

Ohio Electric Vehicle

# INFRASTRUCTURE DEPLOYMENT PLAN



Department of  
Transportation

DriveOhio



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**Table 1: Abbreviations and Acronyms**

Abbreviation or Acronym	Definition
<b>AFC</b>	Alternative Fuel Corridor
<b>AFV</b>	Alternative Fuel Vehicle
<b>BMV</b>	Bureau of Motor Vehicles
<b>BEV</b>	Battery Electric Vehicle
<b>CCS</b>	Combined Charging System
<b>CFR</b>	Code of Federal Regulations
<b>CNG</b>	Compressed Natural Gas
<b>DAC</b>	Disadvantaged Community
<b>DAS</b>	Department of Administrative Services
<b>DCFC</b>	Direct Current Fast Charger
<b>EPA</b>	Environmental Protection Agency
<b>EV</b>	Electric Vehicle
<b>EVSE</b>	Electric Vehicle Supply Equipment
<b>FHWA</b>	Federal Highway Administration
<b>ICE</b>	Internal Combustion Engine
<b>MORPC</b>	Mid-Ohio Regional Planning Organization
<b>NEPA</b>	National Environmental Policy Act
<b>NEVI</b>	National Electric Vehicle Infrastructure
<b>NRDC</b>	Natural Resources Defense Council, Inc.
<b>MPO</b>	Metropolitan Planning Organization
<b>OCPP</b>	Open Charge Point Protocol
<b>ODOT</b>	Ohio Department of Transportation
<b>OEC</b>	Ohio Environmental Council
<b>OEM</b>	Original Equipment Manufacturer
<b>OWT</b>	Governor’s Office of Workforce Transformation
<b>P3</b>	Public-Private Partnership
<b>PHEV</b>	Plug-in Hybrid Electric Vehicle
<b>RFP</b>	Request for Proposals
<b>RTPO</b>	Regional Transportation Planning Organization
<b>US DOE</b>	United States Department of Energy
<b>US DOT</b>	United States Department of Transportation
<b>VW</b>	Volkswagen

# Chapter 1 Introduction

The Ohio Department of Transportation's (ODOT) Electric Vehicle Infrastructure Deployment Plan serves as the foundational guiding document that facilitates administration of Ohio's portions of the federal National Electric Vehicle Infrastructure (NEVI) Formula program. The plan reflects input ODOT received from stakeholders and anticipates continued engagement with partners throughout the NEVI funding disbursement and electric vehicle supply equipment (EVSE) deployment period. Ohio's NEVI Plan will continue to be refined and updated annually to reflect evolving plans, share deployment progress, and incorporate lessons learned in this emerging market.

The FY25 plan update follows the latest NEVI program guidance and aligns with the streamlined plan template published on June 11, 2024. This plan is intended to highlight program progress that has occurred since the FY24 plan was approved by the Federal Highway Administration (FHWA) on September 29, 2023. The FY24 plan can be found here:

<https://drive.ohio.gov/programs/electric/infrastructure/nevi/nevi>

## 1.1 Updates from Prior Plan

The chapters in this document have been updated as follows:

### Chapter 1: Introduction

- Updated with language pertaining to June 2024 guidance and provided a link to last year's plan

### Chapter 2: State Agency Coordination

- Added details about ODOT's April 2024 meeting with other state agencies

### Chapter 3: Public Engagement

- Updated engagements that took place after August 2023 and corresponding outcomes, where applicable

### Chapter 4: Plan Vision and Goals

- No changes

### Chapter 5: Contracting

- Updated the contracting and procurement steps as follows:
  - Prepare Bid changed to Prepare Proposal; clarified the timing and commitment of cost estimates for both construction, operations and maintenance, and utilities; added information on required administrative information to be submitted by proposers
  - Clarified proposals were evaluated in Rounds 1 and 2 using a best-value approach
- Updated information on the status of the contracting process for Rounds 1, 2 and upcoming Round 2B
- Added information on awarded contracts for Round 2 (see prior year plan for Round 1)
- Updated the scoring methodology to reflect what was used in the Round 2 procurement

## **Chapter 1: Introduction**

## **Chapter 6: Civil Rights**

- No changes

## **Chapter 7: Existing and Future Conditions Analysis**

- Updated Ohio's EV market conditions such as EV ownership, and EV availability
- Updated existing charging stations locations infrastructure with the most recent data

## **Chapter 8: EV Charging Infrastructure Deployment**

- Added Planned Charging Station section including tables showing stations under construction (Round 1), planned stations for contracted Round 1 locations, and planned Round 2 locations that received contingent awards
- Added Planning Towards a Fully Built Out Determination section that details the number of stations needed to reach fully built out status (Round 2B)
- Added EV Charging Infrastructure Deployment After Build Out section outlining the approach for utilizing NEVI funds after fully built out status has been achieved

## **Chapter 9: Implementation**

- Updated Data Collection and Sharing standards following the NEVI Final Rule and Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART) requirements

## **Chapter 10: Equity Considerations**

- Added information on 2023 Equity Workshop
- Moved the table of Benefits, Metrics, and Data sources from Chapter 13 - Program Evaluation into Chapter 10
- Provided preliminary performance metric evaluation where applicable

## **Chapter 11: Labor and Workforce Considerations**

- Updated Section 11.8 with DriveOhio's most recent workforce initiatives
- Added section confirming intent to comply with 23 CRF 680.106(j)

## **Chapter 12: Cybersecurity and Physical Security**

- Updated the Cybersecurity section to reflect requirements included in contract documents via the Data Interface Plan questionnaire

## **Chapter 13: Program Evaluation**

- Updated to include information on required EV-ChART submissions

## **Chapter 14: Discretionary Exceptions**

- Removed all language related to exceptions

## **Chapter 15: Next Steps**

- No changes



## Chapter 2 State Agency Coordination

ODOT has actively engaged with the Ohio Governor’s Office, multiple state agencies, and several divisions within ODOT to plan and execute the NEVI program. In April 2024, ODOT Director Marchbanks, in collaboration with the Governor’s Office, continued that coordination by bringing together several state agencies to share updates on electrification initiatives, provide progress updates on the NEVI program, and facilitate a statewide conversation on priorities and next steps for Ohio’s EV Charging Infrastructure Program. Outcomes from that meeting included:

- identifying opportunities for agencies to share current and future use cases for EVs within the state fleet and utilization data for charging infrastructure used by or funded through state programs,
- confirmation of ODOT’s planned approach for future NEVI funding rounds,
- and identifying resources that would assist other state agencies in sharing information on NEVI and other charging funding opportunities.

**Table 2** summarizes state agency roles and their most current interests, impacts, and engagement activities specific to EV Charging Infrastructure.

