state NEVI coordination	North Carolina DOT	
September 6, 2023	Clean Cities 30th anniversary national conference	Partnerships between Clean Cities and DOT's	
September 12, 2023	ACEC Presentation	NEVI updates	
September 13, 2023	Peer state NEVI coordination	Ohio DOT	
September 14, 2023	NEVI Interview	Texas A&M Transportation Institute	
September 14, 2023	Peer state NEVI coordination	Ohio, Colorado, and Maine DOT	Discussion with peer states on NEVI implementation lessons learned.
September 19, 2023	Peer state NEVI coordination	Louisiana DOT	
September 22, 2023	PA Latino Presentation	NEVI updates	
September 25, 2023	Peer state NEVI coordination	Kentucky DOT	
September 27, 2023	NASTO EV Working Group	Northeast state DOT's	
September 27, 2023	North Central RPO EV Event	NEVI updates	North Central RPO kicked off their regional EV charging station study with a public education and feedback event.
October 2, 2023	TAIM conference	NEVI updates	

Date of Activity	Activity	Presentation Topic	Summary
October 5, 2023	PA Municipal League conference	NEVI updates	
October 12, 2023	SEDA-COG EV Charging Study	NEVI updates	Kick-off steering committee meeting for SEDA-COG's regional EV charging study.
October 16, 2023	Community Engagement - Gettysburg	Community Engagement/NEVI	
October 19, 2023	EV and NEVI Coordination	City of Philadelphia	
October 19, 2023	Community Engagement - Coatesville	Community Engagement/NEVI	
October 23, 2023	Community Engagement - Williamsport	Community Engagement/NEVI	
October 24, 2023	NASTO EV Working Group	Northeast state DOT's	
November 1, 2023	Community Engagement - Erie	Community Engagement/NEVI	
November 2, 2023	Fall Municipal Advisory Committee Meeting	NEVI updates	
November 2, 2023	Community Engagement - Reading	Community Engagement/NEVI	
November 3, 2023	APA-PA Central Section Fall Workshop	NEVI and EV information/feedback	
November 8, 2023	Community Engagement - Pittsburgh	Community Engagement/NEVI	
November 9, 2023	PA Food Merchant Association Quarterly	NEVI updates	
November 13, 2023	Networking/Round 1A event	Networking/NEVI	
November 20, 2023	NEVI Round 1A Webinar	NEVI Round 1A	
December 6, 2023	Transportation Advisory Committee	NEVI updates	
December 7, 2023	DEPA Coalition Meeting	Numerous	Hosted a Drive Electric PA Coalition meeting. The meeting focused on providing input to DEP's contractor, who is making an updated ZEV Roadmap.
December 7, 2023	Traffic Engineering and Safety Conference - State College	NEVI updates	
December 13, 2023	State Transportation Commission	NEVI updates	

Date of Activity	Activity	Presentation Topic	Summary
January 2, 2024	Peer state EV coordination	Caltrans	
January 9, 2024	NEVI Nondiscrimination Training for Awardees	FHWA-1273 Nondiscrimination Compliance Training	
January 16, 2024	PRCC EV Committee Quarterly	Numerous	NEVI Program update
January 17, 2024	NASTO EV Working Group	Northeast state DOT's	
January 18, 2024	Municipal Advisory Committee	NEVI updates	
January 24, 2024	Planning Partner Call	Numerous	NEVI Program update
January 30, 2024	Powering America's Commercial Transportation Launch	Numerous	EV Freight considerations
February 5, 2024	Transportation Advisory Committee	Numerous	NEVI Program update
February 9, 2024	Volvo Electric Construction Equipment	Volvo	Toured e-construction equipment
February 13, 2024	JO February Mid-Atlantic Region Meeting	JO February Mid-Atlantic Region Meeting	Peer state NEVI coordination
February 14, 2024	Bi-monthly PA DEP/DOT Meeting	Bi-monthly PA DEP/DOT Meeting	Peer agency coordination
February 20, 2024	Congressional Delegation Staff	NEVI update	Met with US House/Senate staffers on PA NEVI Program
February 22, 2024	SEDA-COG EV Charging Partnership Event	NEVI planning	
February 26, 2024	Meeting with Representative Wild's Staff	NEVI Program update	Discussion about proposed EV charging stations in Representative Wild's district
February 28, 2024	State Transportation Commission Meeting	Numerous	NEVI Program update
February 28, 2024	DEPA Coalition Meeting	Numerous	NEVI Program update
March 1, 2024	Discussion with States: Early Lessons Learned on NEVI Site Construction	NEVI Lessons Learned	Sponsored by NASEO/AASHTO
March 5, 2024	SAE International Conference on EV Charging Infrastructure	NEVI Lessons Learned	
March 8, 2024	EV Workforce	SAE International	

Date of Activity	Activity	Presentation Topic	Summary
March 13, 2024	Bi-monthly PA DEP/DOT Meeting	Bi-monthly PA DEP/DOT Meeting	Peer agency coordination
March 14, 2024	NASTO EV Working Group	Northeast state DOT's	
March 19, 2024	Meet/greet	S&B USA/PennDOT NEVI team	
March 20, 2024	Planning Partner Call	Numerous	NEVI Program update
March 21, 2024	State Transportation Innovation Council	NEVI updates	
March 21, 2024	Alaska DOT NEVI Training	NEVI Lessons Learned	
March 22, 2024	EV-ChART Feedback Session	EV-ChART	Provided feedback and recommendations based on experience reporting NEVI data in EV-ChART
April 4, 2024	NCHRP Interview	Cadmus Group	PennDOT was interviewed by the Cadmus Group as part of a research study on publicly funded EV charging infrastructure deployment
April 5, 2024	NGA Meeting Philadelphia	NEVI updates	
April 9, 2024	Global Transmission Conference DC	NEVI updates	
April 10, 2024	Transportation Advisory Committee	Numerous	NEVI Program update
April 10, 2024	Clean Cities EV Workplace Charging Event	NEVI and EV information	Held in Milton, PA
April 11, 2024	TETC EV Working Group Chairs Meeting	State DOTs, TETC	
April 15, 2024	PennDOT Office of Chief Counsel Workshop	NEVI updates	
April 16, 2024	Pittsburgh Regional Clean Cities EV Committee Meeting	Numerous	NEVI Program update
April 16, 2024	PSATS EV Presentation	NEVI and EV information	
April 22, 2024	April Mid-Atlantic Region JO Meeting	State DOTs, Joint Office	
April 24, 2024	TETC EV Working Group	State DOTs, TETC	
April 25, 2024	Municipal Advisory Committee meeting	Numerous	NEVI Program update

Date of Activity	Activity	Presentation Topic	Summary
May 7, 2024	Government Accountability Office NEVI interview	GAO	
May 9, 2024	NASTO EV Working Group	Northeast state DOT's	
June 3, 2024	Engineer's Club of Philadelphia	NEVI update	
June 5, 2024	2024 MAASTO CAV & EV Summit	Numerous	
June 6, 2024	DEPA Coalition Meeting	Numerous	
June 11, 2024	York County Long-Range Planning	NEVI and C/AV information	
June 11, 2024	EVC-RAA Webinar	NEVI EVC-RAA	
June 12, 2024	ASHE-DeIVal/WTS Philadelphia Tech Session	Numerous	
June 12, 2024	NREL Peer State NEVI Awards	NEVI awards to companies	
June 13, 2024	NASTO EV Working Group	Northeast state DOT's	
June 14, 2024	SAE International and ChargerHelp	NEVI workforce	
June 17, 2024	NEVI Nondiscrimination Training for Awardees	FHWA-1273 Nondiscrimination Compliance Training	
July 1, 2024	City of Philadelphia CFI Planning Session	Southeast Pennsylvania transportation organizations	Prepare for CFI program opportunities
July 2, 2024	NPR Interview	PennDOT, NPR	Interviewed by NPR on NEVI progress in PA
July 11, 2024	Municipal Advisory Committee meeting	Local government associations	Provided an updated on PennDOT efforts to support EV battery fire training for first responders
July 15, 2024	CASE Working Group	PA Turnpike	NEVI Program update
July 24, 2024	NPR Interview	PennDOT, NPR (Philadelphia)	Interviewed by NPR-Philadelphia on charging access in Philadelphia region

Appendix C. Existing/Planned non-NEVI EV Charging Stations in Pennsylvania

This appendix includes all 123 current and planned DCFC sites that are within one mile of an AFC corridor based on AFDC and PA DEP data as of July 2024. This list includes all CCS sites as well as all Tesla supercharger sites.

Existing/Planned non-NEVI EV Charging Stations in Pennsylvania

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
183555	I-76 (28) I-79 (77)	1329 Freedom Rd Cranberry Township, PA 16066	4	Electrify America	Yes	Yes ²
Planned	I-76 (112) I-70 (112)	327 Industrial Park Rd Somerset, PA 15501	8	Applegreen Electric	Yes	Yes ³
167187	I-76 (146) I-70 (146) I-99 (1)	4354 Business 220 Bedford, PA 15522	6	Electrify America	Yes	Yes ¹
121756	I-76 (226)	1098 Harrisburg Pike Carlisle, PA 17013	4	Electrify America	Yes	Yes ⁶
121758	I-76 (328)	160 N. Gulph Rd, Suite 2700 King of Prussia, PA 19406	6	Electrify America	Yes	Yes ¹
205089	I-76 (347)	2129 Oregon Ave Philadelphia, PA 19145	4	Electrify America	Yes	Yes ²
236945	I-95 (20)	1100 S Christopher Columbus Blvd Philadelphia, PA 19147	4	Electrify America	Yes	Yes ²
201038	I-99 (69)	101 Valley Vista Dr State College, PA 16803	4	Electrify America	Yes	Yes ⁶
190383	I-276 (333)	500 W Germantown Pike Plymouth Meeting, PA 19642	4	Electrify America	Yes	Yes ²
Planned	I-476 (55)	5052 Cetronia Rd Allentown, PA 18106	8	Applegreen Electric	Yes	Yes ⁵
Planned	I-476 (86)	256 Danner Rd Jim Thorpe, PA 18229	8	Applegreen Electric	Yes	Yes ⁴
188128	US-422 (337)	18 W Lightcap Rd Pottstown, PA 19464	4	Electrify America	Yes	Yes ⁶
167623	I-80 (62)	63 Perkins Rd Clarion, PA 16214	4	Electrify America	Yes	No
168152	I-80 (308)	355 Lincoln Ave East Stroudsburg, PA 18301	4	Electrify America	Yes	No
168487	I-90 (24)	1825 Downs Dr Erie, PA 16509	4	Electrify America	Yes	No
Planned	I-476 (18)	400 Alan Wood Rd Conshohocken, PA 19428	4	Electrify America	Yes	No

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
121741	I-80 (101)	20 Industrial Dr DuBois, PA 15801	4	Electrify America	1 mi Exception Approved	No
349766	I-70 (49)	122 Fitzhenry Rd Smithton, PA 15479	4	eVgo	With Power Upgrade	No
Planned	I-70 (57)	205 N Center Ave New Stanton, PA 15672	4	Electrify America	With Power Upgrade	No
228682	I-76 (48)	2871 Freeport Rd Pittsburgh, PA 15238	4	eVgo	With Power Upgrade	No
307049	I-76 (57) I-376 (86)	4520 William Penn Hwy Monroeville, PA 15146	8	ChargePoint	With Power Upgrade	No
350006	I-78 (10)	2210 Camp Swatara Rd Frystown, PA 17067	4	eVgo	With Power Upgrade	No
Planned	I-81 (77)	7970 Linglestown Rd Harrisburg, PA 17112	4	Electrify America	With Power Upgrade	No
201050	I-95 (20)	1600 S Christopher Columbus Blvd Philadelphia, PA 19148	4	Blink	With Power Upgrade	No
228691	I-95 (26)	3995 Aramingo Ave Philadelphia, PA 19137	4	eVgo	With Power Upgrade	No
310780	I-376 (59)	600 Chauvet Dr Pittsburgh, PA 15275	4	eVgo	With Power Upgrade	No
257750	I-376 (77)	1775 S Braddock Ave Pittsburgh, PA 15218	4	eVgo	With Power Upgrade	No
240744	US-30 (304)	109 N Pottstown Pike Exton, PA 19341	4	eVgo	With Power Upgrade	No
256674	US-30 (309)	5 Matthews Rd Malvern, PA 19355	4	eVgo	With Power Upgrade	No
Planned	I-70 (6)	1133 US-40 Claysville, PA 15323	2	bp pulse	No	No
Planned	I-70 (19) I-79 (19)	333 Washington Rd Washington, PA 15301	2	Shell Recharge	No	No
234555	I-70 (19) I-79 (19)	83 Murtland Ave Washington, PA 15301	1	ChargePoint	No	No
Planned	I-76 (28) I-79 (77)	940 Sheraton Dr Mars, PA 16046	?	?	No	No
319828	I-76 (57) I-376 (84)	317 Old Haymaker Rd Monroeville, PA 15146	2	Shell Recharge	No	No
Planned	I-76 (91) I-70 (91)	3612 PA-31 Donegal, PA 15628	2	bp pulse	No	No
Planned	I-76 (339) US-1 (52)	59 E City Ave Bala Cynwyd, PA 19004	?	?	No	No
306659	I-76 (339) US-1 (52)	4000 Monument Rd Philadelphia, PA 19131	2	ChargePoint	No	No

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
Planned	I-78 (13)	8602 Lancaster Ave Bethel, PA 19507	2	ChargePoint	No	No
Planned	I-79 (60)	4900 Steubenville Pk Pittsburgh, PA 15205	?	?	No	No
Planned	I-79 (73)	2619 Wexford Bayne Rd Sewickley, PA 15143	?	?	No	No
319827	I-79 (78)	1737 State Route 228 Cranberry Twp, PA 16066	2	Shell Recharge	No	No
Planned	I-79 (166)	5985 Route 6N Edinboro, PA 16412	?	?	No	No
Planned	I-80 (29)	5574 State Hwy 8 Harrisville, PA 16038	2	Blink	No	No
Planned	I-80 (273)	601 Church St White Haven, PA 18661	?	?	No	No
302237	I-81 (155)	7018 State Route 3007 Mountain Top, PA 18707	2	ChargePoint	No	No
Planned	I-81 (219)	2174 PA-848 New Milford, PA 18834	2	ChargePoint	No	No
322733	I-83 (54)	3029 Washington Pike Bridgeville, PA 15017	2	Shell Recharge	No	No
Planned	I-84 (8)	1174 Mt Cobb Rd Lake Ariel, PA 18436	2	ChargePoint	No	No
228733	I-95 (23)	2401 Aramingo Ave # 2499 Philadelphia, PA 19125	2	eVgo	No	No
258239	I-95 (39)	3260 New Rodgers Rd Bristol, PA 19007	2	ChargePoint	No	No
261396	I-276 (343)	2595 Maryland Rd Willow Grove, PA 19090	2	ChargePoint	No	No
302064	I-376 (9)	3510 Wilmington Rd New Castle, PA 16105	1	EV Connect	No	No
228391	I-476 (18)	200 W Ridge Pike Conshohocken, PA 19428	2	eVgo	No	No
146685	US-1 (30)	1241 Baltimore Pike Chadds Ford, PA 19317	1	ChargePoint	No	No
201380	US-30 (315)	214 Lancaster Ave Devon, PA 19333	1	ChargePoint	No	No
192244	US-30 (324)	50 E Wynnewood Rd Wynnewood, PA 19096	2	eVgo	No	No
165122	I-70 (19) I-79 (19)	331 Washington Rd Washington, PA 15301	8	Tesla	Unknown	No
312603	I-70 (147)	16567 Lincoln Highway Breezewood, PA 15533	6	Rivian	Unknown	No
257662	I-70 (57)	119 Blair Blvd New Stanton, PA 15672	8	Tesla	Unknown	No

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
102388	I-70 (147)	16417 Lincoln Hwy Breezewood, PA 15533	8	Tesla	Unknown	No
222805	I-70 (147)	16520 Lincoln Hwy Breezewood, PA 15533	12	Tesla	Unknown	No
102390	I-76 (28) I-79 (77)	1308 Freedom Rd Cranberry Township, PA 16066	6	Tesla	Unknown	No
238572	I-76 (28) I-79 (77)	20111 US-19 Cranberry Township, PA 16066	12	Tesla	Unknown	No
318184	I-76 (48)	2661 Freeport Rd Pittsburgh, PA 15238	16	Tesla	Unknown	No
311991	I-76 (57) I-376 (84)	317 Old Haymaker Rd Monroeville, PA 15146	6	Tesla	Unknown	No
122312	I-76 (67)	7821 U.S. 30 North Huntingdon, PA 15642	8	Tesla	Unknown	No
261450	I-76 (67)	101 Ronda Ct North Huntingdon, PA 15642	8	Tesla	Unknown	No
102398	I-76 (110) I-70 (110)	1030 North Center Ave Somerset, PA 15501	6	Tesla	Unknown	No
194073	I-76 (112) I-70 (112)	327 Industrial Park Rd Somerset, PA 15501	16	Tesla	Unknown	No
311995	I-76 (201)	17680 Cumberland Hwy Newburg, PA 17240	8	Tesla	Unknown	No
200539	I-76 (290)	1350 Reading Rd Bowmansville, PA 17507	8	Tesla	Unknown	No
334566	I-76 (298)	3830 Main St Morgantown, PA 19543	8	Tesla	Unknown	No
203261	I-76 (305)	5 Marsh Rd Elverson, PA 19520	8	Tesla	Unknown	No
237635	I-76 (312)	1800 Ticonderoga Blvd Chester Springs, PA 19425	12	Tesla	Unknown	No
117732	I-76 (344) US-30 (330)	420 North 20th St Philadelphia, PA 19130	10	Tesla	Unknown	No
191514	I-76 (348)	2600 Penrose Ave Philadelphia, PA 19145	20	Tesla	Unknown	No
205151	I-78 (29)	515 Lowland Rd Hamburg, PA 19526	8	Tesla	Unknown	No
218073	I-78 (49)	7572 Schantz Rd Allentown, PA 18106	12	Tesla	Unknown	No
Planned	I-79 (14)	269 E Roy Furman Hwy Waynesburg, PA 15370	2	Tesla	Unknown	No
122311	I-79 (73)	2615 Nicholson Rd Franklin Park, PA 15143	8	Tesla	Unknown	No
153542	I-79 (113)	1931 Butler Pike Grove City, PA 16127	6	Tesla	Unknown	No

