



## 2024 PENNSYLVANIA NEVI POST-AFC FRAMEWORK FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

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National Electric Vehicle Infrastructure (NEVI) Formula Program

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Pennsylvania  
Department of Transportation



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## Introduction

The Bipartisan Infrastructure Law (BIL) provides states with \$7.5 billion to help make Electric Vehicle (EV) charging more accessible to All Americans for local and long-distance trips. This \$7.5 billion comprises the \$5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program and the \$2.5 billion Charging and Fueling Infrastructure Program.

Over the five years of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding as shown in the **Table 1** below.

Table 1. Pennsylvania Five-Year NEVI Formula Program

<b>\$171.5 Million</b>				
Total Pennsylvania NEVI Funds				
FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026
<b>\$25.4 M</b>	<b>\$36.5 M</b>	<b>\$36.5 M</b>	<b>\$36.5 M</b>	<b>\$36.5 M</b>

FHWA required initial funds be spent only to strategically deploy Direct Current Fast Charging (DCFC) stations along the designated Alternative Fuel Corridors (AFCs). Once the Pennsylvania’s AFC network is “fully built out” according to FHWA criteria – NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit – then Pennsylvania may use the NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

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.

Pennsylvania is required to submit an annual plan to FHWA outlining how PA will use its NEVI funding to deploy EV infrastructure. Pennsylvania recently submitted FY 2024 PA NEVI Plan update in August 2024. PennDOT also submitted a letter to FHWA requesting AFC FBO certification in August 2024. 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.

## 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 2** 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 2. Post-AFC Framework Goals**

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



**Streamline program and process**

- 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.

PennDOT will release a survey to stakeholders including residents, DACs, public transportation stakeholders, freight stakeholders, and others. This feedback will help further refine the Post-AFC Framework.



# 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.**

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 3** 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.