**Table 2: Ohio State Agency EV Charging Collaborators**

Agency	Roles	Interests and Impacts
<b>Ohio Public Utilities Commission</b>	Utility Coordination, Direction, Regulation	Investigated and found EVSE site hosts are not under PUCO’s jurisdiction and therefore can set their own rates for their customers; PUCO continues to regulate the utilities providing service to site hosts; conducting pilot rate program with a few utilities that encourages off peak charging
<b>Ohio Department of Administrative Services</b>	Contracting, Procurement, State Bid list	Maintains state term contract for EVSE equipment; Manages state fleet vehicle purchases
<b>Ohio Department of Taxation</b>	Road Tax / Gas Tax impacts of EVs	Interest in how a shift to EVs impacts revenues
<b>Ohio Department of Natural Resources</b>	Tourism, state parks, destination charging locations	Installed EVSE at various state parks and properties; Coordination on additional locations using NEVI discretionary funds to support tourism
<b>Ohio Department of Agriculture</b>	Regulator: methods of sale, signage, measure, inspection of energy sold as motor fuel	Developing standard requirements, type of measurement, types of fees, types of signage, funding for inspectors
<b>JobsOhio</b>	Economic development impacts. Additional assistance to developers / site hosts	Synergies with NEVI program and existing state economic development goals, programs, and NEVI investments
<b>Governor’s Office of Workforce Transformation</b>	Agency responsible for coordinating workforce development policies, program, and financial assistance throughout the state	Alignment of NEVI Plan with goals of Governor’s OWT as described in <b>Chapter 11</b>
<b>Ohio Environmental Protection Agency</b>	Responsible for administering the Volkswagen (VW) Settlement program for Ohio, \$11.5M of which was allocated to EVSE	Deployment of Direct Current Fast Charging (DCFC) and Level 2 charging stations in Ohio; Coordination on VW and NEVI program alignment



**Chapter 3: Public Engagement**

Agency	Roles	Interests and Impacts
<b>Ohio Department of Development</b>	Fosters growth, innovation, and prosperity by implementing programs and initiatives that directly contribute to the success of Ohio’s businesses, people, and communities	Oversees TourismOhio; Coordination on NEVI plan for discretionary EVSE investments for tourist destinations
<b>Ohio Department of Public Safety</b>	Agency responsible for the protection and safety of Ohio’s residents and visitors	Oversees the state’s Emergency Management Agency and the Bureau of Motor Vehicles
<b>Ohio Turnpike and Infrastructure Commission</b>	Owner and operator of Ohio’s 241-mile toll road and corresponding EVSE	Coordination of turnpike EVSE locations with NEVI Plan

Source: DriveOhio

**Direct Meetings with Neighboring States:** ODOT staff has and will continue to meet directly with neighboring state agency leadership counterparts on their planning efforts and receive their input on border regions. The primary purpose of these meetings is to ensure alignment of plans between the states, share lessons learned, discuss Alternative Fuel Corridor plans, and prevent any potential gaps along shared borders.

ODOT met with various state departments since the approval of the FY24 plan, as detailed in **Table 3**, including MDOT, KYTC, INDOT, PennDOT, and WVDOT. As of the current update, ODOT has not established any Memoranda of Understanding (MOUs) or initiated interagency working groups.

## Chapter 3 Public Engagement

The Ohio NEVI Plan development was led by ODOT’s DriveOhio office staff in coordination with numerous partners and stakeholders. The partners included Metropolitan Planning Organizations (MPOs), Rural Transportation Planning Organizations (RTPOs), utilities, and numerous public stakeholders representing the majority of the FHWA recommended stakeholder groups from the June 11, 2024, federal guidance. ODOT’s approach to public and stakeholder engagement has not changed; this chapter reflects outreach activities and resulting input ODOT received through July 2024 and anticipates continued engagement that will be captured in future NEVI Plan updates.

### 3.1 Community Engagement Outcomes Report

The public involvement and community engagement process continues to incorporate strategies that allow for electronic communication and media relations. These methods have proven to be an efficient way to inform and involve stakeholders and interested parties. Most outreach opportunities were conducted virtually to facilitate efficient engagement. Alternative engagement strategies were used to comply with the Americans with Disabilities Act of 1990 and ensure input from traditionally underrepresented communities (as defined in Title VI of the Civil Rights Act of 1964).

In general, the meetings were designed to cover the following core topics:

- Provide an overview of the federal requirements and rules tied to the NEVI Program
- Share updates on ODOT’s NEVI Program planning and implementation
- Solicit input from stakeholders on benefits, impacts, challenges, and concerns
- Understand opportunities for collaboration and leverage other EV-related initiatives



## Chapter 3: Public Engagement

- Provide and receive technical content for planning and improving the procurement process
- Receive feedback on future funding priorities

In addition to the meetings, ODOT created a program-specific webpage (<https://drive.ohio.gov/electric>) and a [public online mapping tool](#) that is frequently updated based on the program's deployment progress. This webpage keeps stakeholders and other interested parties informed and offers an opportunity to provide feedback and input. ODOT will continue to populate this page with additional resources, reports, EV registration data, recorded presentations, and other informational materials as they become available. The FY25 draft NEVI Plan and mapping tool was released for public comment on the program website at the beginning of June 2024.

**Direct Meetings with Planning and Technical Partners:** ODOT continues to coordinate with Ohio's regional transportation planning organizations (MPOs and RTPOs), utilities, and other technical partners such as EVSE suppliers and Charge Point Operator companies to understand potential EVSE deployment challenges and assess existing best practices and solutions. An [online stakeholder mapping tool](#) has been created to disseminate spatial information and share project status details.

**Table 3** provides meeting dates, key topics, and outcomes pertaining to each individual stakeholder group.

**Table 3: Planning and Technical Partner Engagements to Date**

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates (month/year)
State Agencies	Detailed in <b>Chapter 2.</b>	Detailed in <b>Chapter 2.</b>	<ul style="list-style-type: none"> <li>- FHWA Division Office: 10/22, 1/23</li> <li>- EPA: 11/22, 1/23, 4/24</li> <li>- PUCO: 12/22, 5/23, 4/24</li> <li>- ODA: 11/22, 4/24</li> <li>- ODAS: 12/23, 4/24</li> <li>- ODPS: 4/24</li> <li>- ODNR: 4/24</li> <li>- Department of Development: 4/24</li> <li>- OTIC: 8/23, 4/24</li> <li>- Joint Office of Energy and Transportation: 1/23, 4/24</li> </ul>
Neighboring States	Detailed in <b>Chapter 2.</b>	Detailed in <b>Chapter 2.</b>	<ul style="list-style-type: none"> <li>- MDOT: 4/22, 7/23, 9/23</li> <li>- KYTC: 4/22, 11/23</li> <li>- INDOT: 4/22, 9/23</li> <li>- WVDOT: 4/22, 3/24</li> <li>- PennDOT: 5/22</li> <li>- NASEO/AASHTO Conference: 7/23</li> <li>- MAASTO CAV/EV Conference: 6/24</li> </ul>