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
102392	I-80 (97)	1867 Rich Hwy Falls Creek, PA 15840	8	Tesla	Unknown	No
314457	I-80 (120)	14512 Clearfield Shawville Hwy Clearfield, PA 16830	10	Tesla	Unknown	No
224154	I-80 (173)	5477 Nittany Valley Dr Mill Hall, PA 17751	12	Tesla	Unknown	No
102387	I-80 (232)	11 Ricky Ave Bloomsburg, PA 17815	8	Tesla	Unknown	No
102399	I-80 (299)	1000 Premium Outlets Dr Tannersville, PA 18372	8	Tesla	Unknown	No
194589	I-80 (302)	65 PA-611 Bartonsville, PA 18321	8	Tesla	Unknown	No
102389	I-81 (52)	1720 Harrisburg Pike Carlisle, PA 17015	8	Tesla	Unknown	No
316892	I-81 (168)	3400 Wilkes Barre Twp Commons Wilkes-Barre, PA 18702	12	Tesla	Unknown	No
102397	I-81 (182)	1035 Shoppes Blvd Moosic, PA 18507	8	Tesla	Unknown	No
348960	I-81 (182)	1035 Shoppes Blvd Moosic, PA 18507	6	Rivian	Unknown	No
116814	I-83 (14)	160 Leader Heights Rd York, PA 17403	8	Tesla	Unknown	No
102394	I-83 (48)	3819 Union Deposit Rd Harrisburg, PA 17109	8	Tesla	Unknown	No
307819	I-84 (53)	111 Hulst Dr Matamoras, PA 18336	16	Tesla	Unknown	No
102391	I-90 (24)	2225 Down Dr Erie, PA 16509	8	Tesla	Unknown	No
206271	I-90 (27)	8180 Perry Hwy Erie, PA 16509	8	Tesla	Unknown	No
186333	I-95 (26)	2501 Church St Philadelphia, PA 19124	8	Tesla	Unknown	No
311220	I-95 (26)	3901 Aramingo Ave Philadelphia, PA 19137	16	Tesla	Unknown	No
256571	I-95 (42)	5900 Bristol Pike Bristol, PA 19007	8	Tesla	Unknown	No
237630	I-99 (15)	12604 Dunnings Hwy Claysburg, PA 16625	8	Tesla	Unknown	No
117723	I-99 (33)	1915 Pleasant Valley Blvd Altoona, PA 16602	8	Tesla	Unknown	No
186179	I-99 (71)	223 Colonnade Blvd State College, PA 16803	8	Tesla	Unknown	No
102386	I-99 (83)	170 Buckaroo Ln Bellefonte, PA 16823	8	Tesla	Unknown	No

Location Unique ID	Route (Exit/Mile Marker)	Location (Street Address)	DCFC Ports	EV Network (If Known)	Meets 23 CFR 680?	Intent to Credit Towards Fully Built Out?
157974	I-276 (351)	3620 Street Rd Bensalem, PA 19020	8	Tesla	Unknown	No
324001	I-376 (60)	2001 Park Manor Blvd Pittsburgh, PA 15205	16	Tesla	Unknown	No
262354	I-476 (18)	400 Alan Wood Rd Conshohocken, PA 19428	12	Tesla	Unknown	No
323263	I-476 (44)	1960 John Fries Hwy Quakertown, PA 18951	16	Tesla	Unknown	No
190508	I-476 (86)	256 Danner Rd Jim Thorpe, PA 18229	16	Tesla	Unknown	No
154207	I-180 (28)	105 Maynard St Williamsport, PA 17701	8	Tesla	Unknown	No
224561	I-295 (3)	639 East Lincoln Hwy Middletown Township, PA 19047	8	Tesla	Unknown	No
330982	I-295 (8)	925 Vansant Dr Yardley, PA 19067	12	Tesla	Unknown	No
296727	US-1 (22)	901 E Baltimore Pike Kennett Square, PA 19348	8	Tesla	Unknown	No
170434	US-1 (32)	970 Baltimore Pike Glen Mills, PA 19342	8	Tesla	Unknown	No
167577	US-15 (12) US-30 (213)	30 Camp Letterman Dr Gettysburg, PA 17325	8	Tesla	Unknown	No
154656	US-30 (268)	518 Greenfield Rd Lancaster, PA 17601	8	Tesla	Unknown	No
238209	US-30 (298)	5031 Horseshoe Pike Downingtown, PA 19335	8	Tesla	Unknown	No
257001	US-30 (309)	5 Matthews Rd Malvern, PA 19355	8	Tesla	Unknown	No
149343	US-30 (331)	34 South 11th St Philadelphia, PA 19107	6	Tesla	Unknown	No
206270	US-422 (322)	5060 Perkiomen Ave Reading, PA 19606	8	Tesla	Unknown	No
252510	US-422 (332)	260 West Schuylkill Rd Pottstown, PA 19465	12	Tesla	Unknown	No

¹ Upgrades completed as of August 30, 2024

² Upgrades to be completed by December 1, 2024

³ Upgrades to be completed by March 31, 2025

⁴ Upgrades to be completed by September 30, 2025

⁵ Upgrades to be completed by June 30, 2026

⁶ Upgrades under consideration for 2025

Appendix D. Documentation for Substantial AFC Fully Built Out Certification

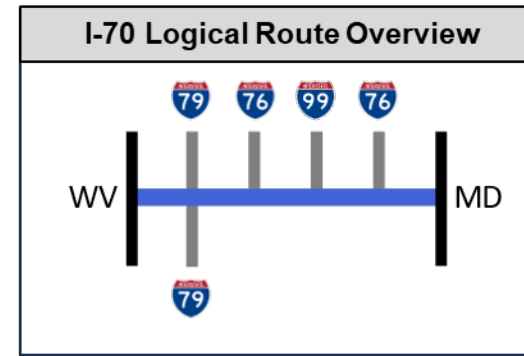
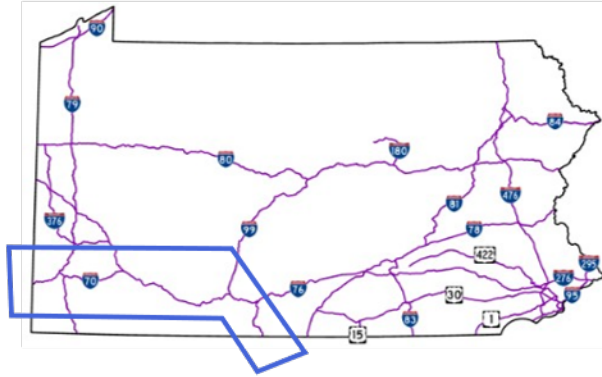
The information in this appendix shows that PennDOT has conditionally awarded EV charging stations to meet all criteria for AFC FBO certification. This section includes information for each of the 20 AFCs showing completion of distance criteria for AFC FBO certification. Each AFC includes the following tables and graphics.

- A simple graphic showing all logical routes of travel off of the route
- A list of AFC statistics including number of NEVI stations and NEVI funding for the AFC
- An overview figure of the AFC with all stations and distances between stations
- A table showing all NEVI AFC Creditable stations meeting 50-mile criterion for AFC FBO certification along the mainline route
- A table showing 50-mile criterion completion for all logical routes of travel off of the mainline route for each direction of travel
- A note for any AFC corridor termini meeting 25-mile criteria
- Any additional information needed for AFC FBO certification

All tables include distances between exit/mile-marker numbers where EV charging stations are located along the route, not precise distances between EV charging stations. In all cases where stations are listed as 45 miles or further apart, a detailed analysis of actual driving distance was performed, and none of these distances were greater than 50 miles.

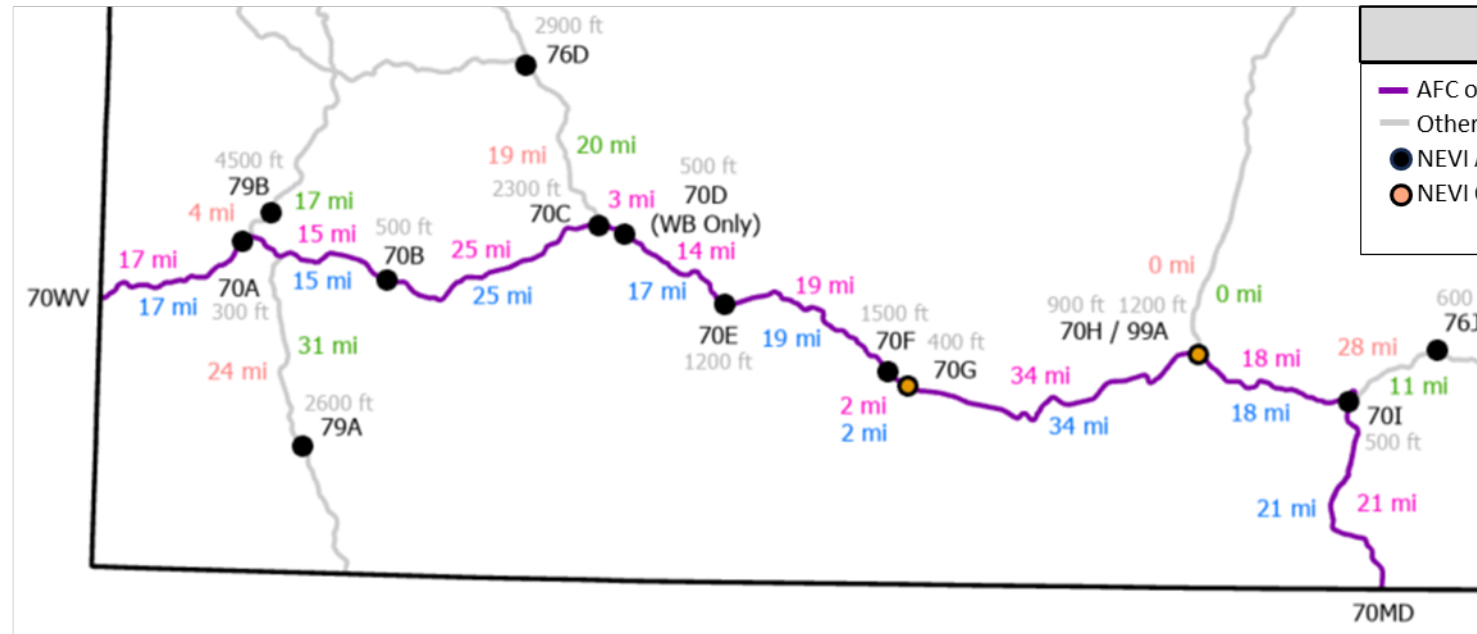
PennDOT has coordinated with neighboring states (including New York, New Jersey, and Ohio) and has a general agreement that each state should put an EV charging station within 25 miles of the border for each AFC. For other bordering states (including Delaware, Maryland, and West Virginia), PennDOT has confirmed these state's NEVI Plans include a NEVI-funded station planned within 25 miles of the border. Therefore, each station analysis confirms that there is a station within 25-miles of the border. Pennsylvania will continue to coordinate with neighboring states to ensure the 50-mile requirements are met.

In all tables, stations shown in orange are Electrify America or Applegreen non-NEVI funded stations that PennDOT plans to count towards AFC FBO certification. A letter from Electrify America certifying their Commitment to Upgrade Existing NEVI AFC Creditable Stations to Meet 23 CFR 680 Requirements is included as an attachment to the AFC FBO letter submitted by PennDOT to FHWA. A similar letter from Applegreen is included as an attachment to the AFC FBO letter as well.



I-70 AFC Stats

- ❖ Corridor Length: 168 mi
- ❖ NEVI Stations (NEVI-Funded): 9 (7)
- ❖ Avg. Distance Between Stations: 17 mi
- ❖ Avg. Station Distance from Highway: 900 ft
- ❖ NEVI Funds Committed: \$3,500,000
- ❖ Avg. NEVI Funds Per Station: \$500,000



Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB
- Station Distance – Mainline WB
- Station Distance – Logical Route EB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-70 Mainline Station Distances

ID	Station MM (Community)	EB	WB
70WV	MM 0 (WV State Line)	--	17 mi
70A	MM 17 (Washington)	17 mi	15 mi
70B	MM 32 (Bentleyville)	15 mi	25 mi
70C	MM 57 (New Stanton)	25 mi	3 mi
70D	MM 60 (Hunker - SP)	--	14 mi
70E	MM 74 (Donegal)	17 mi	19 mi
70F	MM 93 (Somerset)	19 mi	2 mi
70G	MM 95 (Somerset - SP)	2 mi	34 mi
70H	MM 129 (Bedford)	34 mi	18 mi
70I	MM 147 (Breezewood)	18 mi	21 mi
70MD	MM 168 (MD State Line)	21 mi	--

I-70 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-79 SB	70A - MM 17	MM 21	MM 34	79A - MM 14	24 mi
I-79 NB	70A - MM 17	MM 18	MM 38	79B - MM 41	4 mi
I-76 WB	70C - MM 57	MM 58	MM 75	76D - MM 57	19 mi
I-99 NB	70H - MM 129	MM 129	MM 1	99A - MM 1	0 mi
I-76 EB	70H - MM 129	MM 147	MM 161	76J - MM 172	28 mi

I-70 Westbound Logical Route Distances

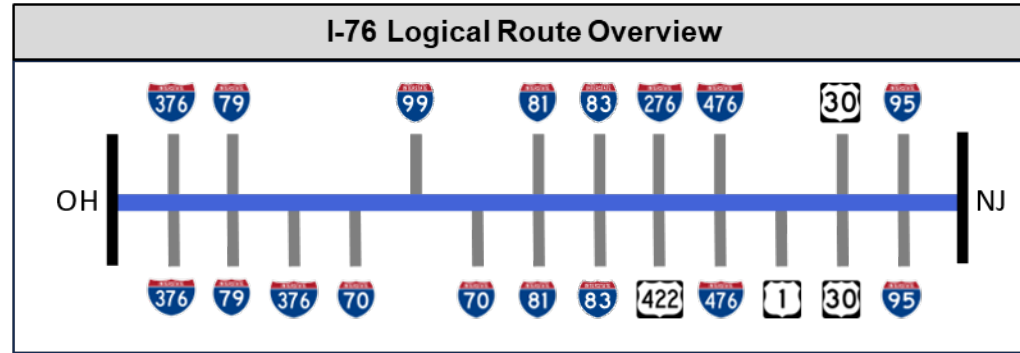
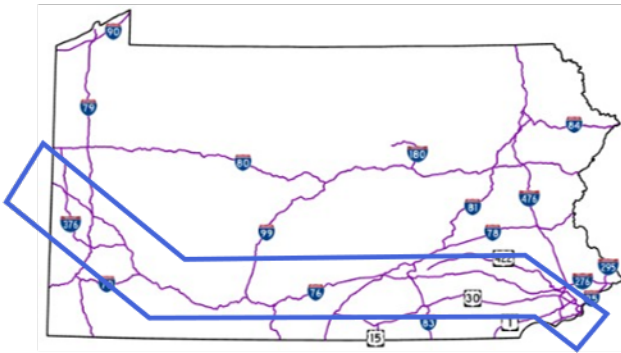
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-76 EB	70I - MM 147	MM 147	MM 161	76J - MM 172	11 mi
I-99 NB	70H - MM 129	MM 129	MM 1	99A - MM 1	0 mi
I-76 WB	70D - MM 60	MM 58	MM 75	76D - MM 57	20 mi
I-79 SB	70B - MM 32	MM 21	MM 34	79A - MM 14	31 mi
I-79 NB	70B - MM 32	MM 18	MM 38	79B - MM 41	17 mi

I-70 AFC FBO Explanations

N/A

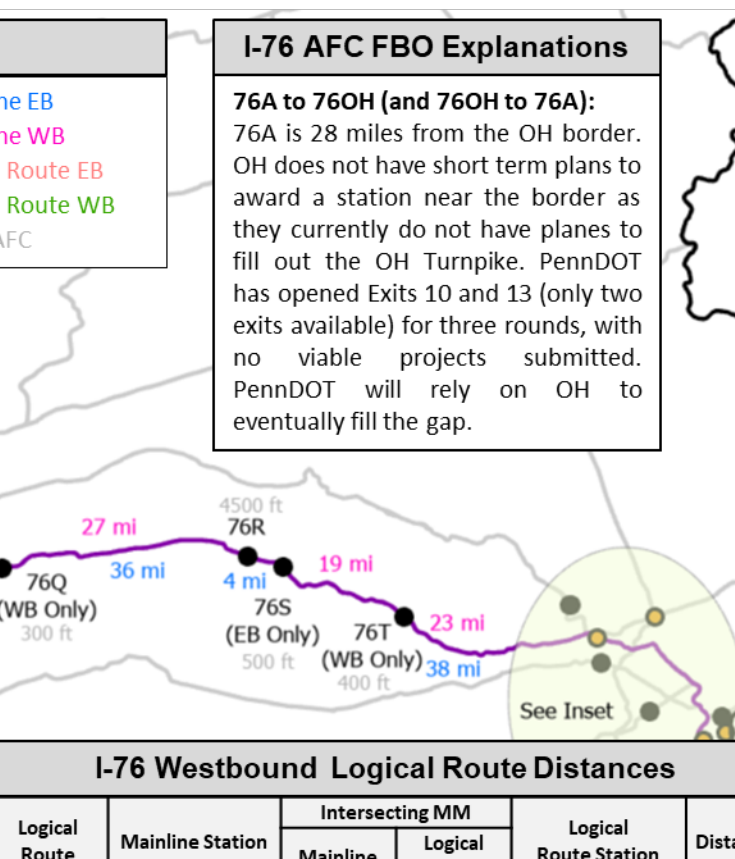
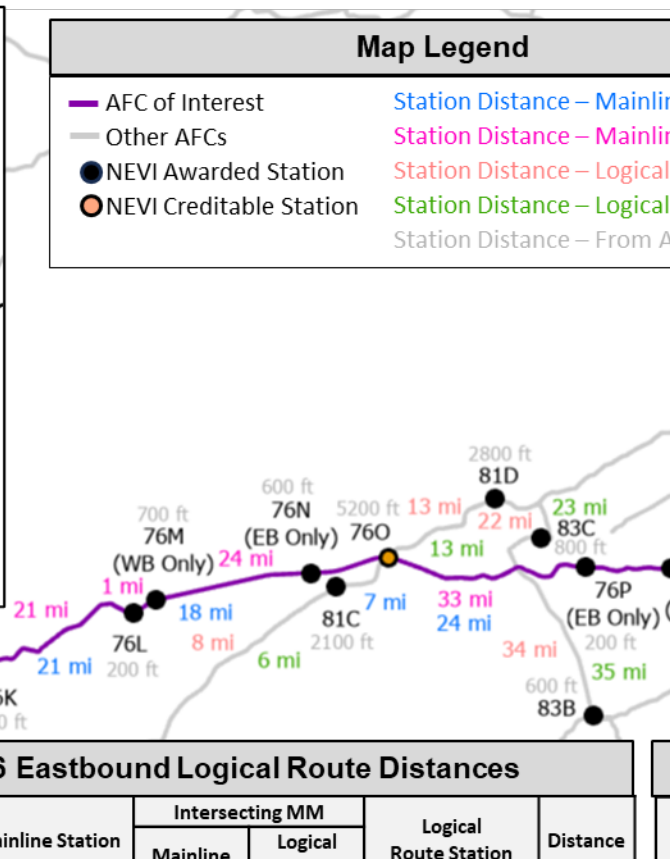
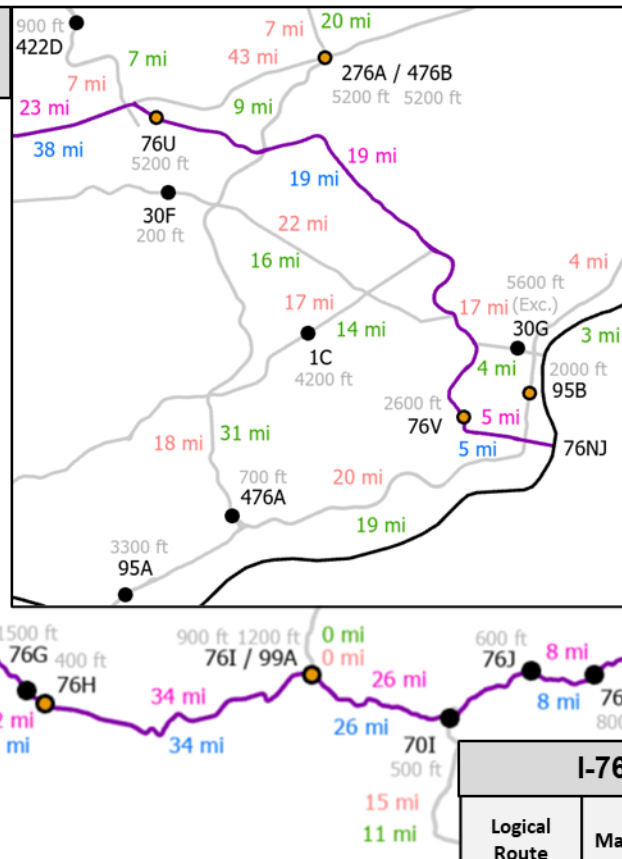
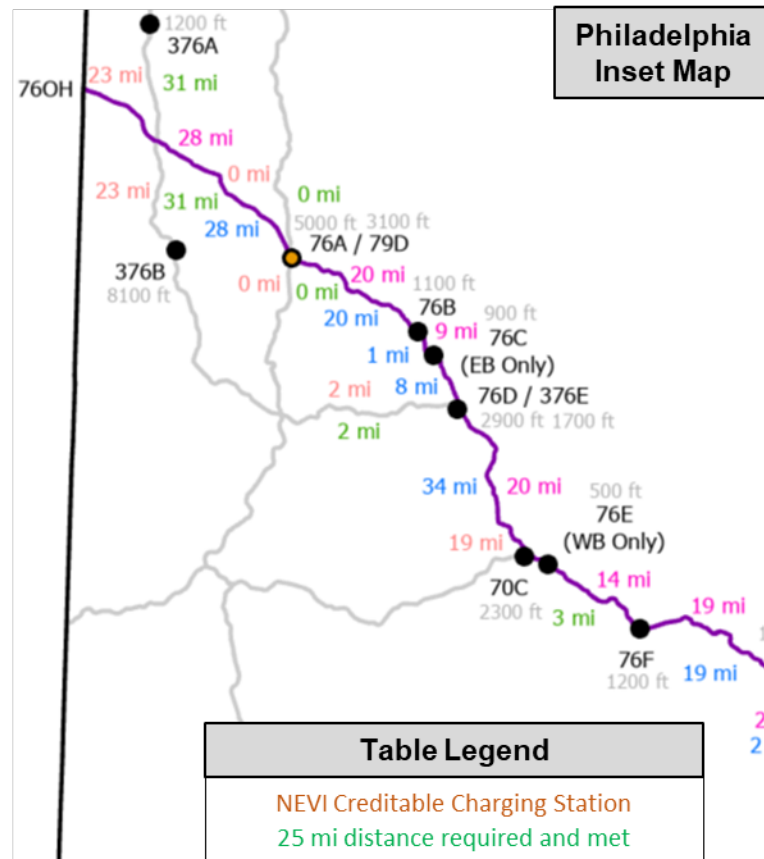
Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met