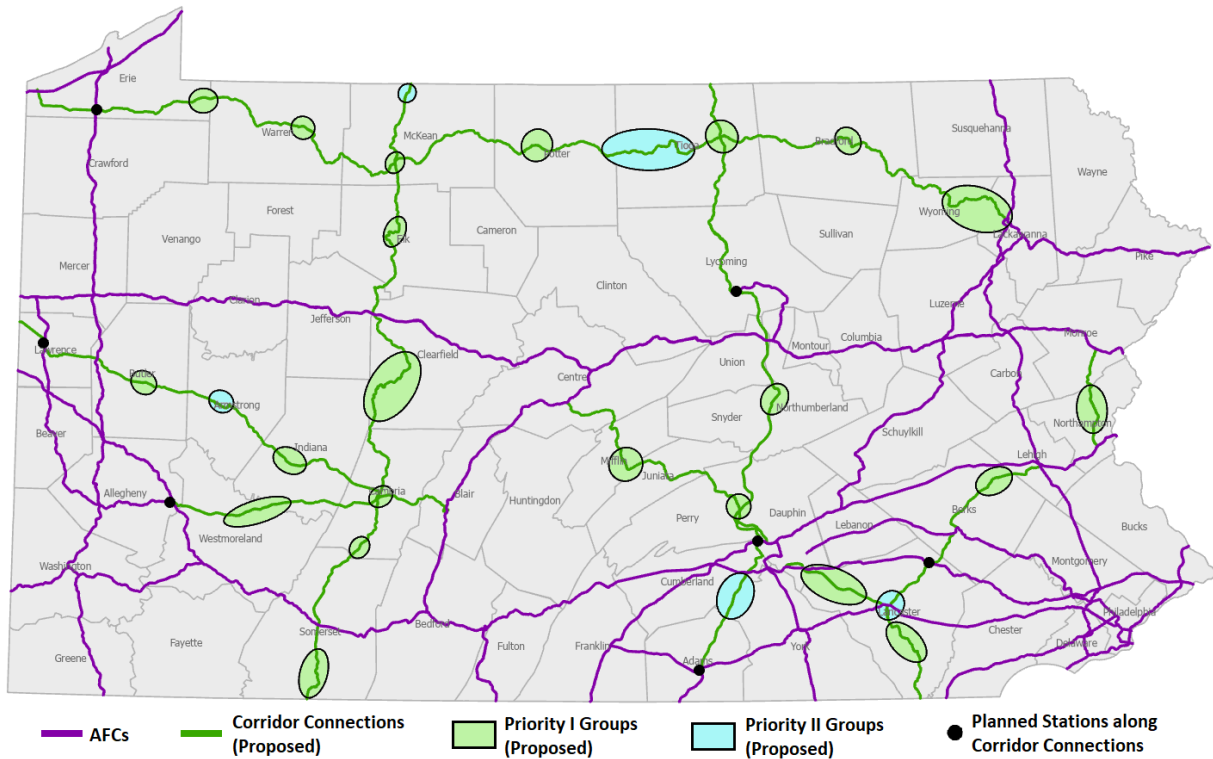


**Table 3. Proposed List of Corridor Connections**

Route	Description	Communities on Route	Extent	Length (mi)	Est. Stations	Significance
6	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
15	East Central N-S Route	Gettysburg, Harrisburg, Selinsgrove, Lewisburg, Williamsport, Mansfield	US-30 to NY	183	3-4	Remainder of non-AFC route
22	Pitt-Altoona Connector	Monroeville, Murrysville, Blairsville, Ebensburg, Cresson, Hollidaysburg	I-76 to I-99	75	2	Primary Pittsburgh to State College route
219	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
222	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
322	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
422	Western Corridor	New Castle, Butler, Kittanning, Indiana, Ebensburg	OH to US-219	113	2-3	Western section; remainder of non-AFC route
33	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
283	Harrisburg-Lancaster Connector	Harrisburg, Middletown, Elizabethtown, Mount Joy, Lancaster	I-283 to US-30	29	1	Main freeway connection between Lancaster and Harrisburg
<b>Totals</b>				<b>1,123</b>	<b>22-27</b>	

### 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 2** and may be updated before releasing the first funding opportunity.



**Figure 2. 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 MPOs<sup>1</sup>, 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 3** 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								■	■

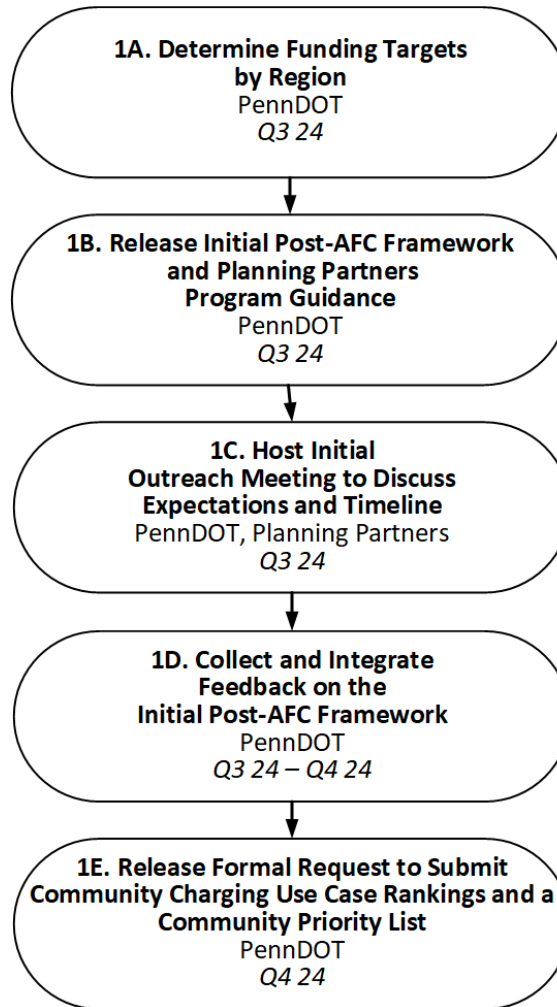
**Figure 3. Community Charging Program Overview with Timeline**

<sup>1</sup> 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 4** shows the detailed steps of the program development and outreach task. Each of these steps is outlined in the following sections.



**Figure 4. 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 4** 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 4. 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.

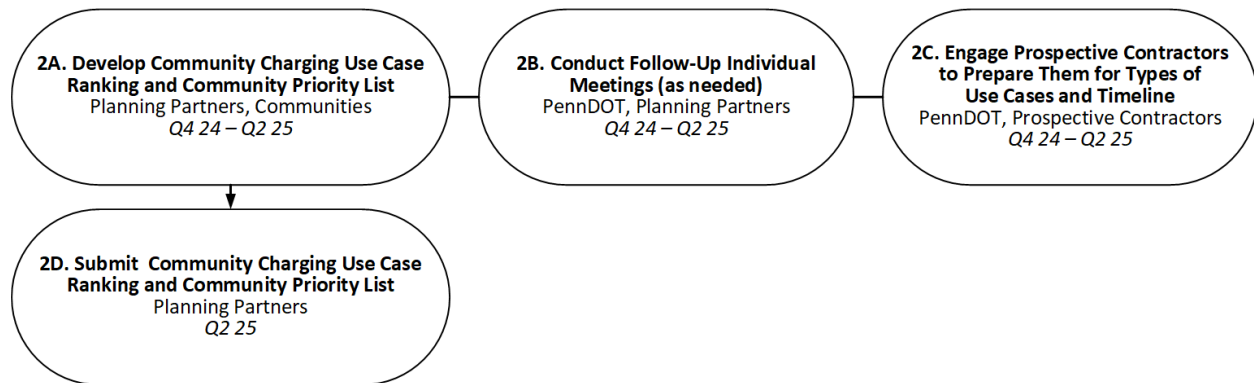
- On-Street Charging in Downtowns
- Parking Lots in Cities and Towns
- Multi-Unit Dwelling Charging Solutions



- 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 5** 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 5. 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.