## Chapter 3: Public Engagement

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates (month/year)
<b>MPOs/RTPOs</b>	Regional transportation planning, equity planning, stakeholder engagement, management of regional US DOT “attributable funding”	Alignment of ODOT's NEVI Plan with regional EVSE plans and priorities; Equity-based planning and engagement recommendations provided by MPOs/RTPOs; MPOs/RTPOs' support for public outreach and engagement; Feedback received from MPOs/RTPOs on the yearly NEVI plan update and future round priorities, including information on where and what type of charging should be prioritized, effective ways to share information with stakeholders and the general public, and how stakeholders would define a successful program.	<ul style="list-style-type: none"> <li>- OARC: 4/22, 4/23, 4/24</li> <li>- AMATS: 5/22</li> <li>- NOACA: 5/22, 6/24</li> <li>- TMACOG: 5/22, 6/24</li> <li>- MORPC: 5/22, 6/24</li> <li>- Eastgate: 5/22, 6/24</li> <li>- MVRPC: 5/22</li> <li>- Buckeye Hills: 5/22, 6/24</li> <li>- OKI: 4/22, 6/22, 6/24</li> <li>- MVPO: 6/24</li> <li>- Erie Regional Planning Commission: 6/24</li> <li>- KYOVA: 6/24</li> <li>- NADO: 6/24</li> <li>- Stark County Regional Planning Commission: 6/24</li> <li>- OVRDC: 6/24</li> <li>- RCRPC: 6/24</li> <li>- WWW Interstate Planning Commission: 6/24</li> </ul>
<b>Utilities</b>	Electric power supply, local customer design, rate/tariffs, demand management, possible EVSE owner/operators	Strategies for utilities to assist customers in assessing grid power availability and site upgrade costs for NEVI EVSE; Identification of major supply issues (e.g., transformer availability) to be considered; Consideration of special rate/tariff design for EVSE; Evaluation of grid/load management for EVSE; Feedback received from utilities regarding proposed locations and their interactions with EVSE vendors during the procurement process.	<ul style="list-style-type: none"> <li>- Duke: 4/22, 5/23, 7/23</li> <li>- AEP: 2/22, 5/23, 7/23</li> <li>- AES: 2/22, 5/23, 7/23</li> <li>- FirstEnergy: 2/22, 5/23, 7/23</li> <li>- OEC: 2/22, 5/23, 7/23</li> <li>- NOPEC: 3/22</li> <li>- SOPEC: 7/22</li> <li>- AMP: 7/22, 5/23, 7/23</li> </ul>

## Chapter 3: Public Engagement

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates (month/year)
<b>EVSE Vendors &amp; Site Hosts</b>	EVSE hardware, software, networking vendors; maintenance services; EVSE site hosts; EVSE ownership and operations, etc.  <i>Procurement-related meetings with EVSE Vendors &amp; Site Hosts are detailed in Chapter 5</i>	Awareness level of vendors concerning NEVI requirements; Vendors' intentions to bid on State NEVI procurements and their ability to meet NEVI requirements; Potential issues identified by vendors with participation; Vendors' expected costs for deployment and O&M; Assumptions made by vendors in their break-even analysis; Challenges anticipated by vendors.	- ChargePoint: 4/22 - Sheetz: 4/22 - Electrada: 4/22 - Eaton: 4/22 - Applegreen: 4/22 - Shell ReCharge: 5/22 - EVgo: 5/22 - Blink: 5/22 - Electrify America: 5/22 - 7-Eleven: 5/22
<b>Labor Organizations</b>	Ensure fair labor practices, safety, equity, prevailing wage, and workforce development / training opportunities	Assessment of the availability of certified electricians in the State for EVSE installation at the NEVI scale; Discussion on the workforce development and training programs to help with the electrician pipeline; Evaluation of the State's need for more or upgraded training centers or curriculum.	- EVITP: 5/22, 5/23 - PowerConnect: 5/22
<b>Technical Training Centers and Universities</b>	Workforce development, career, and vocational training for EV related jobs in Ohio	Discussion of the programs and resources currently available and needed for EV workforce development programs in Ohio.	- Regional Workshop on Electrified Mobility: 12/21 - Northeast Ohio Regional Energy Storage Workforce and Innovation Road Mapping Workshops: 3/22 - National Center for Urban Solutions: June-July 2022

Source: DriveOhio

**Stakeholder Organizations:** ODOT continues to engage, in a group setting and individually, with stakeholder organizations as described in the NEVI program guidance (i.e., local governments, labor, transit agencies, industry, etc.). **Table 4** provides meeting dates, key topics discussed, and outcomes pertaining to each individual stakeholder group.

## Chapter 3: Public Engagement

**Table 4: Stakeholder and Equity Engagement Activities to Date**

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates
<b>Local Governments</b>	Stakeholders of MPOs, and contributors to decision-making processes promoting the integration of EV infrastructure within their communities	Efforts to align ODOT's NEVI Plan with local government EVSE plans and priorities; Interest of local governments in participating in equity-based planning and engagement; Local governments' willingness to streamline local zoning, code, permitting, and EV Make Ready requirements; Feedback received from local governments on the yearly NEVI plan update.	Hosted webinar through Ohio's Local Technical Assistance Program (LTAP) for 100+ on 5/22, 4/23, and 5/24 with a presentation and 30 minutes of Q&A. Presented at Ohio Township Association Federal Day: 8/23
<b>Freight &amp; Logistics</b>	Need for EVSE as they electrify on key freight corridors	Electrification timeline of major freight companies; Freight companies' plans regarding the use of public EVSE; Key design requirements for freight EVSE such as ingress/egress and power; Identification of key freight corridors and intermodal hubs to prioritize.	Numerous meetings mid-2021 with truck stop owners / operators, national and Ohio-based fleets, original equipment manufacturers (OEMs), and workforce representatives meeting with Ohio Trucking Association in February 2024
<b>Transportation Agencies</b>	Connect public transit systems to overall State electrification plan to ensure equity and access for citizens who rely on public transit	Efforts to align ODOT's NEVI Plan with transit electrification plans, park & ride facilities, and mobility priorities; Interest of transit agencies in participating in equity-based planning and engagement.	Late May through end of July 2022
<b>Statewide Electrification Committee</b>	Membership comprised of 134 organizations	Key industry and organizational stakeholders with direct NEVI relevance and experience with EV and EVSE projects. Members include EV OEMs, EVSE OEMs, utilities, nonprofits, etc.	June 2022
<b>Power a Clean Future Ohio / Ohio Climate and Clean Energy Coalition</b>	Coalition of Ohio Environmental Orgs (Sierra Club, Natural Resources Defense Council (NRDC), Ohio Environmental Council, etc.) and Local Govts. that have carbon reduction plans	Environmental organizations are on the FHWA list of recommended public engagement audiences, and this would be an opportunity to address the main groups at once.	June 2022
<b>Equity Workshop</b>	Co-create an approach that proactively considers equity during the discretionary NEVI funding portion of the program.	Participants provided feedback on the following discussion questions: <ul style="list-style-type: none"> <li>- What type of sites are best?</li> <li>- What amenities are important?</li> <li>- What information is important to share?</li> <li>- Who should it be shared with?</li> <li>- What outreach methods are best?</li> <li>- Develop action items?</li> <li>- How do we define success?</li> </ul> Feedback was incorporated into the 2024 outreach strategy.	December 2023