I-76 AFC Stats

- ❖ Corridor Length: 324 mi
- ❖ NEVI Stations (NEVI-Funded): 22 (16)
- ❖ Avg. Distance Between Stations: 14 mi
- ❖ Avg. Station Distance from Highway: 1,600 ft
- ❖ NEVI Funds Committed: \$9,300,000
- ❖ Avg. NEVI Funds Per Station: \$580,000



Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB
- Station Distance – Mainline WB
- Station Distance – Logical Route EB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-76 AFC FBO Explanations

76A to 76OH (and 76OH to 76A):
76A is 28 miles from the OH border. OH does not have short term plans to award a station near the border as they currently do not have planes to fill out the OH Turnpike. PennDOT has opened Exits 10 and 13 (only two exits available) for three rounds, with no viable projects submitted. PennDOT will rely on OH to eventually fill the gap.

Table Legend

NEVI Creditable Charging Station
25 mi distance required and met
25 mi or 50 mi distance required, not met
(see AFC FBO Explanation for more detail)
*There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement

I-76 Mainline Station Distances (1)

ID	Station MM (Community)	EB	WB
76OH	MM 0 (OH State Line)	--	28 mi
76A	MM 28 (Cranberry Twp)	28 mi	20 mi
76B	MM 48 (Cheswick)	20 mi	9 mi
76C	MM 49 (Plum - SP)	1 mi	--
76D	MM 57 (Monroeville)	8 mi	20 mi
76E	MM 77 (Hunker - SP)	--	14 mi
76F	MM 91 (Donegal)	34 mi	19 mi
76G	MM 110 (Somerset)	19 mi	2 mi
76H	MM 112 (Somerset - SP)	2 mi	34 mi
76I	MM 146 (Bedford)	34 mi	26 mi
76J	MM 172 (Sideling Hill - SP)	26 mi	8 mi
76K	MM 180 (Fort Littleton)	8 mi	21 mi

I-76 Mainline Station Distances (2)

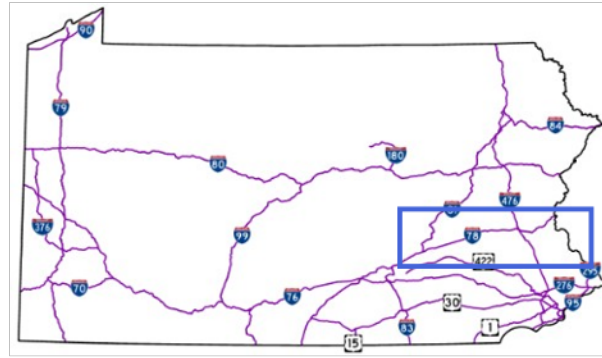
ID	Station MM (Community)	EB	WB
76L	MM 201 (McKinney)	21 mi	1 mi
76M	MM 202 (Blue Mountain - SP)	--	24 mi
76N	MM 219 (Cumberland Valley - SP)	18 mi	--
76O	MM 226 (Carlisle)	7 mi	33 mi
76P	MM 250 (Highspire - SP)	24 mi	--
76Q	MM 259 (Lawn - SP)	--	27 mi
76R	MM 286 (Bowmansville - SP)	36 mi	19 mi
76S	MM 290 (Bowmansville - SP)	4 mi	--
76T	MM 305 (Elverson - SP)	--	23 mi
76U	MM 328 (King of Prussia)	38 mi	19 mi
76V	MM 347 (Philadelphia)	19 mi	5 mi
76NJ	MM 352 (NJ State Line)	5 mi	--

I-76 Eastbound Logical Route Distances

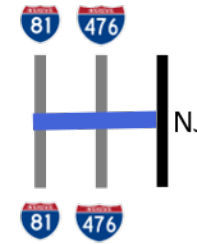
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-376 WB	76OH - MM0	MM 10	MM 26	376A - MM 13	23 mi
I-376 EB	76OH - MM0	MM 10	MM 26	376B - MM 39	23 mi
I-79 SB	76A - MM 28	MM 28	MM 78	79D - MM 78	0 mi
I-79 NB	76A - MM 28	MM 28	MM 78	79D - MM 78	0 mi
I-373 WB	76D - MM 57	MM 57	MM 86	376E - MM 84	2 mi
I-70 WB	76D - MM 57	MM 75	MM 58	70C - MM 57	19 mi
I-99 NB	76I - MM 146	MM 146	MM 1	99A - MM 1	0 mi
I-70 EB	76I - MM 146	MM 161	MM 147	70I - MM 147	15 mi
I-81 SB	76O - MM 226	MM 226	MM 52	81C - MM 44	8 mi
I-81 NB	76O - MM 226	MM 226	MM 52	81D - MM 65	13 mi
I-83 SB	76O - MM 226	MM 242	MM 39	83B - MM 21	34 mi
I-83 NB	76O - MM 226	MM 242	MM 39	83C - MM 45	22 mi
I-276 EB	76S - MM 290	MM 326	MM 326	276A - MM 333	43 mi
US-422 WB	76U - MM 328	MM 328	MM 354	422D - MM 347	7 mi
I-476 SB	76U - MM 328	MM 331	MM 16	476A - MM 1*	18 mi
I-476 NB	76U - MM 328	MM 331	MM 16	476B - MM 20	7 mi
US-1 SB	76U - MM 328	MM 339	MM 52	1C - MM 46*	17 mi
US-30 WB	76U - MM 328	MM 342	MM 328	30F - MM 317*	22 mi
US-30 EB	76U - MM 328	MM 344	MM 330	30G - MM 331	17 mi
I-95 SB	76V - MM 347	MM 350	MM 19	95A - MM 2*	20 mi
I-95 NB	76V - MM 347	MM 350	MM 19	95B - MM 20	4 mi

I-76 Westbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-95 SB	76NJ - MM 352	MM 350	MM 19	95A - MM 2*	19 mi
I-95 NB	76NJ - MM 352	MM 350	MM 19	95B - MM 20	3 mi
US-30 EB	76V - MM 347	MM 344	MM 330	30G - MM 331	4 mi
US-30 WB	76V - MM 347	MM 342	MM 328	30F - MM 317*	16 mi
US-1 SB	76V - MM 347	MM 339	MM 52	1C - MM 46*	14 mi
I-476 SB	76V - MM 347	MM 331	MM 16	476A - MM 1*	31 mi
I-476 NB	76V - MM 347	MM 331	MM 16	476B - MM 20	20 mi
US-422 WB	76U - MM 328	MM 328	MM 354	422D - MM 347	7 mi
I-276 EB	76U - MM 328	MM 326	MM 326	276A - MM 333	9 mi
I-83 SB	76Q - MM 259	MM 242	MM 39	83B - MM 21	35 mi
I-83 NB	76Q - MM 259	MM 242	MM 39	83C - MM 45	23 mi
I-81 SB	76O - MM 226	MM 226	MM 52	81C - MM 44	6 mi
I-81 NB	76O - MM 226	MM 226	MM 52	81D - MM 65	13 mi
I-70 WB	76K - MM 172	MM 161	MM 147	70I - MM 147	11 mi
I-99 NB	76I - MM 146	MM 146	MM 1	99A - MM 1	0 mi
I-70 WB	76E - MM 77	MM 75	MM 58	70C - MM 57	3 mi
I-376 WB	76D - MM 57	MM 57	MM 86	376E - MM 84	2 mi
I-79 SB	76A - MM 28	MM 28	MM 78	79D - MM 78	0 mi
I-79 NB	76A - MM 28	MM 28	MM 78	79D - MM 78	0 mi
I-376 WB	76A - MM 28	MM 10	MM 26	376A - MM 13	31 mi
I-376 EB	76A - MM 28	MM 10	MM 26	376B - MM 39	31 mi



I-78 Logical Route Overview



I-78 AFC Stats

- ❖ Corridor Length: 78 mi
- ❖ NEVI Stations (NEVI-Funded): 4 (4)
- ❖ Avg. Distance Between Stations: 16 mi
- ❖ Avg. Station Distance from Highway: 1,600 ft
- ❖ NEVI Funds Committed: \$3,200,000
- ❖ Avg. NEVI Funds Per Station: \$800,000



Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB and WB
- Station Distance – Logical Route EB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-78 Mainline Station Distances

ID	Station MM (Community)	EB	WB
78WE	MM 0 (I-81 - W End of Route)	--	13 mi
78A	MM 13 (Bethel)	13 mi	16 mi
78B	MM 29 (Hamburg)	16 mi	20 mi
78C	MM 49 (Fogelsville)	20 mi	8 mi
78D	MM 57 (Emmaus)	8 mi	21 mi
78NJ	MM 78 (NJ State Line)	21 mi	--

I-78 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	78C - MM 49	MM 51	MM 56	476E - MM 55	3 mi
I-476 NB	78C - MM 49	MM 51	MM 56	476F - MM 74	20 mi

I-78 Westbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	78D - MM 57	MM 51	MM 56	476E - MM 55	7 mi
I-476 NB	78D - MM 57	MM 51	MM 56	476F - MM 74	24 mi
I-81 SB	78A - MM 13	MM 0	MM 89	81E - MM 77	25 mi
I-81 NB	78A - MM 13	MM 0	MM 89	81F - MM 90	14 mi

I-78 AFC FBO Explanations

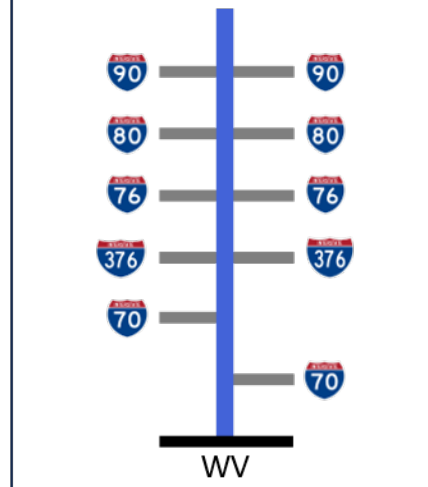
N/A

Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met

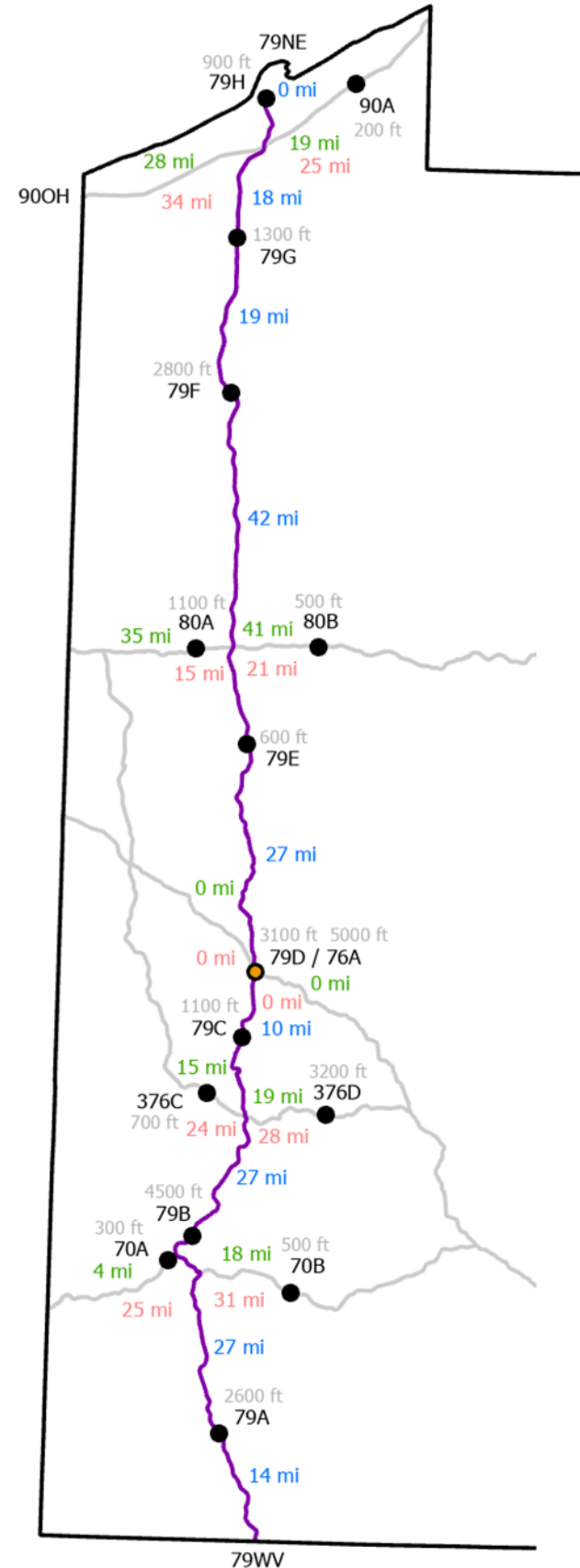


I-79 Logical Route Overview



I-79 AFC Stats

- ❖ Corridor Length: 184 mi
- ❖ NEVI Stations (NEVI-Funded): 8 (7)
- ❖ Avg. Distance Between Stations: 20 mi
- ❖ Avg. Station Distance from Highway: 2,100 ft
- ❖ NEVI Funds Committed: \$4,100,000
- ❖ Avg. NEVI Funds Per Station: \$580,000



I-79 AFC FBO Explanations

79G to 900H:
79G is 34 miles from the OH border. OH has a Round 1 station in construction at OH Exit 223. The precise mileage to the PA station at I-79 Exit 166 is 55.3 mi. PennDOT has opened Exits 3 through 18 for three rounds, with no viable projects submitted. PennDOT is requesting Exception 5 as part of the 2024 PA NEVI Plan to cover this deviation.

79H to 900H:
79H is 28 miles from the OH border. This is over the typical 25 miles that PennDOT has generally considered when filling gaps. However, OH has a Round 1 station in construction at OH Exit 223. The precise mileage to the PA station at I-79 Exit 184 is 49.6 mi from charging station to charging station. Therefore, these two stations cover the 50-mile requirement for this route.

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

I-79 Mainline Station Distances

ID	Station MM (Community)	NB	SB
79WV	MM 0 (WV State Line)	--	14 mi
79A	MM 14 (Waynesburg)	14 mi	27 mi
79B	MM 41 (McGovern)	27 mi	27 mi
79C	MM 68 (Sewickley)	27 mi	10 mi
79D	MM 78 (Cranberry Twp)	10 mi	27 mi
79E	MM 105 (Slippery Rock)	27 mi	42 mi
79F	MM 147 (Meadville)	42 mi	19 mi
79G	MM 166 (Edinboro)	19 mi	18 mi
79H	MM 184 (Erie)	18 mi	0 mi
79NE	MM 184 (SR 4034 - N End of Route)	0 mi	--

I-79 Northbound Logical Route Distances

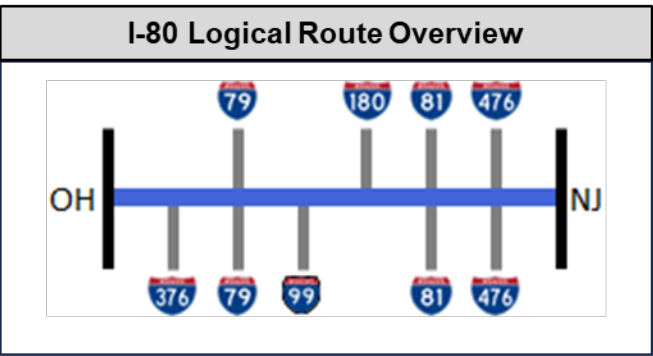
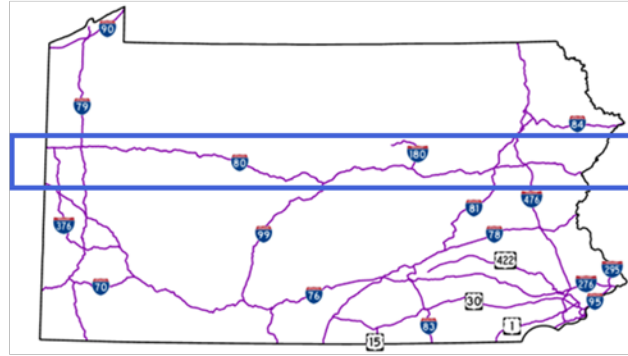
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-70 WB	79A - MM 14	MM 38	MM 18	70A - MM 17	25 mi
I-70 EB	79A - MM 14	MM 34	MM 21	70B - MM 32	31 mi
I-376 WB	79B - MM 41	MM 59	MM 64	376C - MM 58	24 mi
I-376 EB	79B - MM 41	MM 59	MM 64	376D - MM 74	28 mi
I-76 WB	79D - MM 78	MM 78	MM 28	76A - MM 28	0 mi
I-76 EB	79D - MM 78	MM 78	MM 28	76A - MM 28	0 mi
I-80 WB	79E - MM 105	MM 116	MM 19	80A - MM 15	15 mi
I-80 EB	79E - MM 105	MM 116	MM 19	80B - MM 29	21 mi
I-90 WB	79G - MM 166	MM 178	MM 22	900H - MM 0	34 mi
I-90 EB	79G - MM 166	MM 178	MM 22	90A - MM 35	25 mi