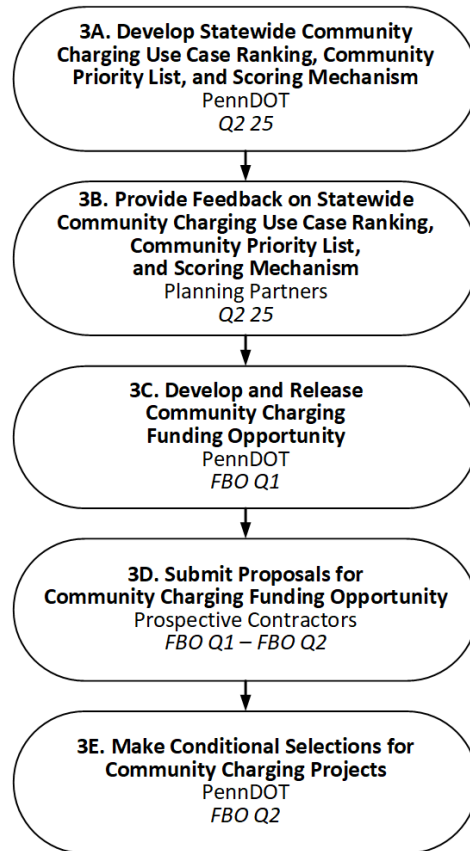
## **2D. Submit Community Charging Use Case Ranking and Community Priority List**

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 6** shows the detailed steps of the Funding Opportunity task. Each of these steps is outlined in the following sections.



**Figure 6. 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.

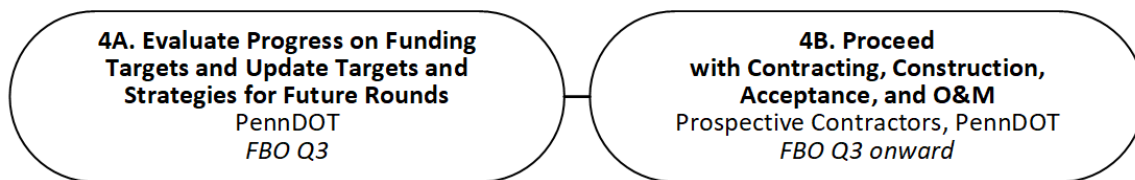
### 3E. Make Conditional Selections for Community Charging Projects

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 7** shows the detailed steps of the Post-Selection Activities task. Each of these steps is outlined in the following sections.



**Figure 7. 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.





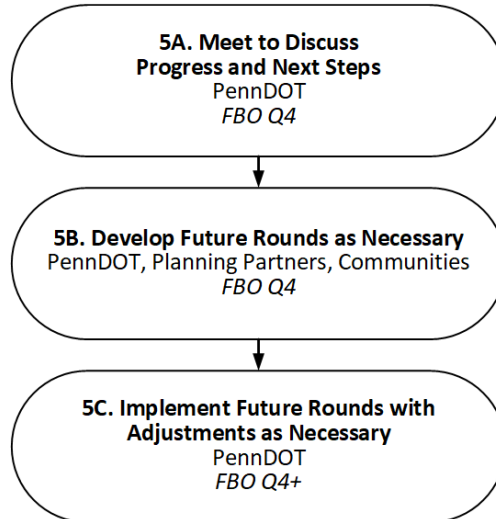
If any Planning Partners are flagged as needing additional support, or there are any trends in charging project types that do not get funding, PennDOT will consider supporting these efforts through alternative completion. Alternative completion methods can include using funds from critical investments, 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 8** shows the detailed steps of the Follow-Up Rounds task. Each of these steps is outlined in the following sections.



**Figure 8. 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.



## 2024 PENNSYLVANIA NEVI POST-AFC FRAMEWORK FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

National Electric Vehicle Infrastructure (NEVI) Formula Program

Email: [ra-pdevcorridors@pa.gov](mailto:ra-pdevcorridors@pa.gov)

PREPARED BY



Pennsylvania  
Department of Transportation

WITH SUPPORT FROM

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