Source: DriveOhio



## Chapter 3: Public Engagement



**Figure 1: Participants in the December 2023 Equity Workshop**

Source: DriveOhio

**Listening Sessions and Virtual Public Meetings:** As described in **Table 5**, ODOT partnered with several MPOs, RTPOs, and the Drive Electric Ohio chapters to host in-person listening sessions across the State. The MPOs and RTPOs are key partners in keeping the local communities informed, while the Drive Electric Ohio chapters are great at helping the State reach and educate a broader audience. Virtual public meetings were also offered to ensure participation from those that were not able to attend any of the in-person events.

The presentation from these engagements have been made available on [ODOT's NEVI website](#). A total of 315 participants have attended DriveOhio's general public information sessions to date, 73% of whom were residents of Disadvantaged Communities (DACs) as identified by the Climate & Economic Justice Screening Tool<sup>1</sup>.

**Table 5: General Public Information Sessions to Date**

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/ Dates
<b>Community Listening Sessions</b>	Public information sessions to provide general information on NEVI Plan, held in: <ol style="list-style-type: none"> <li>1. Northeast Ohio</li> <li>2. Central Ohio</li> <li>3. Southwest Ohio</li> <li>4. West Central Ohio</li> <li>5. Southeast Ohio</li> <li>6. Northwest Ohio</li> </ol>	ODOT works with the MPOs and Drive Electric Ohio chapters in these regions to invite local community-based organizations, and local residents to a series of Transportation Electrification listening sessions, which focus on the yearly NEVI updates. Locations are chosen throughout the state in order to accessible to both Ohio's urban and rural communities.  During the 2024 outreach period, feedback on the information presented was very positive. Participants indicated	<ol style="list-style-type: none"> <li>1. 7/22, 6/23, 6/24</li> <li>2. 7/22, 6/23, 6/24</li> <li>3. 7/22, 6/23, 6/24</li> <li>4. 7/22, 6/23, 6/24</li> <li>5. 7/22, 6/23, 6/24</li> <li>6. 7/22, 6/23, 6/24</li> </ol>

<sup>1</sup> <https://screeningtool.geoplatform.gov/en/#3/33.471-97.5>

## Chapter 3: Public Engagement

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates
		a successful NEVI program would provide coverage, alleviate range anxiety, and achieve the goals of the plan. Information on the availability of NEVI funds, ODOT's plans for future discretionary rounds, and the progress of Rounds 1 and 2 resonated most with those in attendance. Participants suggested that the location of chargers, continued sharing of NEVI program progress and general EV education is the most important information to share in future outreach.	
<b>Public Information Webinar</b>	Public information session to provide general information on NEVI Plan	Inform the public on NEVI Formula program, ODOT NEVI Plan high-level vision and goals, and ability to share input on the State NEVI website.	5/23, 6/24 (x2)

Source: DriveOhio

**Table 6** summarizes other methods and events in which DriveOhio has been able to engage with different audiences.

**Table 6: Other Engagements to Date**

Engagement Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates
<b>Conferences and Presentations</b>	Ohio NEVI Plan updates, EV charging infrastructure and workforce development, supply chain management, state of EV in Ohio, equity, and diversity	Increasing awareness among industry professionals, fostering collaborations and partnerships.	<ul style="list-style-type: none"> <li>- Toledo Chamber of Commerce: 7/22</li> <li>- NOPEC: 8/22</li> <li>- ITS World Congress: 9/22</li> <li>- OTEC: 10/22</li> <li>- I-70/I-75 Development Association: 10/22</li> <li>- Ohio Energy Conference: 10/22, 11/23</li> <li>- Equity Now Coalition: 10/22</li> <li>- Columbus State Community College: 11/22</li> <li>- Leadership Ohio: 11/22</li> <li>- Conaway Conference: 3/23, 2/24</li> <li>- ITS America Annual Conference: 4/23</li> <li>- EVS36: 6/23</li> <li>- MAASTO Annual Meeting: 8/23</li> <li>- Clean Fuels Ohio Virtual Panel: 9/23</li> <li>- Association of Metropolitan Planning Organizations Annual Conference: 9/23</li> <li>- Aim Hire Workforce and Education Conference: 10/23</li> <li>- Mid-Ohio Regional Planning Commission's Summit of Sustainability: 10/23</li> <li>- IRWA Chapter 13 Law Day Seminar: 11/23</li> <li>- Ohio Out-of-School Conference: 2/24</li> <li>- Women in Sustainability Panel: 4/24</li> <li>- Ohio State Bar Association's Environmental, Energy and Resources Law Institute: 4/24</li> <li>- Ohio Department of Transportation Civil Rights Symposium: 4/24</li> <li>- Professional Development for Ohio K-12 Educators: 4/24, 6/24</li> </ul>

## Chapter 4: Plan Vision and Goals

Engagement Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/Dates
Media Interviews	Ohio NEVI Plan updates	Informing a wide audience, reaching a diverse demographic, generating media coverage.	- 4 media interviews regarding the 2024 public outreach meetings - 6 interviews regarding NEVI program status - 7 interviews regarding first station opening

Source: DriveOhio

The engagement activities presented have resulted in ODOT receiving a valuable input from a wide variety of stakeholders. ODOT will continue to engage with these partners throughout the annual plan update process. It should be noted that Ohio does not have any federally recognized tribal communities or nations within its jurisdiction, rendering tribal engagement non-applicable.