I-79 Southbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-90 WB	79H - MM 184	MM 178	MM 22	900H - MM 0	28 mi
I-90 EB	79H - MM 184	MM 178	MM 22	90A - MM 35	19 mi
I-80 WB	79F - MM 147	MM 116	MM 19	80A - MM 15	35 mi
I-80 EB	79F - MM 147	MM 116	MM 19	80B - MM 29	41 mi
I-76 WB	79D - MM 78	MM 78	MM 28	76A - MM 28	0 mi
I-76 EB	79D - MM 78	MM 78	MM 28	76A - MM 28	0 mi
I-376 WB	79C - MM 68	MM 59	MM 64	376C - MM 58	15 mi
I-376 EB	79C - MM 68	MM 59	MM 64	376D - MM 74	19 mi
I-70 WB	79B - MM 41	MM 38	MM 18	70A - MM 17	4 mi
I-70 EB	79B - MM 41	MM 34	MM 21	70B - MM 32	18 mi

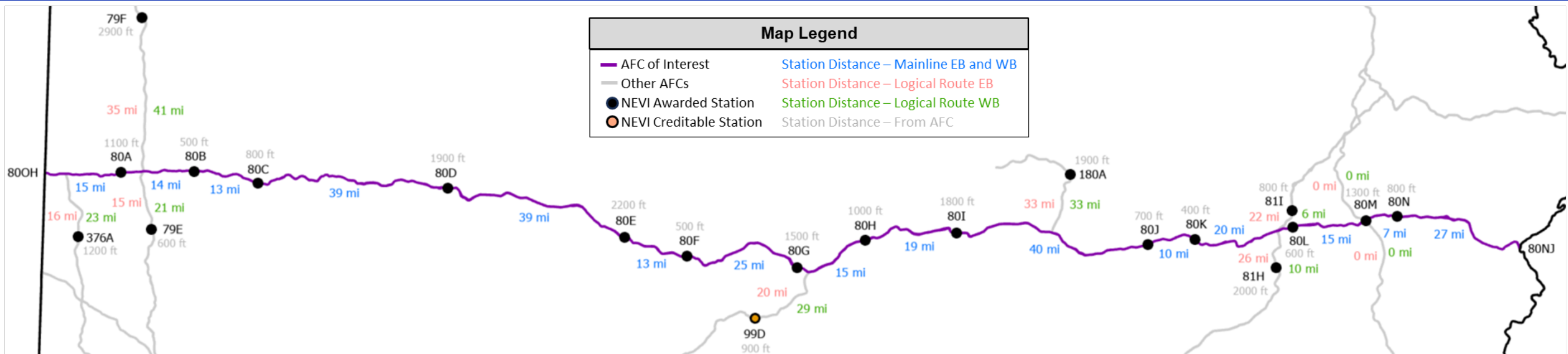
Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met
- 25 mi or 50 mi distance required, not met (see AFC FBO Explanation for more detail)



I-80 AFC Stats

- ❖ Corridor Length: 311 mi
- ❖ NEVI Stations (NEVI-Funded): 17 (14)
- ❖ Avg. Distance Between Stations: 17 mi
- ❖ Avg. Station Distance from Highway: 1,800 ft
- ❖ NEVI Funds Committed: \$10,500,000
- ❖ Avg. NEVI Funds Per Station: \$750,000



I-80 Mainline Station Distances

ID	Station MM (Community)	EB	WB
80OH	MM 0 (OH State Line)	--	15 mi
80A	MM 15 (Mercer)	15 mi	14 mi
80B	MM 29 (Barkeyville)	14 mi	13 mi
80C	MM 42 (Emlenton)	13 mi	39 mi
80D	MM 81 (Brookville)	39 mi	39 mi
80E	MM 120 (Clearfield)	39 mi	13 mi
80F	MM 133 (Kylertown)	13 mi	25 mi
80G	MM 158 (Milesburg)	25 mi	15 mi
80H	MM 173 (Mill Hall)	15 mi	19 mi
80I	MM 192 (Loganton)	19 mi	40 mi
80J	MM 232 (Bloomsburg)	40 mi	10 mi
80K	MM 242 (Mifflinville)	10 mi	20 mi
80L	MM 262 (Drums)	20 mi	15 mi
80M	MM 277 (White Haven)	15 mi	7 mi
80N	MM 284 (Blakeslee)	7 mi	27 mi
80NJ	MM 311 (NJ State Line)	27 mi	--

I-80 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-376 EB	80OH - MM 0	MM 4	MM 1	376A - MM 13	16 mi
I-79 SB	80A - MM 15	MM 19	MM 116	79E - MM 105	15 mi
I-79 NB	80A - MM 15	MM 19	MM 116	79F - MM 147	35 mi
I-99 SB	80I - MM 158	MM 161	MM 86	99D - MM 69	20 mi
I-180 WB	80K - MM 182	MM 212	MM 0	180A - MM 13	33 mi
I-81 SB	80M - MM 242	MM 260	MM 151	81H - MM 143	26 mi
I-81 NB	80M - MM 242	MM 260	MM 151	81I - MM 155	22 mi
I-476 SB	80O - MM 277	MM 277	MM 95	476I - MM 95	0 mi
I-476 NB	80O - MM 277	MM 277	MM 95	476J - MM 95	0 mi

I-80 Westbound Logical Route Distances

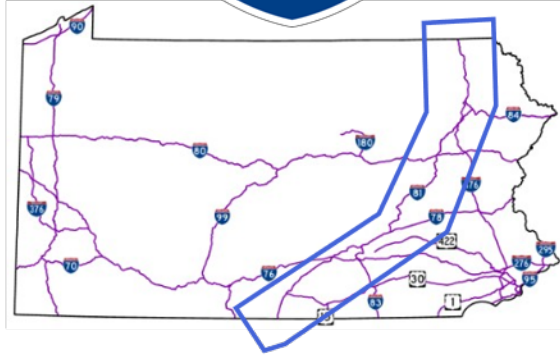
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	80O - MM 277	MM 277	MM 95	476I - MM 95	0 mi
I-476 NB	80O - MM 277	MM 277	MM 95	476J - MM 95	0 mi
I-81 SB	80N - MM 262	MM 260	MM 151	81H - MM 143	10 mi
I-81 NB	80N - MM 262	MM 260	MM 151	81I - MM 155	6 mi
I-180 WB	80L - MM 232	MM 212	MM 0	180A - MM 13	33 mi
I-99 SB	80J - MM 173	MM 161	MM 86	99D - MM 69	29 mi
I-79 SB	80B - MM 29	MM 19	MM 116	79E - MM 105	21 mi
I-79 NB	80B - MM 29	MM 19	MM 116	79F - MM 147	41 mi
I-376 EB	80A - MM 15	MM 4	MM 1	376A - MM 13	23 mi

I-80 AFC FBO Explanations

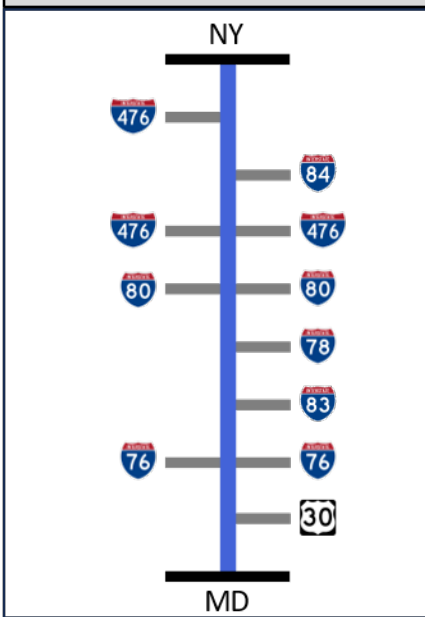
80N to 80NJ (and 80NJ to 80N):
 80N is 27 miles from the NJ border. NJ is releasing their first round NEVI selections in late 2024. If a NJ station does not allow for the 50-mile requirement to be met, PennDOT will solicit a new station in Stroudsburg / East Stroudsburg.

Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met
- 25 mi or 50 mi distance required, not met (see AFC FBO Explanation for more detail)



I-81 Logical Route Overview



I-81 AFC Stats

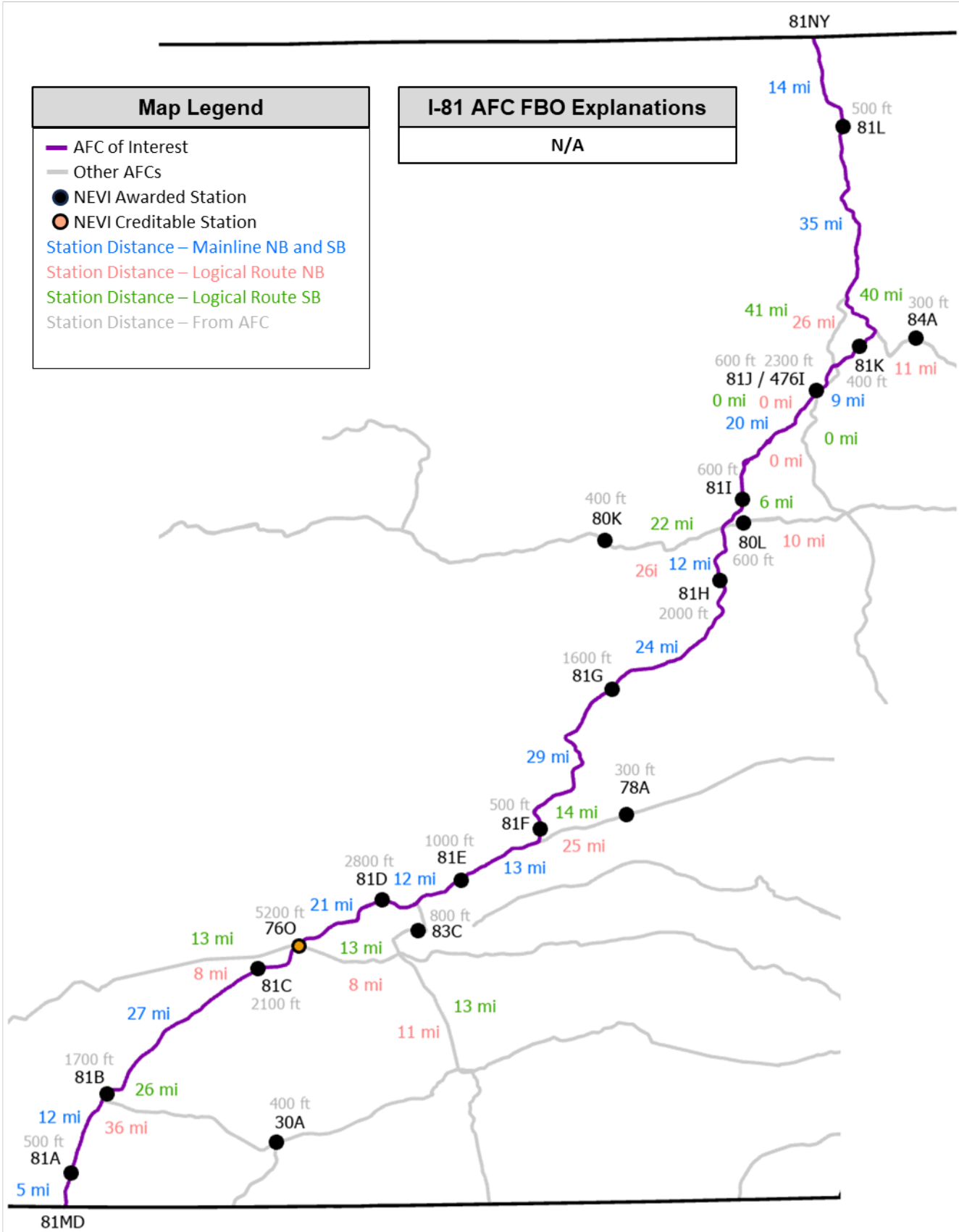
- ❖ Corridor Length: 233 mi
- ❖ NEVI Stations (NEVI-Funded): 12 (12)
- ❖ Avg. Distance Between Stations: 18 mi
- ❖ Avg. Station Distance from Highway: 1,200 ft
- ❖ NEVI Funds Committed: \$7,300,000
- ❖ Avg. NEVI Funds Per Station: \$610,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

I-81 AFC FBO Explanations

N/A



I-81 Mainline Station Distances

ID	Station MM (Community)	NB	SB
81MD	MM 0 (MD State Line)	--	5 mi
81A	MM 5 (Greencastle)	5 mi	12 mi
81B	MM 17 (Chambersburg)	12 mi	27 mi
81C	MM 44 (Carlisle)	27 mi	21 mi
81D	MM 65 (Marysville)	21 mi	12 mi
81E	MM 77 (Manada Hill)	12 mi	13 mi
81F	MM 90 (Lickdale)	13 mi	29 mi
81G	MM 119 (Gordon)	29 mi	24 mi
81H	MM 143 (Hazleton)	24 mi	12 mi
81I	MM 155 (Mountain Top)	12 mi	20 mi
81J	MM 175 (Pittston)	20 mi	9 mi
81K	MM 184 (Scranton)	9 mi	35 mi
81L	MM 219 (Gibson)	35 mi	14 mi
81NY	MM 233 (NY State Line)	14	--

I-81 Northbound Logical Route Distances

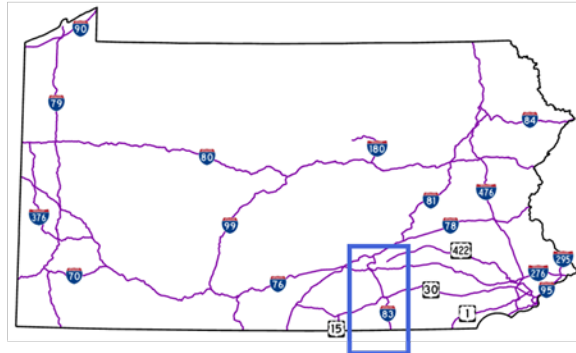
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-30 EB	81A - MM 5	MM 16	MM 188	30A - MM 213	36 mi
I-76 WB	81C - MM 44	MM 52	MM 226	760 - MM 226	8 mi
I-76 EB	81C - MM 44	MM 52	MM 226	760 - MM 226	8 mi
I-83 SB	81D - MM 65	MM 70	MM 51	83C - MM 45*	11 mi
I-78 EB	81E - MM 77	MM 89	MM 0	78A - MM 13	25 mi
I-80 WB	81H - MM 143	MM 151	MM 260	80K - MM 242	26 mi
I-80 EB	81H - MM 143	MM 151	MM 260	80L - MM 262	10 mi
I-476 SB	81J - MM 175	MM 175	MM 115	476I - MM 115	0 mi
I-476 NB	81J - MM 175	MM 175	MM 115	476I - MM 115	0 mi
I-84 EB	81K - MM 184	MM 187	MM 0	84A - MM 8	11 mi
I-476 SB	81K - MM 184	MM 194	MM 131	476I - MM 115	26 mi

I-81 Southbound Logical Route Distances

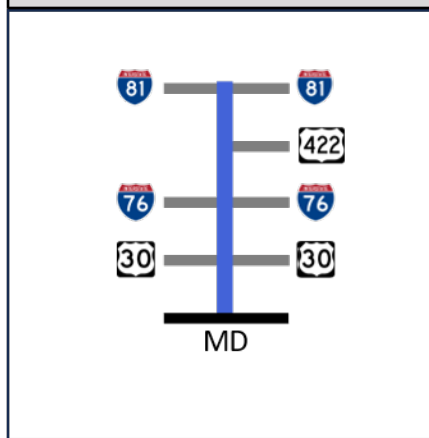
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	81L - MM 219	MM 194	MM 131	476I - MM 115	41 mi
I-84 EB	81L - MM 219	MM 187	MM 0	84A - MM 8	40 mi
I-476 SB	81J - MM 175	MM 175	MM 115	476I - MM 115	0 mi
I-476 NB	81J - MM 175	MM 175	MM 115	476I - MM 115	0 mi
I-80 WB	81I - MM 155	MM 151	MM 260	80K - MM 242	22 mi
I-80 EB	81I - MM 155	MM 151	MM 260	80L - MM 262	6 mi
I-78 EB	81F - MM 90	MM 89	MM 0	78A - MM 13	14 mi
I-83 SB	81E - MM 77	MM 70	MM 51	83C - MM 45*	13 mi
I-76 WB	81D - MM 65	MM 52	MM 226	760 - MM 226	13 mi
I-76 EB	81D - MM 65	MM 52	MM 226	760 - MM 226	13 mi
US-30 EB	81B - MM 17	MM 16	MM 188	30A - MM 213	26 mi

Table Legend

● NEVI Creditable Charging Station
 25 mi distance required and met
 *There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement



I-83 Logical Route Overview



I-83 AFC Stats

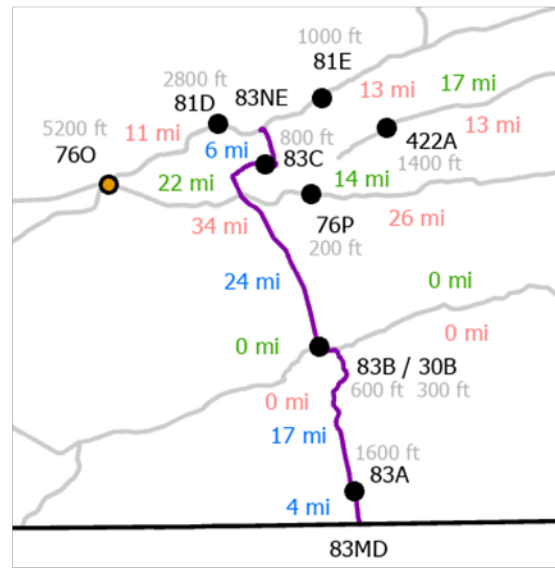
- ❖ Corridor Length: 51 mi
- ❖ NEVI Stations (NEVI-Funded): 3 (3)
- ❖ Avg. Distance Between Stations: 13 mi
- ❖ Avg. Station Distance from Highway: 1,000 ft
- ❖ NEVI Funds Committed: \$1,600,000
- ❖ Avg. NEVI Funds Per Station: \$540,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

I-83 AFC FBO Explanations

N/A



I-83 Mainline Station Distances

ID	Station MM (Community)	NB	SB
83MD	MM 0 (MD State Line)	--	4 mi
83A	MM 4 (Shrewsbury)	4 mi	17 mi
83B	MM 21 (York)	17 mi	24 mi
83C	MM 45 (Harrisburg)	24 mi	6 mi
83NE	MM 51 (I-81 - N End of Route)	6 mi	--

I-83 Northbound Logical Route Distances

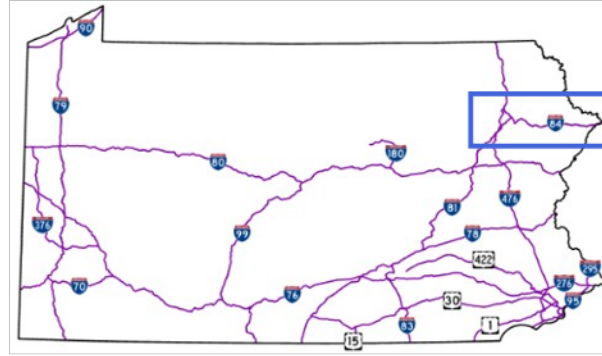
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-30 WB	83B - MM 21	MM 21	MM 241	30B - MM 241	0 mi
US-30 EB	83B - MM 21	MM 21	MM 241	30B - MM 241	0 mi
I-76 WB	83B - MM 21	MM 39	MM 242	76O - MM 226	34 mi
I-76 EB	83B - MM 21	MM 39	MM 242	76P - MM 250	26 mi
US-422 EB	83C - MM 45	MM 46	MM 264	422A - MM 276	13 mi
I-81 SB	83C - MM 45	MM 51	MM 70	81D - MM 65	11 mi
I-81 NB	83C - MM 45	MM 51	MM 70	81E - MM 77	13 mi

I-83 Southbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-422 EB	83NE - MM 51	MM 46	MM 264	422A - MM 276	17 mi
I-76 WB	83C - MM 45	MM 39	MM 242	76O - MM 226	22 mi
I-76 EB	83C - MM 45	MM 39	MM 242	76P - MM 250	14 mi
US-30 WB	83B - MM 21	MM 21	MM 241	30B - MM 241	0 mi
US-30 EB	83B - MM 21	MM 21	MM 241	30B - MM 241	0 mi

Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met



I-84 Logical Route Overview



I-84 AFC Stats

- ❖ Corridor Length: 55 mi
- ❖ NEVI Stations (NEVI-Funded): 2 (2)
- ❖ Avg. Distance Between Stations: 18 mi
- ❖ Avg. Station Distance from Highway: 900 ft
- ❖ NEVI Funds Committed: \$1,500,000
- ❖ Avg. NEVI Funds Per Station: \$740,000



Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB and WB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-84 Mainline Station Distances

ID	Station MM (Community)	EB	WB
84WE	MM 0 (I-81 - W End of Route)	--	8 mi
84A	MM 8 (Mount Cobb)	8 mi	26 mi
84B	MM 34 (Blooming Grove)	26 mi	21 mi
84NY	MM 55 (NY State Line)	21 mi	--

I-84 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
No logical routes in EB Direction					

I-84 Westbound Logical Route Distances

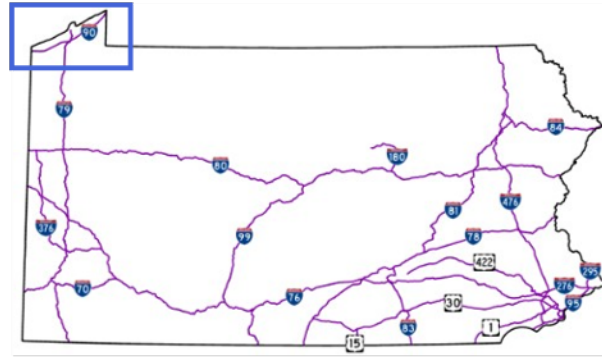
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-81 SB	84A - MM 8	MM 0	MM 187	81K - MM 184	11 mi
I-81 NB	84A - MM 8	MM 0	MM 187	81L - MM 219*	40 mi

I-84 AFC FBO Explanations

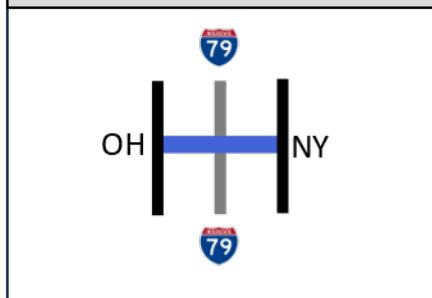
N/A

Table Legend

25 mi distance required and met
 *There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement

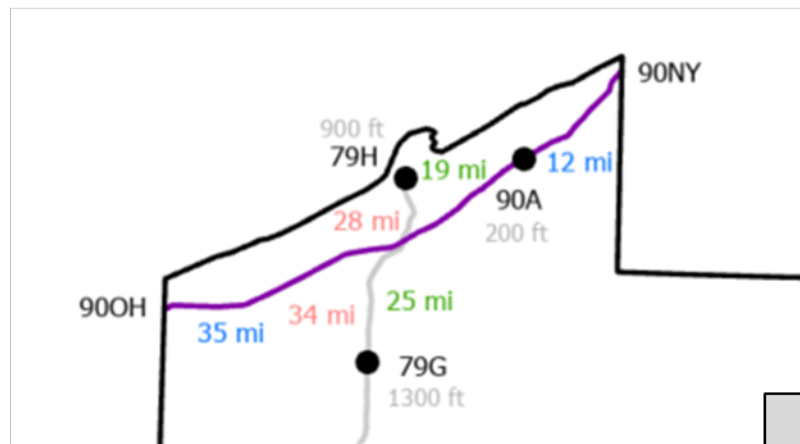


I-90 Logical Route Overview



I-90 AFC Stats

- ❖ Corridor Length: 47 mi
- ❖ NEVI Stations (NEVI-Funded): 1 (1)
- ❖ Avg. Distance Between Stations: 24 mi
- ❖ Avg. Station Distance from Highway: 200 ft
- ❖ NEVI Funds Committed: \$1,100,000
- ❖ Avg. NEVI Funds Per Station: \$1,100,000



Map Legend	
— AFC of Interest	Station Distance – Mainline EB and WB
— Other AFCs	Station Distance – Logical Route EB
● NEVI Awarded Station	Station Distance – Logical Route WB
○ NEVI Creditable Station	Station Distance – From AFC

I-90 AFC FBO Explanations

90A to 90OH (and 90OH to 90A):
 90A is 35 miles from the OH border. OH has a Round 1 station in construction at OH Exit 223. The precise mileage to the PA station at Exit 35 is 55.9 mi. PennDOT has opened Exits 3 through 18 for three rounds, with no viable projects submitted. Additionally, PennDOT, until receiving the latest updates from FHWA and Electrify America, had listed the Electrify America station at Exit 24 NEVI creditable. Thus, PennDOT has not tried to fill Exit 24 or 27. Because of the short additional distance, PennDOT is requesting Exception 4 as part of the 2024 PA NEVI Plan to cover this deviation.

90OH to 79G:
 79G is 34 miles from the OH border. OH has a Round 1 station in construction at OH Exit 223. The precise mileage to the PA station at I-79 Exit 166 is 55.3 mi. PennDOT has opened Exits 3 through 18 for three rounds, with no viable projects submitted. PennDOT is requesting Exception 5 as part of the 2024 PA NEVI Plan to cover this deviation.

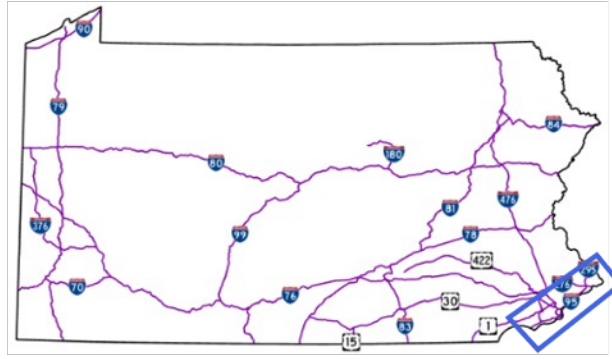
90OH to 79H:
 79H is 28 miles from the OH border. This is over the typical 25 miles that PennDOT has generally considered when filling gaps. However, OH has a Round 1 station in construction at OH Exit 223. The precise mileage to the PA station at I-79 Exit 184 is 49.6 mi from charging station to charging station. Therefore, these two stations cover the 50-mile requirement for this route.

I-90 Mainline Station Distances			
ID	Station MM (Community)	EB	WB
90OH	MM 0 (OH State Line)	--	35 mi
90A	MM 35 (Harborcreek)	35 mi	12 mi
90NY	MM 47 (NY State Line)	12 mi	--

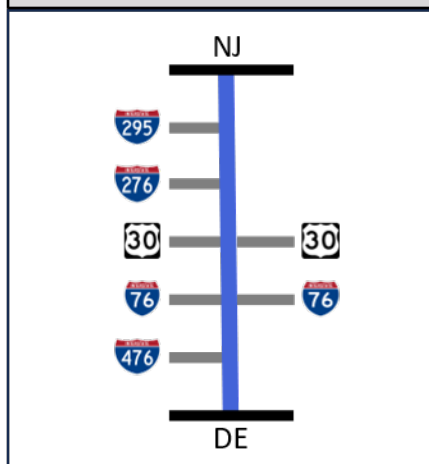
I-90 Eastbound Logical Route Distances					
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-79 SB	90OH - MM 0	MM 22	MM 178	79G - MM 166	34 mi
I-79 NB	90OH - MM 0	MM 22	MM 178	79H - MM 184	28 mi

I-90 Westbound Logical Route Distances					
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-79 SB	90A - MM 35	MM 22	MM 178	79G - MM 166	25 mi
I-79 NB	90A - MM 35	MM 22	MM 178	79H - MM 184	19 mi

Table Legend
25 mi distance required and met
25 mi or 50 mi distance required, not met (see AFC FBO Explanation for more detail)



I-95 Logical Route Overview



I-95 AFC Stats

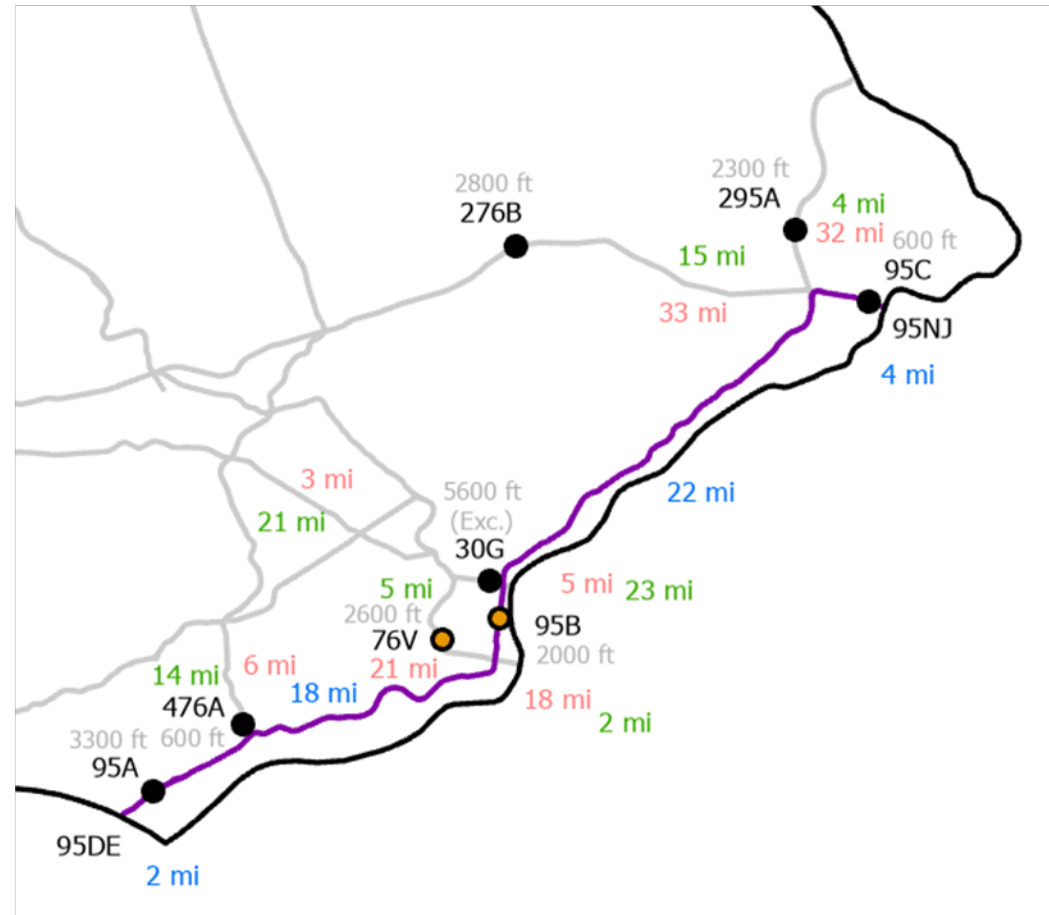
- ❖ Corridor Length: 46 mi
- ❖ NEVI Stations (NEVI-Funded): 3 (2)
- ❖ Avg. Distance Between Stations: 12 mi
- ❖ Avg. Station Distance from Highway: 2,000 ft
- ❖ NEVI Funds Committed: \$1,000,000
- ❖ Avg. NEVI Funds Per Station: \$480,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

I-95 AFC FBO Explanations

N/A



I-95 Mainline Station Distances

ID	Station MM (Community)	NB	SB
95DE	MM 0 (DE State Line)	--	2 mi
95A	MM 2 (Aston)	2 mi	18 mi
95B	MM 20 (Philadelphia)	18 mi	22 mi
95C	MM 42 (Bristol)	22 mi	4 mi
95NJ	MM 46 (NJ State Line)	4 mi	--

I-95 Northbound Logical Route Distances

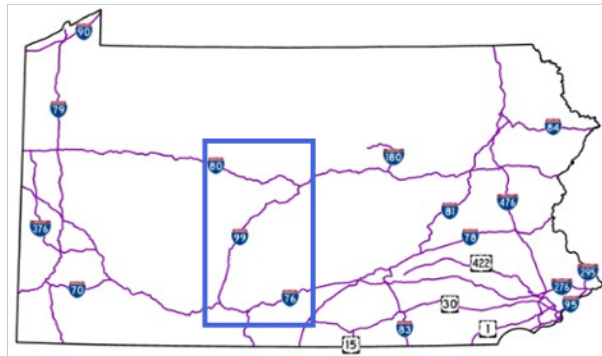
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 NB	95A - MM 2	MM 7	MM 0	476A - MM 1	6 mi
I-76 WB	95A - MM 2	MM 19	MM 351	76V - MM 347	21 mi
I-76 EB	95A - MM 2	MM 19	MM 351	76NJ - MM 352	18 mi
US-30 WB	95B - MM 20	MM 22	MM 332	30G - MM 331	3 mi
US-30 EB	95B - MM 20	MM 22	MM 332	30NJ - MM 335	5 mi
I-276 WB	95B - MM 20	MM 40	MM 356	276B - MM 343	33 mi
I-295 NB	95B - MM 20	MM 40	MM 1	295A - MM 3	22 mi

I-95 Southbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-276 WB	95C - MM 42	MM 40	MM 356	276B - MM 343	15 mi
I-295 NB	95C - MM 42	MM 40	MM 1	295A - MM 3	4 mi
US-30 WB	95C - MM 42	MM 22	MM 332	30G - MM 331	21 mi
US-30 EB	95C - MM 42	MM 22	MM 332	30NJ - MM 335	23 mi
I-76 WB	95B - MM 20	MM 19	MM 351	76V - MM 347	5 mi
I-76 EB	95B - MM 20	MM 19	MM 351	76NJ - MM 352	2 mi
I-476 NB	95B - MM 20	MM 7	MM 0	476A - MM 1	14 mi

Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met



I-99 Logical Route Overview



I-99 AFC Stats

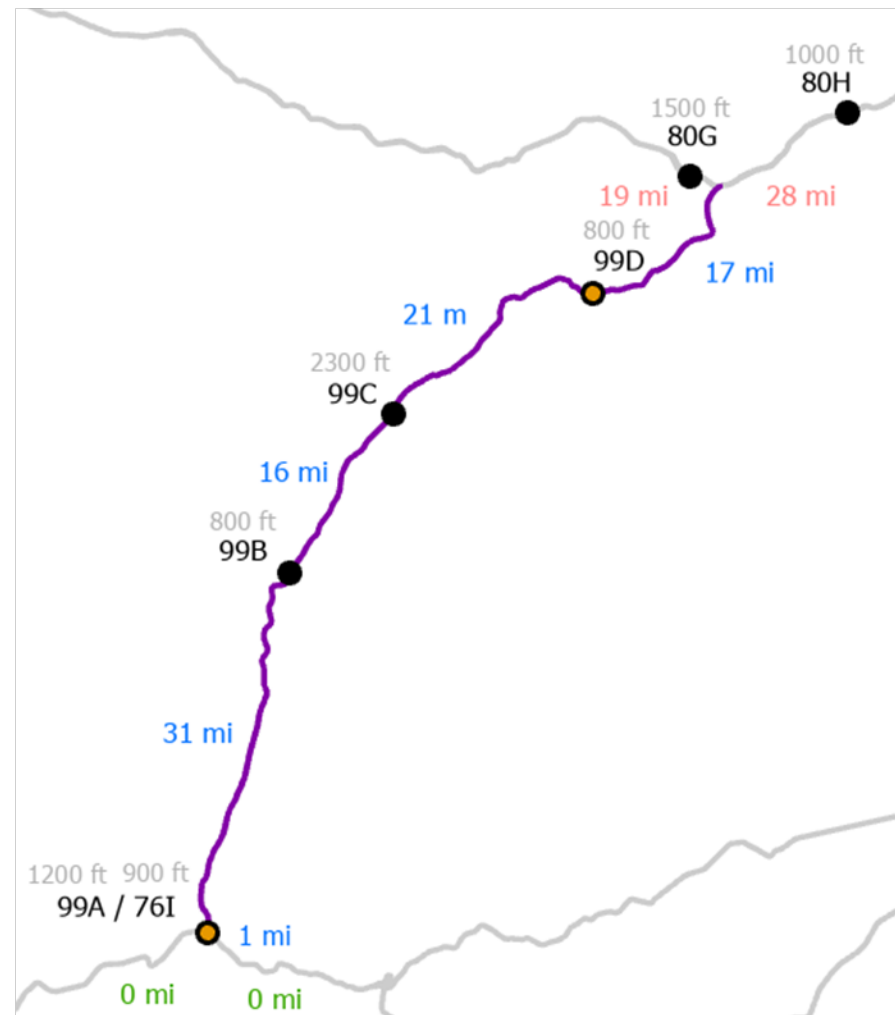
- ❖ Corridor Length: 86 mi
- ❖ NEVI Stations (NEVI-Funded): 4 (2)
- ❖ Avg. Distance Between Stations: 17 mi
- ❖ Avg. Station Distance from Highway: 1,300 ft
- ❖ NEVI Funds Committed: \$1,500,000
- ❖ Avg. NEVI Funds Per Station: \$740,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

I-99 AFC FBO Explanations

N/A



I-99 Mainline Station Distances

ID	Station MM (Community)	NB	SB
99SE	MM 0 (I-76 - S End of Route)	--	1 mi
99A	MM 1 (Bedford)	1 mi	31 mi
99B	MM 32 (Altoona)	31 mi	16 mi
99C	MM 48 (Tyrone)	16 mi	21 mi
99D	MM 69 (State College)	21 mi	17 mi
99NE	MM 86 (I-80 - N End of Route)	17 mi	--

I-99 Northbound Logical Route Distances

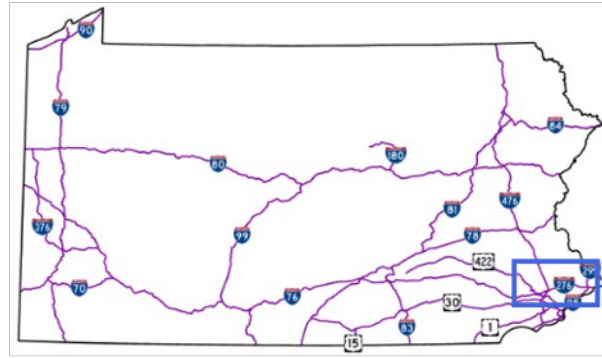
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-80 WB	99D - MM 69	MM 85	MM 161	80G - MM 158	19 mi
I-80 EB	99D - MM 69	MM 85	MM 161	80H - MM 173	28 mi

I-99 Southbound Logical Route Distances

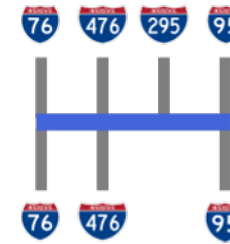
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-76/70 WB	99A - MM 1	MM 1	MM 146	76I - MM 146	0 mi
I-76/70 EB	99A - MM 1	MM 1	MM 146	76I - MM 146	0 mi