### Potential Future Engagement Topics

Future engagement with state agencies and stakeholder organizations may be sought by ODOT on the following topics:

- Site-specific feedback from communities receiving chargers (may be responsibility of contracted vendors)
- Future Alternative Fuel Corridor (AFC) designations
- ODOT's ongoing, draft NEVI EVSE procurement documents
- Non-AFC, regional, or local EVSE charging needs and priorities
- Equity-based charging needs and solutions in Disadvantaged Communities
- Freight and logistics EVSE charging needs
- Workforce development opportunities

## Chapter 4 Plan Vision and Goals

No changes.

## Chapter 5 Contracting

Since September 2023, final contracts for Round 1 procurement were awarded to 23 respondents in late 2023/early 2024. Initially, 22 contingent awards were issued for Round 2 in May 2024, but one site has since dropped out, leaving 21 sites. As this plan covers a five-year program with several anticipated procurement rounds, this chapter discusses ODOT's procurement approach, the status of the procurement process, details on sites awarded in Round 2, the scoring methodology used to evaluate proposals, and lessons learned for future procurement rounds.

The key federal and Ohio laws, as well as Ohio NEVI procurement objectives identified in the prior year's plan continue to be applicable.



## Chapter 5: Contracting

The following steps are anticipated to be followed for ODOT's ongoing competitive procurements of EVSE Turnkey Services. ODOT will seek FHWA approval of any alternative procurement approach.

1. **Advertise Requests for Proposals (RFP):** ODOT advertises the procurement opportunity throughout the State. EV charging companies or property owners who will self-manage or partner with other companies, and companies that lease properties who will self-manage or partner with other companies (with the property owner's support) will be part of the initial rounds of opportunities to apply for NEVI funding to install, own, and operate compliant EV chargers.
2. **Prepare Proposal:** Proposers will identify specific sites for EV charger installation within the general eligible locations provided by ODOT and will prepare a committed estimate for the installation related to the construction, operations and maintenance of the system. Proposers are also required to submit administrative information regarding the proposer; proposer qualifications and experience; information regarding the proposer approach, details regarding the EVSE, and details regarding the proposed site.
  - a. Price proposals should identify the proposed subsidy amount and assume forecasted risk and resulting revenue from five years of operation and maintenance as required by the NEVI proposed rules.
  - b. Proposers must provide a minimum 20% match. This could include funding from other non-federal sources, such as utility programs, if available.
  - c. Proposers will be responsible for coordination of all permits and verification of site compliance with other regulations such as the ADA.
3. **Evaluate Bid:** ODOT evaluates bids based on a combination of price and qualifications and makes contract awards contingent on environmental and real estate clearance. The type of evaluation will be determined and communicated to participants in the RFP. Round 1 and 2 procurement used a best-value evaluation approach.
4. **Contingent Award Activities:** ODOT has National Environmental Policy Act (NEPA) assignment and will perform the environmental review of the property (or portion of the property) offered in the proposals to comply with NEPA.<sup>2</sup> The Proposer will execute a federally-compliant agreement with the property owner providing ODOT with a property interest sufficient to perform its obligations under the NEVI Program. If the property owner is the Proposer, they would convey the property interest to ODOT upon award for the duration of the project. If the Proposer was not the property owner, the Proposer would be expected to have secured a legal interest to the property, compliant with federal regulations, which could be transferred or assigned to ODOT if the Proposer is awarded the project. Final committed pricing for utility infrastructure improvements will be developed by the Proposer during the Contingent Award period prior to execution of the Agreement.

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<sup>2</sup> <https://www.transportation.ohio.gov/programs/nepa-odot/nepa-assignment-documentation>

## Chapter 5: Contracting

5. **Execute Contract:** The final terms of the contract will be negotiated, if applicable, and the contract will be executed upon agreement of the contracting parties.
6. **Deploy EV Chargers:** The contracted party will perform site work, install equipment, connect to power service, test, and commission the EVSE. ODOT will review the deployment activities for compliance with Title 23 and other contractual terms.
7. **Operate and Maintain EV Chargers:** The contract will include operations and maintenance service for up to five years. The contracted party will provide specified data that ODOT will share for program monitoring and compliance. Depending upon the contract structure, ODOT will make periodic payments to the selected companies for up to five years after contract award.

### 5.1 Status of Contracting Process

**Table 7** shows the State's existing and upcoming Request for Proposals.

**Table 7: Status of Contracting Process**

Round of Contracting	Number of Proposals or Applications received	Contract Type (design-build-operate-maintain, design-build, or others)	Date Solicitation Released	Date Solicitation Closed	Date of Award
<b>Round 1 (Complete)</b>	300	Public-Private Partnership (P3) Contracting	October 31, 2022	January 18, 2023	July 13, 2023
<b>Round 2 (Ongoing)</b>	61	Public-Private Partnership (P3) Contracting	November 9, 2023	January 2, 2024	May 16, 2024
<b>Round 2B (Upcoming)</b>	TBD	Public-Private Partnership (P3) Contracting	Fall 2024	TBD	TBD

Source: DriveOhio

#### 5.1.1 Round 1 Procurement

Round 1 procurement resulted in contracts for 23 sites in late 2023/early 2024. Final awards for Round 1 have been made to the locations listed in **Table 13** (currently under construction) and **Table 14** (planned stations). Ohio was the first state to contract a competitively awarded site, the first to break ground, and the first to open a NEVI funded site in December 2023.



**Figure 2: Grand Opening of Ohio's First NEVI Funded Station**

Source: DriveOhio

### 5.1.2 Round 2 Procurement

The following goals drove ODOT's decisions as they developed their Round 2 procurement process and documents:

- **Easier Process:** The first goal was to include an easier application process for proposers and more streamlined review for the project team.
- **Market Driven Charging Locations:** The second goal was to let the market decide where corridor charging is most appropriate. Unlike several states that have restricted the interchanges available for bidding to optimize for 50-miles spacing, ODOT allowed bids within 1 mile of the EV AFCs for locations with 3-phase power outside of a previously assumed NEVI compliant geography (25 miles in either direction along an existing EV AFC from a 4x150 kW CCS station).

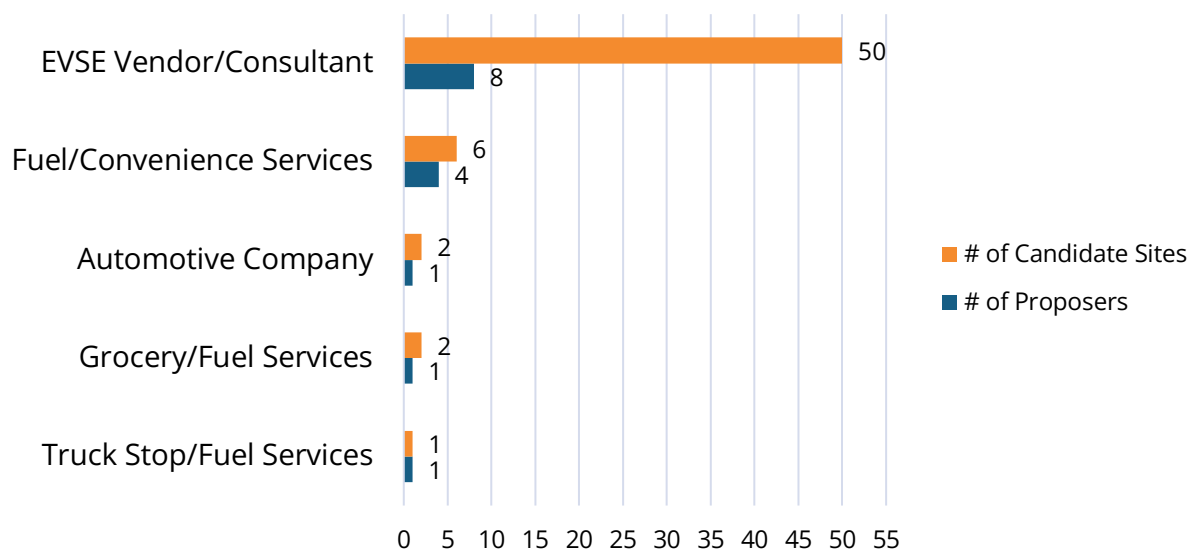
Together these goals were aimed at maximizing market participation and a strong bidding environment.

## 5.2 Awarded Contracts

Information on Round 1 contracts can be found in the [prior year's plan](#). The following section reflects Round 2 awards.

**Proposers:** As expected, Proposers were primarily EVSE vendors and fueling stations, whether gas stations, truck stops, or grocery store locations. With 26 possible Round 2 sites, Ohio received responses from 15 firms with a total of 61 sites proposed. Of those 61 proposed sites, 22 sites were deemed to have received at least one responsive proposal. **Figure 3** summarizes the total number of responsive Proposers and the number of viable candidate sites they submitted by Proposer type.

## Ohio NEVI Round 2 | Proposer Category Summary



**Figure 3: Proposers and Candidate Sites by Applicant Type**

Source: DriveOhio

**Contingent Contract Awards:** Contingent contract awards for Round 2 were announced on May 16, 2024, and have been made to the locations listed in **Table 8**. Note, one of the 22 initial awardees withdrew their application after the award announcement. Contract negotiations will follow with the expectation of the second round of procurement contracts being executed by Fall 2024.

**Table 8: Round 2 Contingent Awards**

Award Recipient	Contract Type	Location of Charging Station	Award Amount*	Estimated Quarter/Year Operational
Francis Energy Charging, LLC	P3	Carnaby Center (Shopping Center) I-270 at E Main St/US-40	\$766,914	Q2 2026
Red E Charging	P3	Kroger I-270 at N High St/US-23	\$629,700	Q2 2026
Sheetz, Inc.	P3	Sheetz I-270 at W Broad St/US-40	\$710,959	Q2 2026
Meijer	P3	Meijer I-275 at Colerain Ave/US-27	\$454,738	Q2 2026
Francis Energy Charging, LLC	P3	Washington Park Plaza (Shopping Center) I-675 at Miamisburg Centerville Rd	\$774,007	Q2 2026
Francis Energy Charging, LLC	P3	Tiffany Plaza (Shopping Center) I-680 at Boardman Poland Rd/US-224	\$742,987	Q2 2026
EVgo Service LLC	P3	Target I-71 at Stringtown Rd	\$554,867	Q2 2026
Francis Energy Charging, LLC	P3	Sheetz I-76 at N Bailey Rd	\$746,136	Q2 2026
Francis Energy Charging, LLC	P3	Sheetz I-76 at Wooster Pike/Center St/SR-3	\$772,871	Q2 2026

## Chapter 5: Contracting

Award Recipient	Contract Type	Location of Charging Station	Award Amount*	Estimated Quarter/Year Operational
Electric Era	P3	Giant Eagle I-77 at OH-18	\$763,119	Q2 2026
Francis Energy Charging, LLC	P3	Doubletree Hotel I-77 at Rockside Rd	\$788,586	Q2 2026
Francis Energy Charging, LLC	P3	Casey's General Store SR 15 at S Vance St/US-23/SR-103	\$817,205	Q2 2026
Jule	P3	Comfort Inn US 23 at Marion-Mt Gilead Rd/SR-95	\$608,738	Q2 2026
Love's Travel Stops	P3	Love's US 23 at N Warpole St/SR-199	\$650,000	Q2 2026
Francis Energy Charging, LLC	P3	Wayne Lanes US 30 at E Lincoln Way	\$786,968	Q2 2026
Francis Energy Charging, LLC	P3	Parking Lot (adjacent to Taco Bell and CVS) US 30 at Harrison Ave	\$759,360	Q2 2026
Francis Energy Charging, LLC	P3	Panera US 30 at N Lexington Springmill Rd	\$812,145	Q2 2026
Francis Energy Charging, LLC	P3	Arby's US 30 at N Washington St/US-127	\$753,656	Q2 2026
Francis Energy Charging, LLC	P3	Sheetz US 33 at Delaware Ave/US-36	\$769,484	Q2 2026
Francis Energy Charging, LLC	P3	Sheetz US 33 at Gender Rd/SR-674	\$764,930	Q2 2026
Francis Energy Charging, LLC	P3	Hungry Buffalo US 33 at SR-664	\$839,364	Q2 2026
		<b>Grand Total</b>	\$15,266,844	

Source: DriveOhio

\*Contingently awarded amount – Award amount is subject to change based on final utility costs.

### 5.3 Scoring Methodologies Utilized

**RFP Criteria:** The Round 2 RFP was released on November 9, 2023. Responses were due January 25, 2024.

**Table 9, Table 10,** and **Table 11** show the scoring methodologies used in the second round of procurement, including metrics for equity and Justice40.