Table Legend

● NEVI Creditable Charging Station

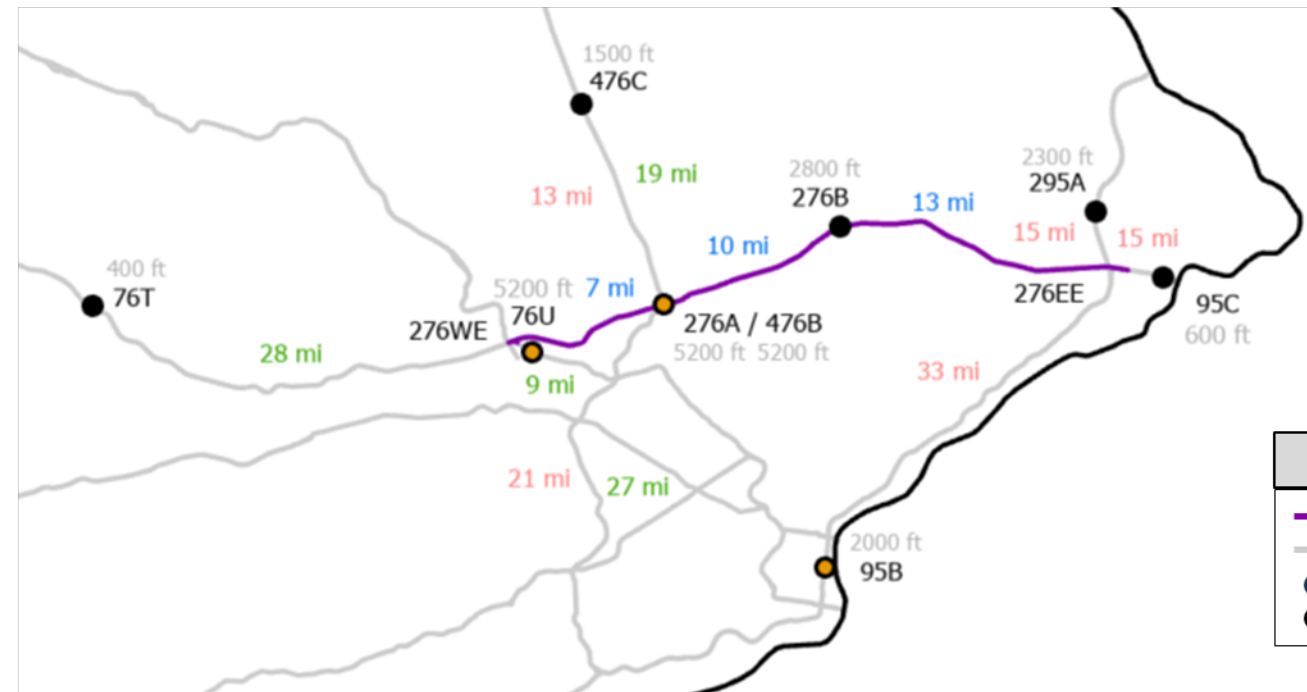


I-276 Logical Route Overview



I-276 AFC Stats

- ❖ Corridor Length: 30 mi
- ❖ NEVI Stations (NEVI-Funded): 2 (1)
- ❖ Avg. Distance Between Stations: 10 mi
- ❖ Avg. Station Distance from Highway: 4,000 ft
- ❖ NEVI Funds Committed: \$730,000
- ❖ Avg. NEVI Funds Per Station: \$730,000



Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB and WB
- Station Distance – Logical Route EB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-276 Mainline Station Distances

ID	Station MM (Community)	EB	WB
276WE	MM 326 (I-76 - W End of Route)	--	7 mi
276A	MM 333 (Plymouth Meeting)	7 mi	10 mi
276B	MM 343 (Horsham)	10 mi	13 mi
276EE	MM 356 (I-95 - E End of Route)	13 mi	--

I-276 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	276A - MM 333	MM 335	MM 20	476A - MM 1*	21 mi
I-476 NB	276A - MM 333	MM 335	MM 20	476C - MM 31	13 mi
I-295 NB	276B - MM 343	MM 356	MM 1	295A - MM 3	15 mi
I-95 SB	276B - MM 343	MM 356	MM 40	95B - MM 20	33 mi
I-95 NB	276B - MM 343	MM 356	MM 40	95C - MM 42	15 mi

I-276 Westbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	276B - MM 343	MM 335	MM 20	476A - MM 1*	27 mi
I-476 NB	276B - MM 343	MM 335	MM 20	476C - MM 31	19 mi
I-76 WB	276A - MM 333	MM 326	MM 326	76T - MM 305	28 mi
I-76 EB	276A - MM 333	MM 326	MM 326	76U - MM 328	9 mi

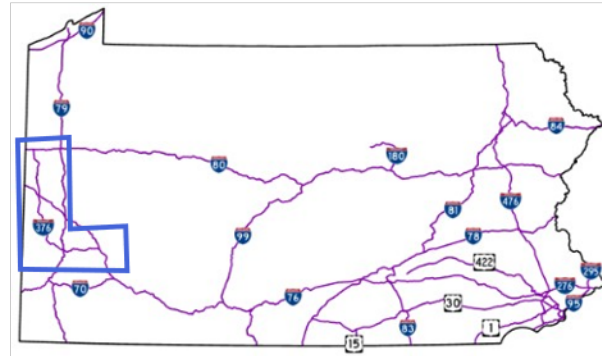
I-276 AFC FBO Explanations

N/A

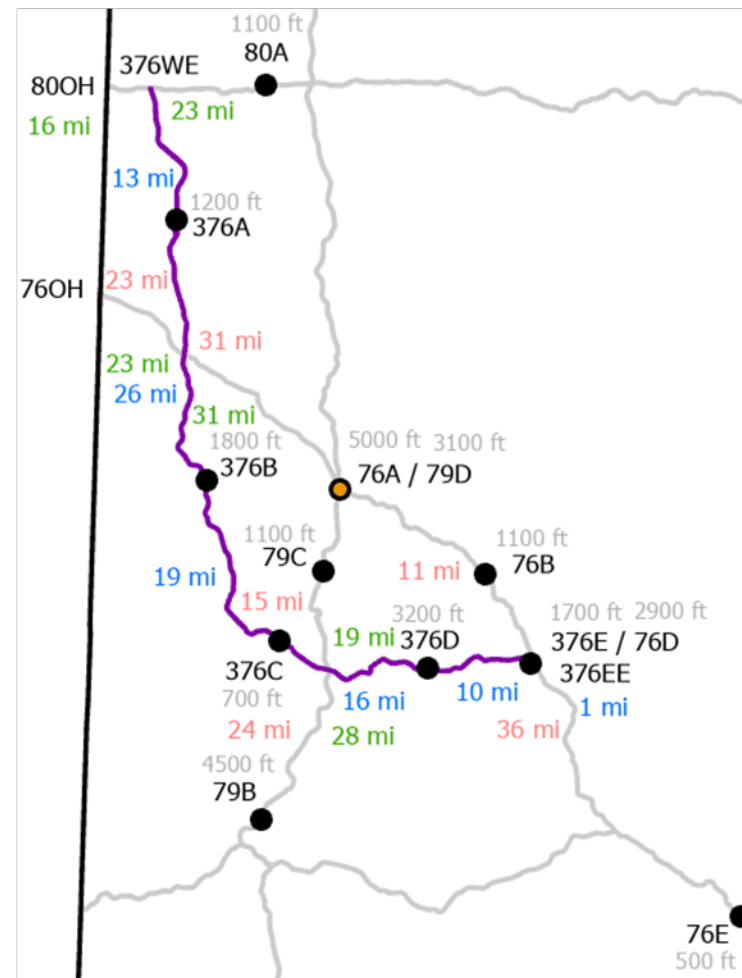
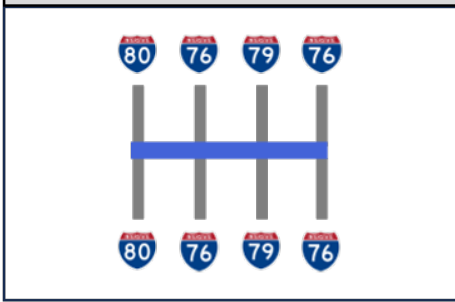
Table Legend

NEVI Creditable Charging Station

*There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement



I-376 Logical Route Overview



I-376 AFC Stats

- ❖ Corridor Length: 85 mi
- ❖ NEVI Stations (NEVI-Funded): 5 (5)
- ❖ Avg. Distance Between Stations: 14 mi
- ❖ Avg. Station Distance from Highway: 1,700 ft
- ❖ NEVI Funds Committed: \$2,400,000
- ❖ Avg. NEVI Funds Per Station: \$480,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB and WB
- Station Distance – Logical Route EB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-376 Mainline Station Distances

ID	Station MM (Community)	EB	WB
376WE	MM 0 (I-80 - W End of Route)	--	13 mi
376A	MM 13 (New Castle)	13 mi	26 mi
376B	MM 39 (Monaca)	26 mi	19 mi
376C	MM 58 (Moon)	19 mi	16 mi
376D	MM 74 (Pittsburgh)	16 mi	10 mi
376E	MM 84 (Monroeville)	10 mi	1 mi
376EE	MM 85 (I-76 - E End of Route)	1 mi	--

I-376 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-76 WB	376A - MM 13	MM 26	MM 10	76OH - MM 0	23 mi
I-76 EB	376A - MM 13	MM 26	MM 10	76A - MM 28	31 mi
I-79 SB	376C - MM 58	MM 64	MM 59	79B - MM 41	24 mi
I-79 NB	376C - MM 58	MM 64	MM 59	79C - MM 68	15 mi
I-76 WB	376E - MM 84	MM 86	MM 57	76B - MM 48	11 mi
I-76 EB	376E - MM 84	MM 86	MM 57	76F - MM 91*	36 mi

I-376 Westbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-79 SB	376D - MM 74	MM 64	MM 59	79B - MM 41	28 mi
I-79 NB	376D - MM 74	MM 64	MM 59	79C - MM 68	19 mi
I-76 WB	376B - MM 39	MM 26	MM 10	76OH - MM 0	23 mi
I-76 EB	376B - MM 39	MM 26	MM 10	76A - MM 28	31 mi
I-80 WB	376A - MM 13	MM 1	MM 4	80OH - MM 0	16 mi
I-80 EB	376A - MM 13	MM 1	MM 4	80A - MM 15	23 mi

I-376 AFC FBO Explanations

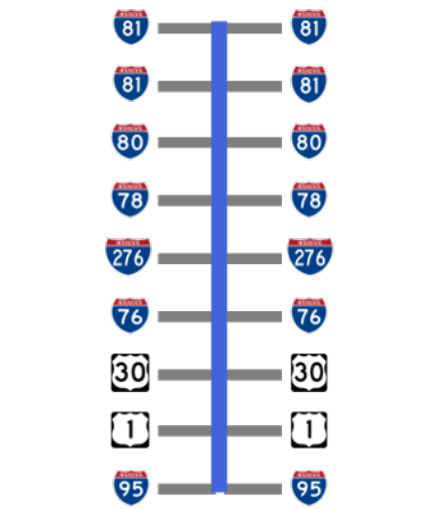
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Table Legend

● NEVI Creditable Charging Station
— 25 mi distance required and met
 *There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement

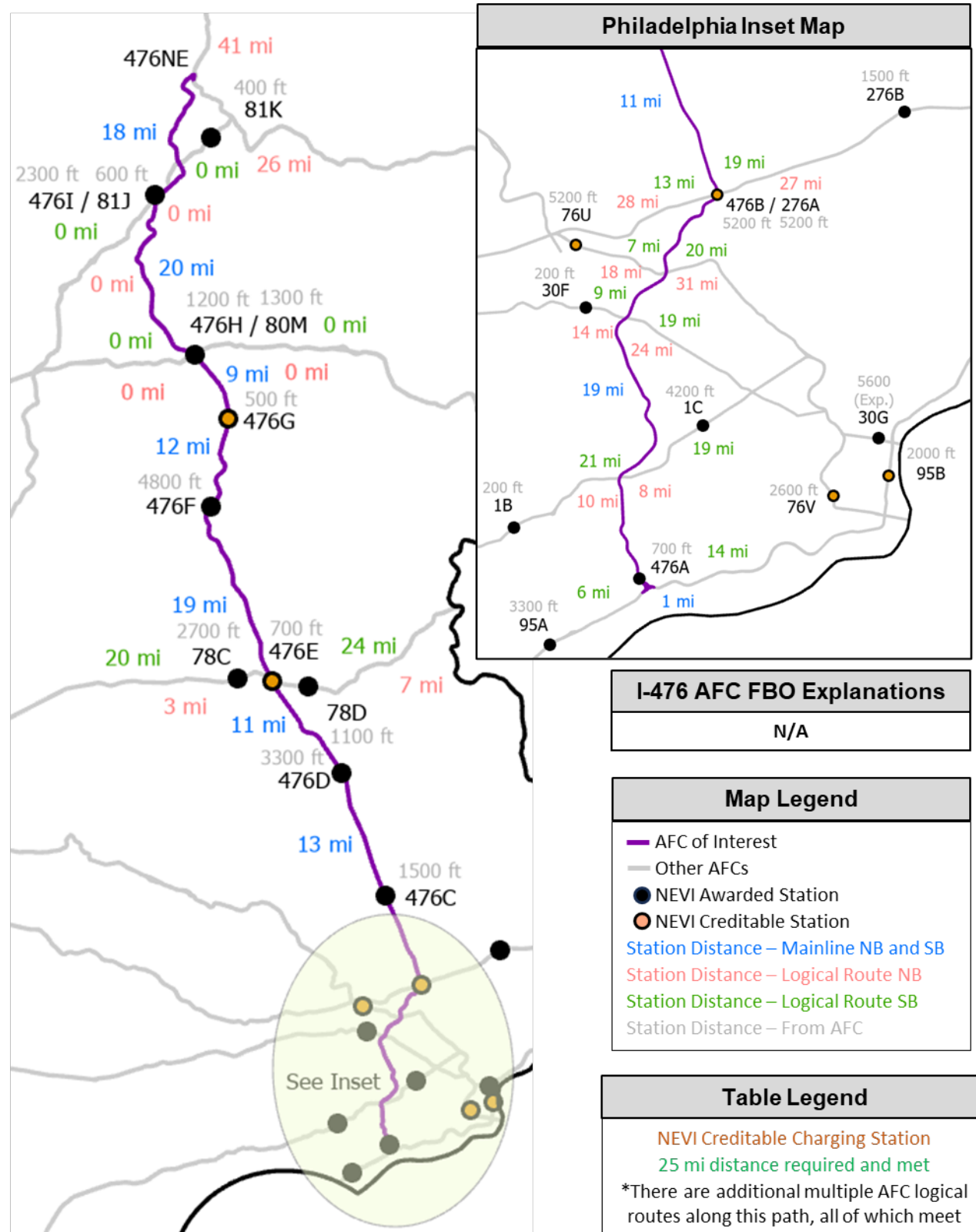


I-476 Logical Route Overview



I-476 AFC Stats

- ❖ Corridor Length: 133 mi
- ❖ NEVI Stations (NEVI-Funded): 9 (6)
- ❖ Avg. Distance Between Stations: 13 mi
- ❖ Avg. Station Distance from Highway: 2,200 ft
- ❖ NEVI Funds Committed: \$3,000,000
- ❖ Avg. NEVI Funds Per Station: \$500,000



Philadelphia Inset Map

I-476 AFC FBO Explanations

N/A

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

Table Legend

NEVI Creditable Charging Station
 25 mi distance required and met
 *There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement

I-476 Mainline Station Distances

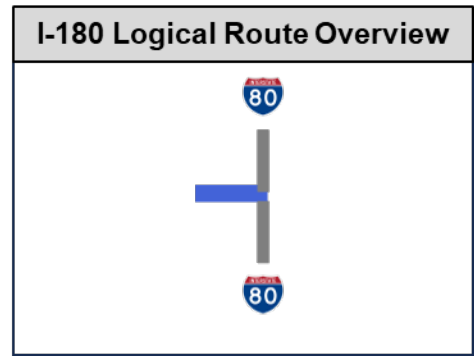
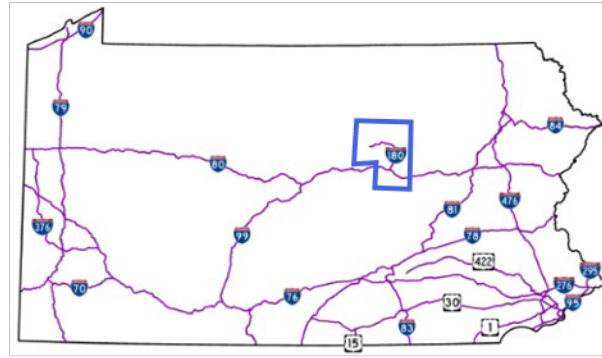
ID	Station MM (Community)	NB	SB
476SE	MM 0 (I-95 - S End of Route)	--	1 mi
476A	MM 1 (Woodlyn)	1 mi	19 mi
476B	MM 20 (Plymouth Meeting)	19 mi	11 mi
476C	MM 31 (Lansdale)	11 mi	13 mi
476D	MM 44 (Quakertown)	13 mi	11 mi
476E	MM 55 (Allentown SP)	11 mi	19 mi
476F	MM 74 (Lehighton)	19 mi	12 mi
476G	MM 86 (Hickory Run SP)	12 mi	9 mi
476H	MM 95 (White Haven)	9 mi	20 mi
476I	MM 115 (Pittston)	20 mi	18 mi
476NE	MM 133 (US-11 - N End of Route)	18 mi	--

I-476 Northbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-1 SB	476A - MM 1	MM 5	MM 42	1B - MM 36	10 mi
US-1 NB	476A - MM 1	MM 5	MM 42	1C - MM 46	8 mi
US-30 WB	476A - MM 1	MM 13	MM 319	30F - MM 317	14 mi
US-30 EB	476A - MM 1	MM 13	MM 319	30G - MM 331*	24 mi
I-76 WB	476A - MM 1	MM 16	MM 331	76U - MM 328	18 mi
I-76 EB	476A - MM 1	MM 16	MM 331	76V - MM 347*	31 mi
I-276 WB	476A - MM 1*	MM 20	MM 335	276WE - MM 326*	28 mi
I-276 EB	476A - MM 1*	MM 20	MM 335	276B - MM 343	27 mi
I-78 WB	476E - MM 55	MM 56	MM 51	78C - MM 49	3 mi
I-78 EB	476E - MM 55	MM 56	MM 51	78D - MM 57	7 mi
I-80 WB	476H - MM 95	MM 95	MM 277	80M - MM 277	0 mi
I-80 EB	476H - MM 95	MM 95	MM 277	80M - MM 277	0 mi
I-81 SB	476I - MM 115	MM 115	MM 175	81J - MM 175	0 mi
I-81 NB	476I - MM 115	MM 115	MM 175	81J - MM 175	0 mi
I-81 SB	476I - MM 115	MM 131	MM 194	81K - MM 184*	26 mi
I-81 NB	476I - MM 115	MM 131	MM 194	81L - MM 219	41 mi