**Table 9: Proposer Organization and Qualifications Evaluation Criteria**

Scoring Element	Primary Components	Evaluation Criteria
<b>Proposer Team Organization</b>	<ul style="list-style-type: none"> <li>Organizations involved on the Project.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the Proposer offers a comprehensive team with reputable teaming partners capable of delivering quality services.</li> </ul>
<b>Proposer Team Organization</b>	<ul style="list-style-type: none"> <li>Financial structure, responsibility, and benefits.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the financial structure is clearly described and will facilitate quality work throughout the term of the contract.</li> </ul>

## Chapter 5: Contracting

Scoring Element	Primary Components	Evaluation Criteria
<b>Team Qualifications and Experience (Project Director)</b>	<ul style="list-style-type: none"> <li>Project director qualifications, experience, and certifications.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the Proposer demonstrates that the Project Director has relevant experience, including experience with EVSE, Title 23, major infrastructure implementation programs, permitting experience, and utility coordination experience. The Department additionally values a Project Director that possess experience applying state and local requirements related to EVSE planning, design, and construction.</li> </ul>
<b>Team Qualifications and Experience (Other Proposer Staff)</b>	<ul style="list-style-type: none"> <li>Other known key staff and their qualifications, experience, and certifications.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the Proposer identifies roles related to EVSE implementation/delivery and identifies resources who have relevant experience to successfully support the Project Director. The Department additionally values team staff that possess experience applying state and local requirements related to EVSE planning, design, and construction.</li> </ul>
<b>Team Qualifications and Experience (General EVSE Qualifications)</b>	<ul style="list-style-type: none"> <li>Proposer team (firm) EVSE implementation experience.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the Proposer demonstrates experience in EVSE installation/operations and ability to achieve uptime requirements over extended durations. Preference is given to DCFC (150+ kW) installations over other installations that are similar in nature when considering the requirements of this RFP. The Department additionally values teams that possess experience applying state and local requirements related to EVSE planning, design, and construction.</li> </ul>

Source: DriveOhio

**Table 10: Program Understanding and Approach Evaluation Criteria**

Scoring Element	Primary Components	Evaluation Criteria
<b>Preconstruction Activities</b>	<ul style="list-style-type: none"> <li>The Proposer's approach to preconstruction activities.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the approach addresses relevant preconstruction activities in a manner that demonstrates clear understanding of EVSE and NEVI requirements.</li> </ul>
<b>Construction Activities</b>	<ul style="list-style-type: none"> <li>The Proposer's approach to construction safety.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the approach addresses relevant construction safety approach in a manner that demonstrates clear understanding of EVSE and construction.</li> </ul>
<b>Operations and Maintenance Activities</b>	<ul style="list-style-type: none"> <li>The Proposer's approach to operations and maintenance including safety, warranty, and routine maintenance.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the approach addresses relevant O&amp;M activities in a manner that demonstrates clear understanding of EVSE and NEVI requirements with respect to O&amp;M.</li> </ul>
<b>Rate Setting</b>	<ul style="list-style-type: none"> <li>Proposer's proposed rate structure and methodology.</li> <li>Security, equitability, accessibility.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the approach addresses use of fees, discounts, and other relevant elements that may affect users.</li> </ul>

Source: DriveOhio

Table 11: Candidate Site Information Evaluation Criteria

Scoring Element	Primary Components	Evaluation Criteria
<b>Distance to Candidate Site</b>	<ul style="list-style-type: none"> <li>Distance from interchange exit to Candidate Site.</li> </ul>	<ul style="list-style-type: none"> <li>Ineligible Site   Greater than one mile.</li> </ul>
<b>Access to Right of Way</b>	<ul style="list-style-type: none"> <li>Approach / status of authority to install EVSE.</li> <li>ODOT property interest considerations.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which Proposer’s response demonstrates property ownership/rights and/or necessary authority to install EVSE and ability to provide necessary access rights to ODOT.</li> </ul>
<b>Traffic/access</b>	<ul style="list-style-type: none"> <li>Traffic patterns and Ingress / egress considerations.</li> <li>EVSE location within Candidate Site.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which Proposer demonstrates a Candidate Site that accommodates safe traffic flows.</li> </ul>
<b>Readiness</b>	<ul style="list-style-type: none"> <li>Site readiness and schedule based on site characteristics, ADA considerations, and other potential risks.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which Proposer demonstrates a Candidate Site that is ready for development with limited risk.</li> </ul>
<b>Future Proofing</b>	<ul style="list-style-type: none"> <li>Future proofing.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which Proposer demonstrates a Candidate Site that allows expansion of EVSE in the future.</li> </ul>
<b>Amenities and Enhancements</b>	<ul style="list-style-type: none"> <li>Amenities (e.g., food, restaurants, shopping, wi-fi, etc.).</li> <li>Enhancements (e.g., pull-through spaces).</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which the Proposer provides amenities and site enhancements that enhance user experience. The Department highly values sites that offer hot food/beverages, 24/7 restroom access, 24/7 access to staff, and access to convenience items. Hotels are not considered 24/7 facilities with respect to amenity access.</li> <li>Amenities that are unrelated to EVSE components of a Candidate Site (shopping, stores, recreation, restaurants, etc.) shall be existing at the Proposal Due Date to be considered in evaluation.</li> </ul>
<b>EVSE Equipment and Enhancements</b>	<ul style="list-style-type: none"> <li>EVSE equipment details: number of ports, power to Site, simultaneous charging capabilities, other enhancements.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which EVSE exceeds minimum NEVI requirements and provides enhancements that improve user experience.</li> </ul>
<b>Equity, Diversity, and Inclusion Enhancements</b>	<ul style="list-style-type: none"> <li>Use of strategies and solutions to promote equity.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which Proposer has committed to engage or initiated outreach regarding opportunities to promote equity in accordance with the Ohio EVI Plan.</li> </ul>
	<ul style="list-style-type: none"> <li>Addressing equity, including DACs.</li> </ul>	<ul style="list-style-type: none"> <li>Extent to which Proposer includes the Candidate Site in a Disadvantaged Communities (DAC).</li> </ul>

Source: DriveOhio

## 5.4 Plan for Compliance with Federal Requirements

In general, as with other US DOT projects, Title 23 requirements will apply to these projects and funds. All federal requirements discussed in the NEVI final rule will be included in all contracts. The procurement documents for each round will include a draft contract with the federal requirements. Contracts will consider fees, fines, or penalties for non-compliance of a requirement.