I-476 Southbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-81 SB	476I - MM 115	MM 115	MM 175	81J - MM 175	0 mi
I-81 NB	476I - MM 115	MM 115	MM 175	81J - MM 175	0 mi
I-80 WB	476H - MM 95	MM 95	MM 277	80M - MM 277	0 mi
I-80 EB	476H - MM 95	MM 95	MM 277	80M - MM 277	0 mi
I-78 WB	476F - MM 74	MM 56	MM 51	78C - MM 49	20 mi
I-78 EB	476F - MM 74	MM 56	MM 51	78D - MM 57	24 mi
I-276 WB	476C - MM 31	MM 20	MM 335	276A - MM 333	13 mi
I-276 EB	476C - MM 31	MM 20	MM 335	276B - MM 343	19 mi
I-76 WB	476B - MM 20	MM 16	MM 331	76U - MM 328	7 mi
I-76 EB	476B - MM 20	MM 16	MM 331	76V - MM 347*	20 mi
US-30 WB	476B - MM 20	MM 13	MM 319	30F - MM 317	9 mi
US-30 EB	476B - MM 20	MM 13	MM 319	30G - MM 331*	19 mi
US-1 SB	476B - MM 20	MM 5	MM 42	1B - MM 36	21 mi
US-1 NB	476B - MM 20	MM 5	MM 42	1C - MM 46	19 mi
I-95 SB	476A - MM 1	MM 0	MM 7	95A - MM 2	6 mi
I-95 NB	476A - MM 1	MM 0	MM 7	95B - MM 20*	14 mi



I-180 AFC Stats	
❖	Corridor Length: 29 mi
❖	NEVI Stations (NEVI-Funded): 2 (2)
❖	Avg. Distance Between Stations: 10 mi
❖	Avg. Station Distance from Highway: 1,600 ft
❖	NEVI Funds Committed: \$1,500,000
❖	Avg. NEVI Funds Per Station: \$770,000

Map Legend			
	AFC of Interest		Station Distance – Mainline EB and WB
	Other AFCs		Station Distance – Logical Route EB
	NEVI Awarded Station		Station Distance – From AFC
	NEVI Creditable Station		



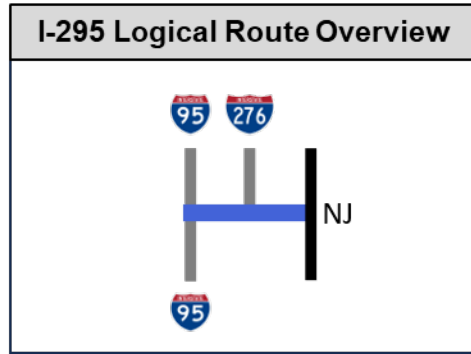
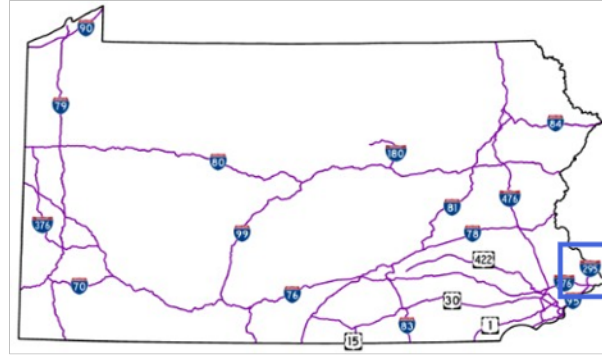
I-180 Mainline Station Distances			
ID	Station MM (Community)	EB	WB
180WE	MM 29 (US-15 - W End of Route)	--	1 mi
180B	MM 28 (Williamsport)	1 mi	15 mi
180A	MM 13 (Muncy)	15 mi	13 mi
180EE	MM 0 (I-80 - E End of Route)	13 mi	--

I-180 Eastbound Logical Route Distances					
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-80 WB	180A - MM 13	MM 0	MM 212	80I - MM 192	33 mi
I-80 EB	180A - MM 13	MM 0	MM 212	80J - MM 232	33 mi

I-180 Westbound Logical Route Distances					
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
No logical routes in EB Direction					

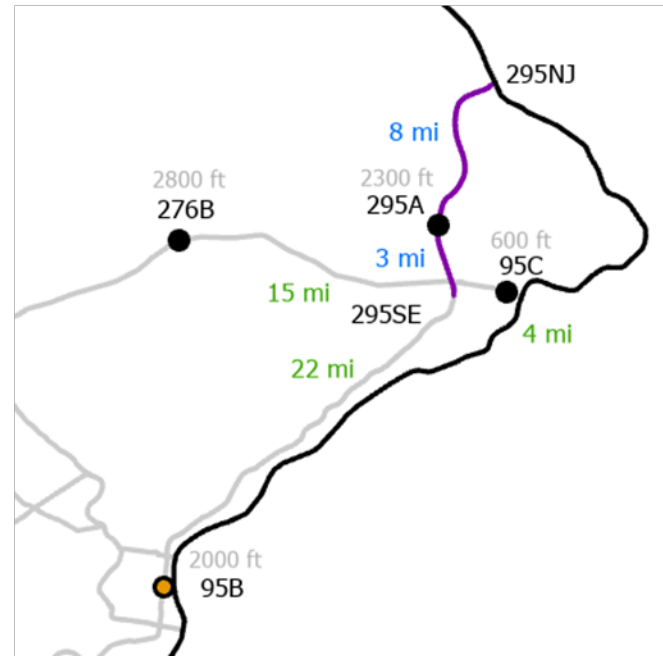
I-180 AFC FBO Explanations
N/A

Table Legend
25 mi distance required and met



I-295 AFC Stats

- ❖ Corridor Length: 11 mi
- ❖ NEVI Stations (NEVI-Funded): 1 (1)
- ❖ Avg. Distance Between Stations: 6 mi
- ❖ Avg. Station Distance from Highway: 2,300 ft
- ❖ NEVI Funds Committed: \$640,000
- ❖ Avg. NEVI Funds Per Station: \$640,000



Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB and WB
- Station Distance – Logical Route WB
- Station Distance – From AFC

I-295 Mainline Station Distances

ID	Station MM (Community)	EB	WB
295WE	MM 0 (I-95 - W End of Route)	--	3 mi
295A	MM 3 (Levittown)	3 mi	8 mi
295NJ	MM 11 (NJ State Line)	8 mi	--

I-295 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
No logical routes in EB Direction					

I-295 Westbound Logical Route Distances

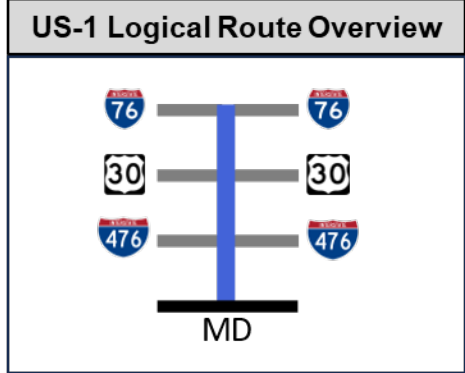
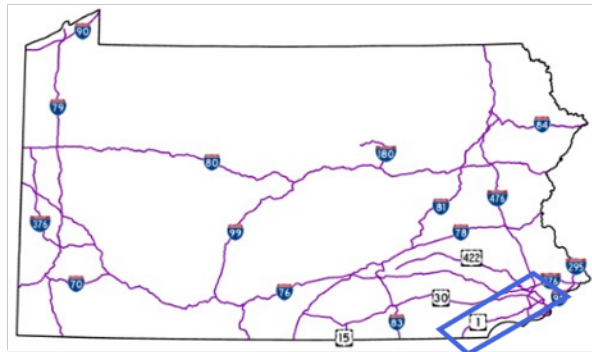
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-276 WB	295A - MM 3	MM 1	MM 356	276B - MM 343	15 mi
I-95 SB	295A - MM 3	MM 1	MM 40	95B - MM 20*	22 mi
I-95 NB	295A - MM 3	MM 1	MM 40	95C - MM 42	4 mi

I-295 AFC FBO Explanations

N/A

Table Legend

NEVI Creditable Charging Station
 25 mi distance required and met
 *There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement



US-1 AFC Stats

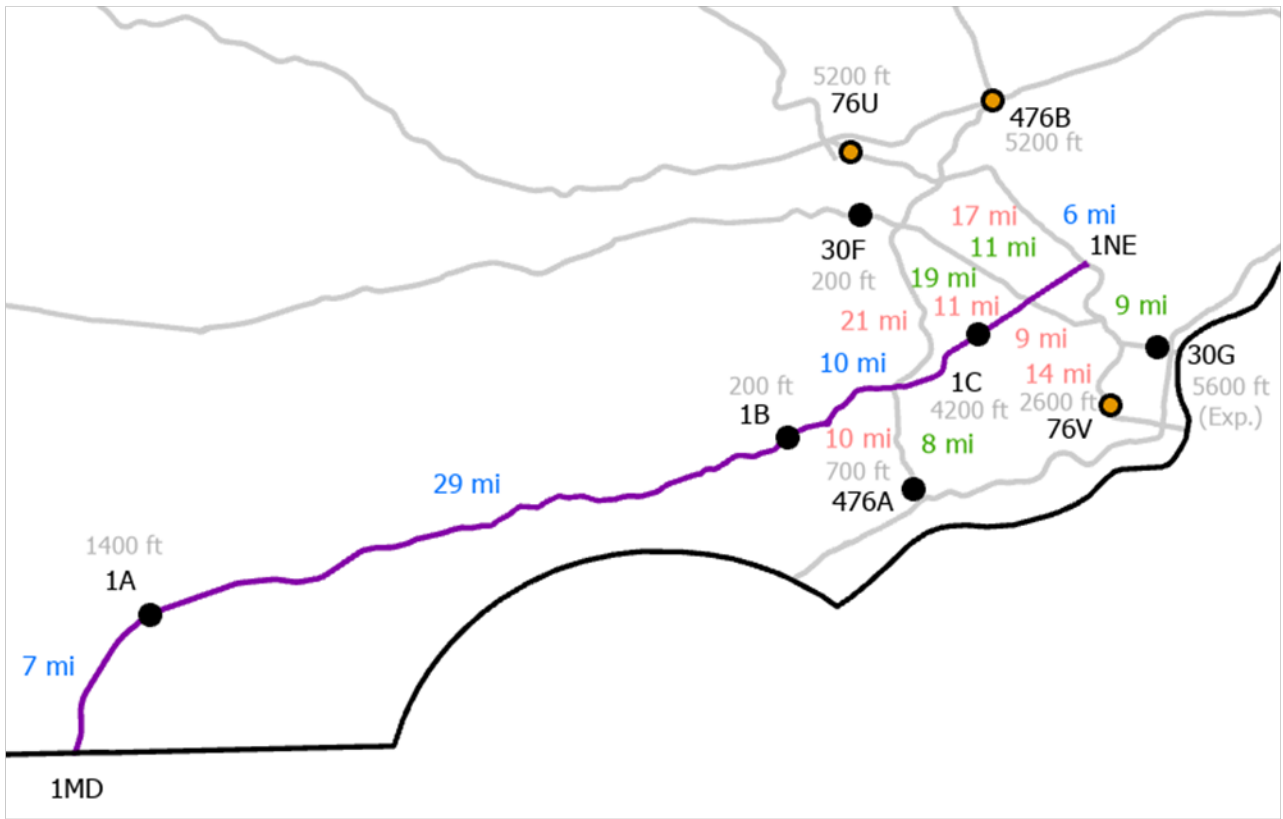
- ❖ Corridor Length: 52 mi
- ❖ NEVI Stations (NEVI-Funded): 3 (3)
- ❖ Avg. Distance Between Stations: 13 mi
- ❖ Avg. Station Distance from Highway: 1,900 ft
- ❖ NEVI Funds Committed: \$2,300,000
- ❖ Avg. NEVI Funds Per Station: \$760,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline NB and SB
- Station Distance – Logical Route NB
- Station Distance – Logical Route SB
- Station Distance – From AFC

US-1 AFC FBO Explanations

N/A



US-1 Mainline Station Distances

ID	Station MM (Community)	NB	SB
1MD	MM 0 (MD State Line)	--	7 mi
1A	MM 7 (Oxford)	7 mi	29 mi
1B	MM 36 (Media)	29 mi	10 mi
1C	MM 46 (Upper Darby)	10 mi	6 mi
1NE	MM 52 (I-76 - N End of Section)	6 mi	--

US-1 Northbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-476 SB	1B - MM 36	MM 42	MM 5	476A - MM 1	10 mi
I-476 NB	1B - MM 36	MM 42	MM 5	476B - MM 20*	21 mi
US-30 WB	1C - MM 46	MM 49	MM 325	30F - MM 317*	11 mi
US-30 EB	1C - MM 46	MM 49	MM 325	30G - MM 331*	9 mi
I-76 WB	1C - MM 46	MM 52	MM 339	76U - MM 328*	17 mi
I-76 EB	1C - MM 46	MM 52	MM 339	76V - MM 347*	14 mi

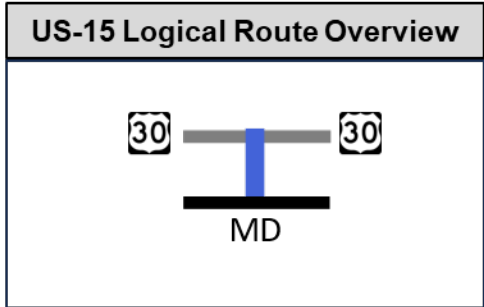
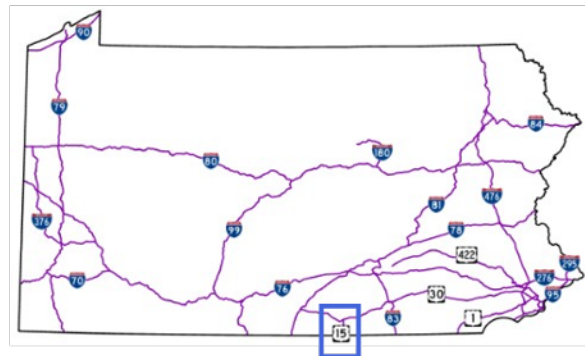
US-1 Southbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-30 WB	1NE - MM 52*	MM 49	MM 325	30F - MM 317*	11 mi
US-30 EB	1NE - MM 52*	MM 49	MM 325	30G - MM 331*	9 mi
I-476 SB	1C - MM 46	MM 42	MM 5	476A - MM 1	8 mi
I-476 NB	1C - MM 46	MM 42	MM 5	476B - MM 20*	19 mi

Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met

*There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement

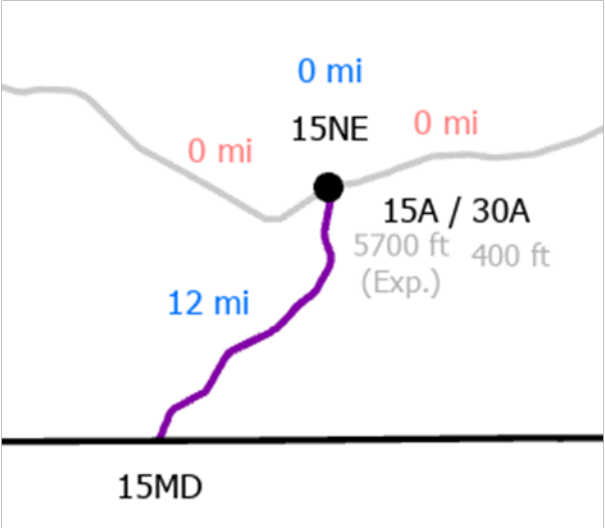


US-15 AFC Stats	
❖	Corridor Length: 12 mi
❖	NEVI Stations (NEVI-Funded): 1 (1)
❖	Avg. Distance Between Stations: 6 mi
❖	Avg. Station Distance from Highway: 5,700 ft
❖	NEVI Funds Committed: \$650,000
❖	Avg. NEVI Funds Per Station: \$650,000

Map Legend	
—	AFC of Interest
—	Other AFCs
●	NEVI Awarded Station
●	NEVI Creditable Station
—	Station Distance – Mainline NB and SB
—	Station Distance – Logical Route NB
—	Station Distance – From AFC

US-15 AFC FBO Explanations

15A 1-mi Requirement:
 15A is 5,703 ft from Exit 12. PennDOT submitted Exception 3 for a 0.1 mile deviation and was approved to count this station.

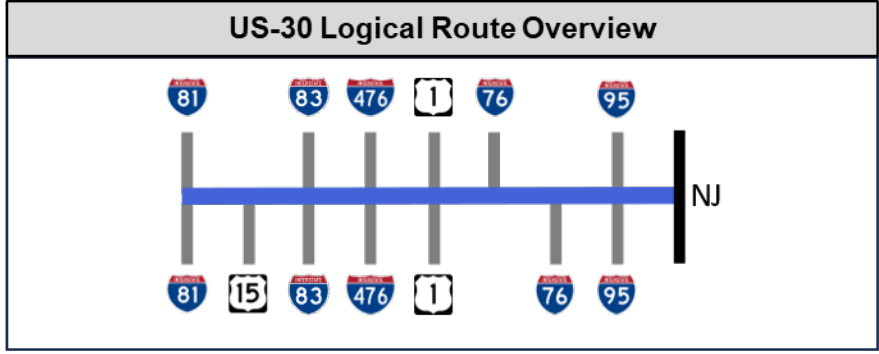
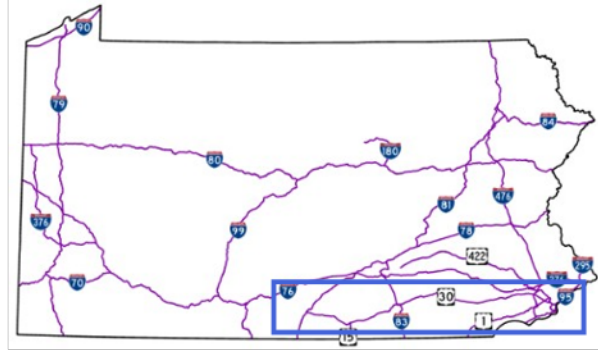


US-15 Mainline Station Distances			
ID	Station MM (Community)	NB	SB
15MD	MM 0 (MD State Line)	--	12 mi
15A	MM 12 (Gettysburg)	12 mi	0 mi
15NE	MM 12 (US-30 - N End of Section)	0 mi	--

US-15 Northbound Logical Route Distances					
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-30 WB	15A - MM 12	MM 12	MM 213	30A - MM 213	0 mi
US-30 EB	15A - MM 12	MM 12	MM 213	30A - MM 213	0 mi

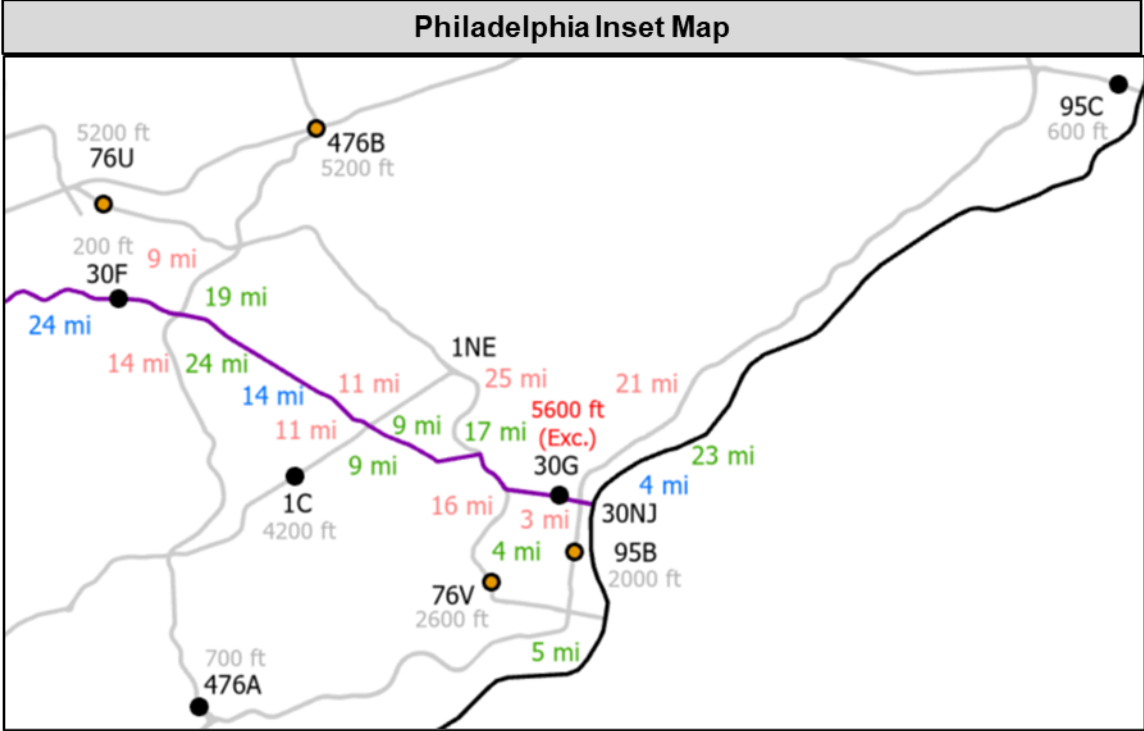
US-15 Southbound Logical Route Distances					
Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
No logical routes in SB Direction					

Table Legend	
N/A	



US-30 AFC Stats

- ❖ Corridor Length: 148 mi
- ❖ NEVI Stations (NEVI-Funded): 6 (6)
- ❖ Avg. Distance Between Stations: 21 mi
- ❖ Avg. Station Distance from Highway: 1,200 ft
- ❖ NEVI Funds Committed: \$5,200,000
- ❖ Avg. NEVI Funds Per Station: \$860,000



Map Legend

AFC of Interest	Station Distance – Mainline EB
Other AFCs	Station Distance – Logical Route EB
NEVI Awarded Station	Station Distance – Logical Route WB
NEVI Creditable Station	Station Distance – From AFC
	Station Distance – From AFC over 1mi

US-30 Mainline Station Distances

ID	Station MM (Community)	EB	WB
30WE	MM 187 (I-81 - W End of Section)	--	26 mi
30A	MM 213 (Gettysburg)	26 mi	28 mi
30B	MM 241 (York)	28 mi	16 mi
30C	MM 257 (Columbia)	16 mi	16 mi
30D	MM 273 (Ronks)	16 mi	20 mi
30E	MM 293 (Coatesville)	20 mi	24 mi
30F	MM 317 (Wayne)	24 mi	14 mi
30G	MM 331 (Philadelphia)	14 mi	4 mi
30NJ	MM 335 (NJ State Line)	4 mi	--

US-30 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
US-15 SB	30A - MM 213	MM 213	MM 12	15A - MM 12	0 mi
I-83 SB	30B - MM 241	MM 241	MM 21	83B - MM 21	0 mi
I-83 NB	30B - MM 241	MM 241	MM 21	83B - MM 21	0 mi
I-476 SB	30F - MM 317	MM 319	MM 13	476A - MM 1*	14 mi
I-476 NB	30F - MM 317	MM 319	MM 13	476B - MM 20*	9 mi
US-1 SB	30F - MM 317	MM 325	MM 49	1C - MM 46	11 mi
US-1 NB	30F - MM 317	MM 325	MM 49	1NE - MM 52*	11 mi
I-76 WB	30F - MM 317	MM 328	MM 342	76U - MM 328*	25 mi
I-76 EB	30F - MM 317	MM 330	MM 344	76V - MM 347	16 mi
I-95 SB	30G - MM 331	MM 332	MM 22	95B - MM 20	3 mi
I-95 NB	30G - MM 331	MM 332	MM 22	95C - MM 42*	21 mi

US-30 Westbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-95 SB	30NJ - MM 335	MM 332	MM 22	95B - MM 20	5 mi
I-95 NB	30NJ - MM 335	MM 332	MM 22	95C - MM 42*	23 mi
I-76 EB	30G - MM 331	MM 330	MM 344	76V - MM 347	4 mi
I-76 WB	30G - MM 331	MM 328	MM 342	76U - MM 328*	17 mi
US-1 SB	30G - MM 331	MM 325	MM 49	1C - MM 46	9 mi
US-1 NB	30G - MM 331	MM 325	MM 49	1NE - MM 52*	9 mi
I-476 SB	30G - MM 331	MM 319	MM 13	476A - MM 1*	24 mi
I-476 NB	30G - MM 331	MM 319	MM 13	476B - MM 20*	19 mi
I-83 SB	30B - MM 241	MM 241	MM 21	83B - MM 21	0 mi
I-83 NB	30B - MM 241	MM 241	MM 21	83B - MM 21	0 mi
US-15 SB	30A - MM 213	MM 213	MM 12	15A - MM 12	0 mi
I-81 SB	30A - MM 213	MM 188	MM 16	81A - MM 5	36 mi
I-81 NB	30A - MM 213	MM 188	MM 16	81B - MM 17	26 mi

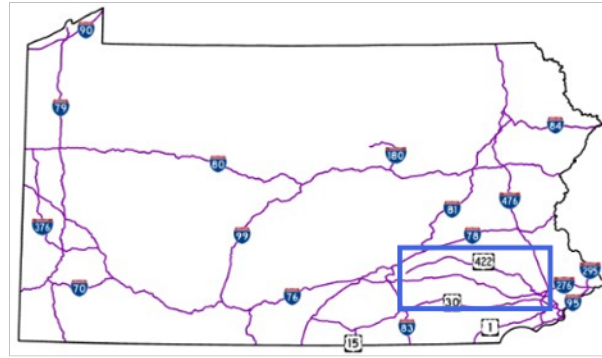
US-30 AFC FBO Explanations

30G 1-mi Requirement:
30G is 5,628 ft from Exit 331. PennDOT submitted Exception 2 for a 0.2 mile deviation and was approved to count this station.

Table Legend

NEVI Creditable Charging Station
25 mi distance required and met

*There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement



US-422 Logical Route Overview



US-422 AFC Stats

- ❖ Corridor Length: 83 mi
- ❖ NEVI Stations (NEVI-Funded): 4 (3)
- ❖ Avg. Distance Between Stations: 17 mi
- ❖ Avg. Station Distance from Highway: 1,900 ft
- ❖ NEVI Funds Committed: \$2,500,000
- ❖ Avg. NEVI Funds Per Station: \$830,000

Map Legend

- AFC of Interest
- Other AFCs
- NEVI Awarded Station
- NEVI Creditable Station
- Station Distance – Mainline EB and WB
- Station Distance – Logical Route EB
- Station Distance – Logical Route WB
- Station Distance – From AFC



US-422 Mainline Station Distances

ID	Station MM (Community)	EB	WB
422WE	MM 270 (US-322 - End of Section)	--	6
422A	MM 276 (Palmyra)	6	40
422B	MM 316 (Reading)	40	21
422C	MM 337 (Limerick Twp)	21	10
422D	MM 347 (Phoenixville)	10	6
422EE	MM 353 (US-202 - End of Route)	6	--

US-422 Eastbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-76 WB	422D - MM 347	MM 354	MM 328	76U - MM 328	7
I-76 EB	422D - MM 347	MM 354	MM 328	76U - MM 328	7

US-422 Westbound Logical Route Distances

Logical Route	Mainline Station	Intersecting MM		Logical Route Station	Distance
		Mainline	Logical Route		
I-83 SB	422A - MM 276	MM 264	MM 46	83C - MM 45	13
I-83 NB	422A - MM 276	MM 264	MM 46	83NE - MM 51*	17

US-422 AFC FBO Explanations

N/A

Table Legend

- NEVI Creditable Charging Station
- 25 mi distance required and met
- *There are additional multiple AFC logical routes along this path, all of which meet the 50 mi requirement

Appendix E. Details on Approved Discretionary Exceptions

This appendix includes details on the three discretionary exceptions that have been approved by FHWA.

Exception 1. I-80 – City of DuBois, Clearfield County

In the 2023 PA NEVI Plan, PennDOT requested and received an exception to count the existing Electrify America station located at 20 Industrial Drive, DuBois, PA 15801, towards the fully built out determination for I-80. The station is located approximately 1.8 miles from the nearest interchange on I-80.

The primary reason this exception was identified is because there is a minimal impact on travel time to an I-80 traveler. The existing station in DuBois is conveniently situated between the two DuBois exits from I-80, along a parallel route. I-80 travel time between Exits 97 and 101 is 4 minutes at 4.6 miles. Travel time through DuBois along the parallel route is 9-11 minutes at 5.3 miles.

A map of this exception is shown in **Figure 14**.

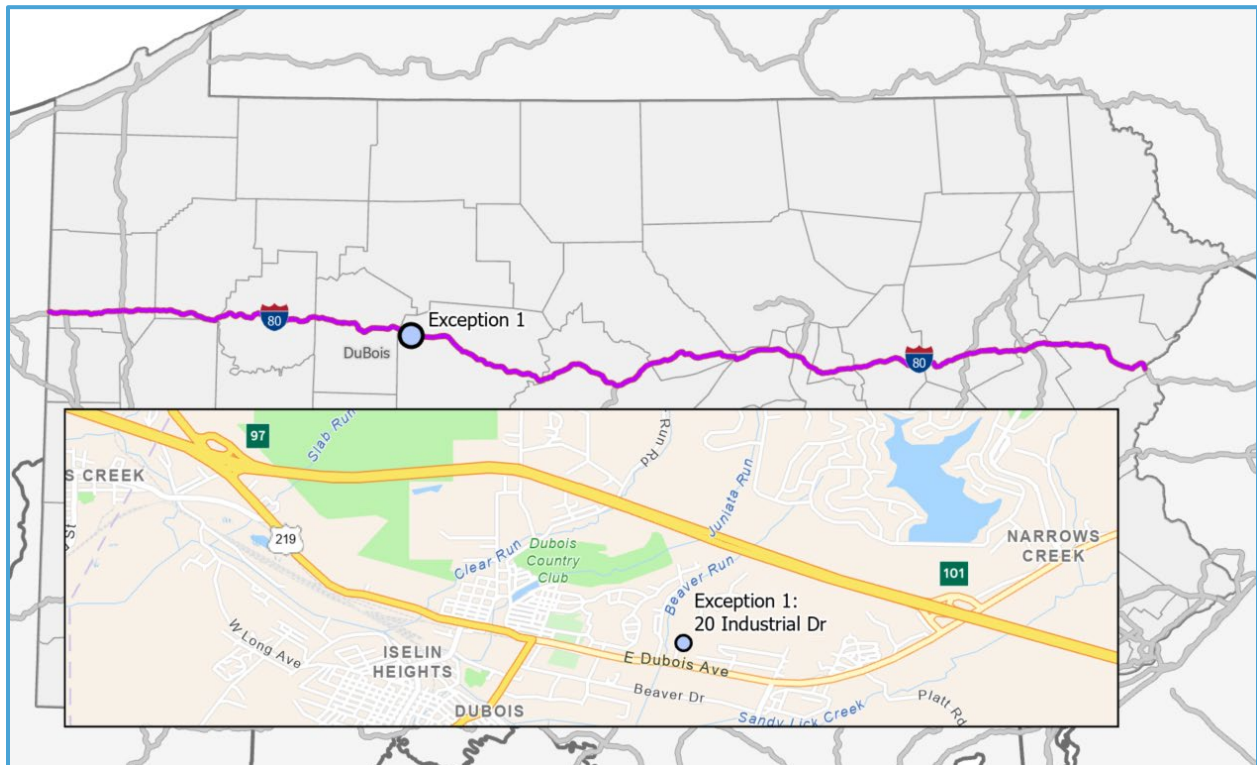


Figure 15. Map of Exception 1 with Inset

Exception 2. US-30 – City of Philadelphia, Philadelphia County

On May 8, 2024, PennDOT requested an exception to count the planned Round 1A station located at 982 North 6th St, Philadelphia, PA 19123. On July 5, 2024, FHWA granted the exception to count this station towards the FBO determination for US-30. The station is located approximately 1.2 miles from the nearest interchange on US-30, which is concurrent with I-676 through Center City Philadelphia. Though not part of the exception request, the station is also located approximately 1.3 miles from the nearest interchange on I-95.

Though this station does cause an increase in time for the traveler, the exception allows for dual-purpose use for the surrounding neighborhoods which are identified as DACs. Many nearby residents that lack home charging access and who own or use an EV can utilize the EV charging station as their primary means of charging. Additionally, the Philadelphia Parking Authority provided assurance that they will keep the charging fees lower than typical DCFC EV charging stations to ensure these nearby residents experience the lower operating costs of owning an EV.

A map of this exception is shown in **Figure 15**.

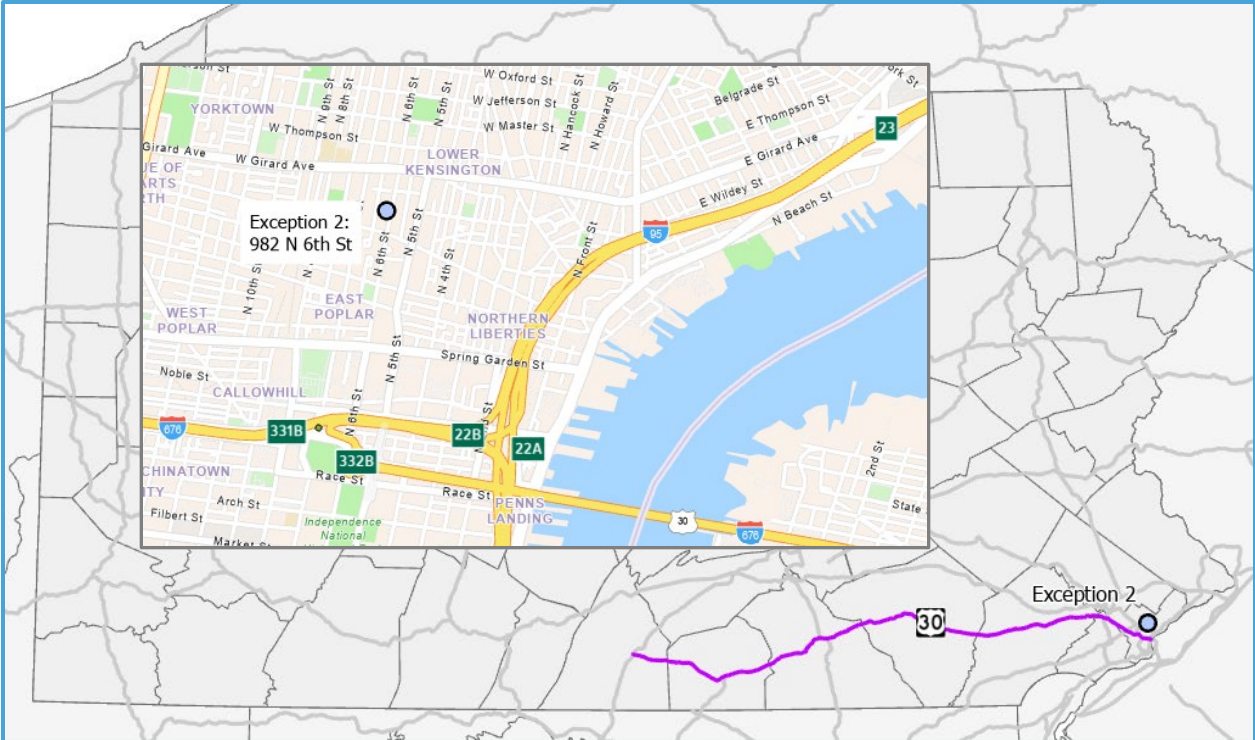


Figure 16. Map of Exception 2 with Inset

Exception 3. US-15 – Borough of Gettysburg, Adams County

On May 8, 2024, PennDOT requested an exception to count the planned Round 1A station located at 859 York Rd, Gettysburg, PA 17325. On July 5, 2024, FHWA granted the exception to count this station towards the FBO determination for US-15. The station is located approximately 1.1 miles from the nearest interchange on US-15.

The EV charging station splits the distance between US-15 and the borough of Gettysburg, thus serving the dual purpose of providing charging access for residents and visitors to the historic borough. Additionally, the station is located on US-30 and serves that AFC.

A map of this exception is shown in **Figure 16**.

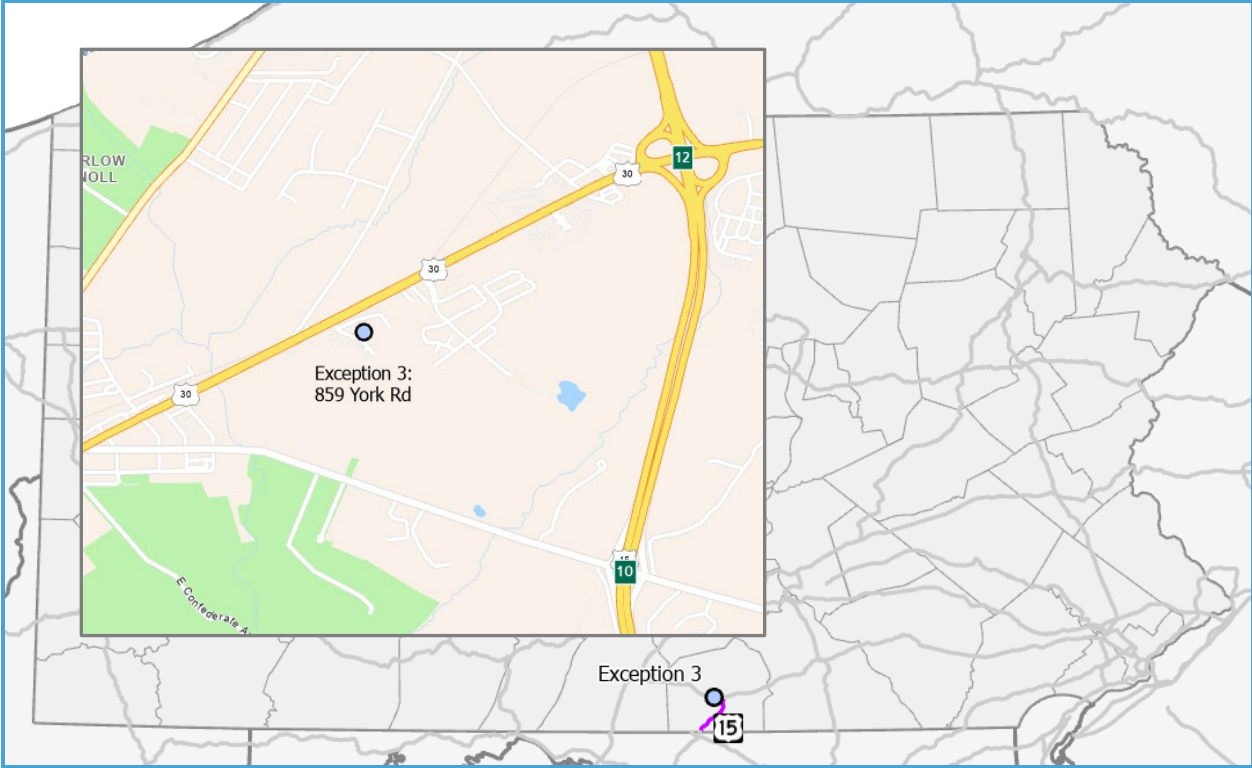


Figure 17. Map of Exception 3 with Inset



PENNSYLVANIA STATE PLAN FOR
ELECTRIC VEHICLE
INFRASTRUCTURE DEPLOYMENT



National Electric Vehicle Infrastructure (NEVI) Formula Program

Email: ra-pdevcorridors@pa.gov

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