## Chapter 6 Civil Rights

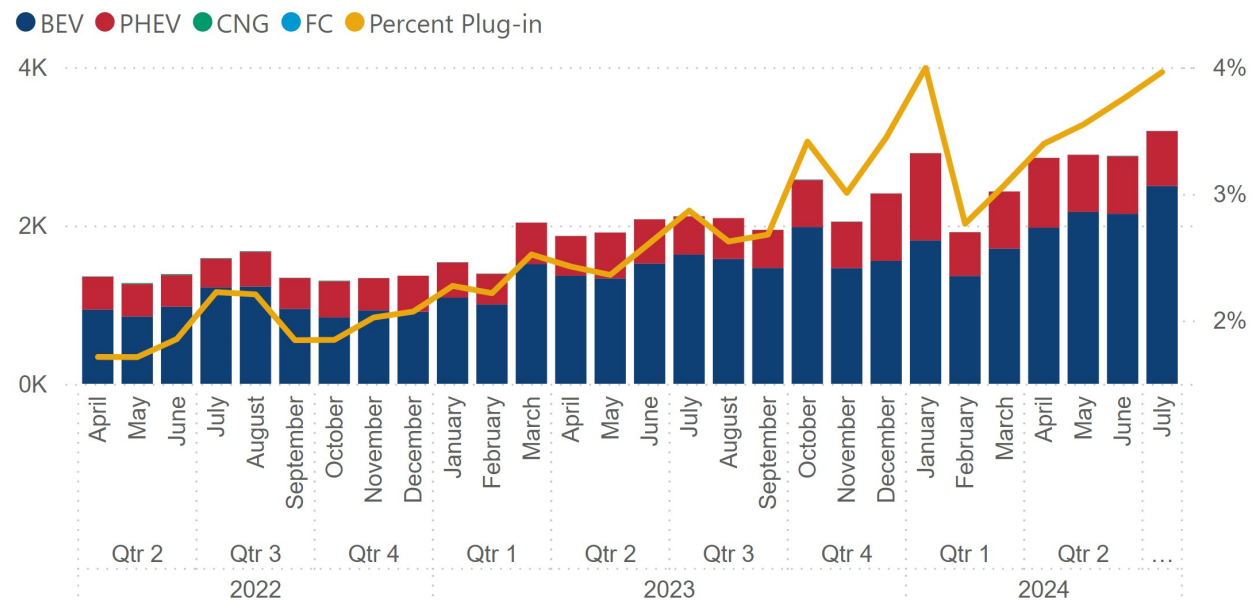
No changes.

## Chapter 7 Existing and Future Conditions Analysis

No significant changes to Ohio’s geography, terrain, and climate including current and future temperature, precipitation, and land use and travel patterns have occurred since last year. Updates to Ohio’s EV market conditions such as EV ownership, and EV availability are provided in this chapter, as well as updates to the state’s existing charging infrastructure. No changes to known risks and challenges to EV infrastructure deployment have been identified.

### 7.1 Ohio EV and EVSE Market Conditions

ODOT worked with the Ohio Bureau of Motor Vehicles (BMV) to develop an alternative fuel vehicle (AFV) registration dashboard, as depicted in **Figure 4** and **Figure 5**. The dashboard tracks and publishes AFV market adoption trends for the State of Ohio.<sup>3</sup> The passenger car fuel types tracked include battery electric vehicles (BEV), plug-in hybrid electric vehicles (PHEV), compressed natural gas (CNG), and fuel cell vehicles (FC).



**Figure 4: New AFV Registrations by Month in Ohio (as of July 2024)**

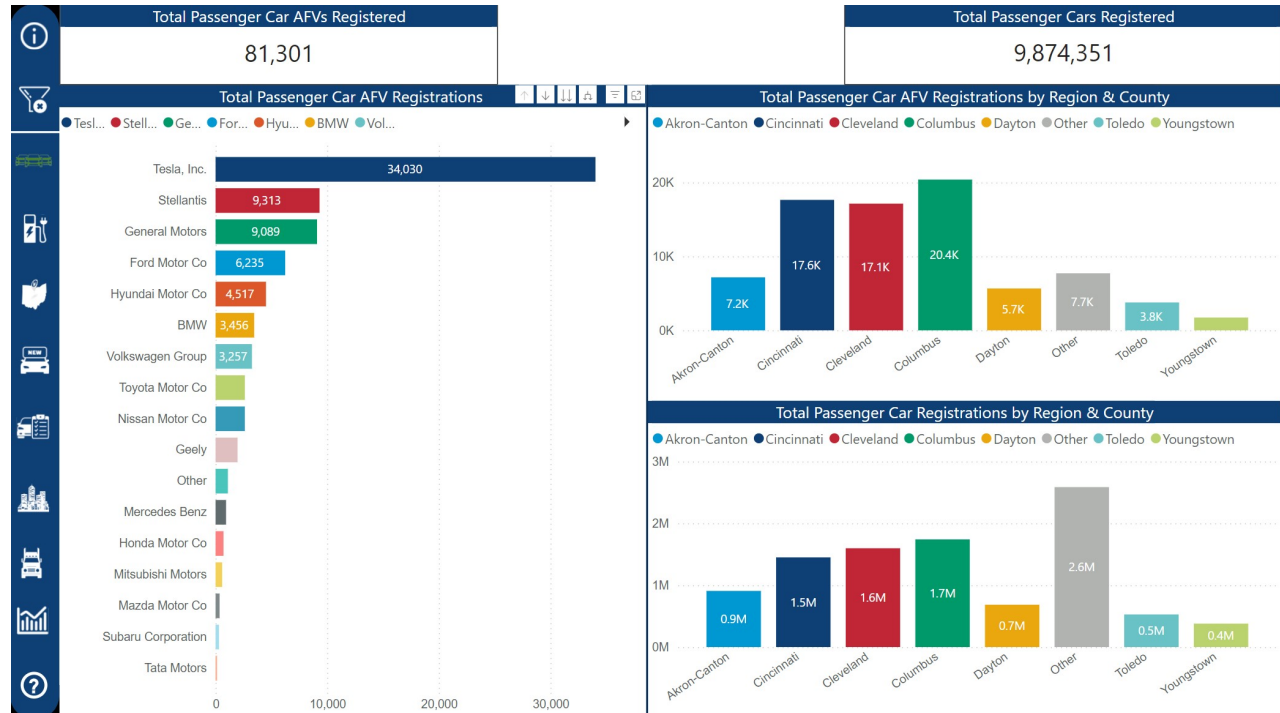
Source: DriveOhio

The dashboard is updated monthly to provide MPOs, RTPOs, municipalities, and other interested parties relevant data for planning purposes. Page 7 of the dashboard visualizes total and alternative fuel commercial truck registrations. Anonymized data sets are also available for download.

<sup>3</sup> <https://drive.ohio.gov/about-driveohio/policy/ohio-alt-fuel-vehicle-reg-dashboard>



## Chapter 7: Existing and Future Conditions Analysis



**Figure 5: Total AFV Registrations in Ohio (as of July 2024)**

Source: DriveOhio

For the NEVI Formula funding program, prospective EVSE site hosts and owner/operators can access the data in this dashboard. Data can be sorted by region, county, city, five-digit zip code, vehicle model type, or fuel type. This dashboard provides valuable information to prospective NEVI third party owner-operators to assess local market conditions and long-term viability of charging at prospective locations. ODOT will continue to make this information available throughout the duration of the Ohio NEVI program.

## 7.2 AFC - Corridor Networks

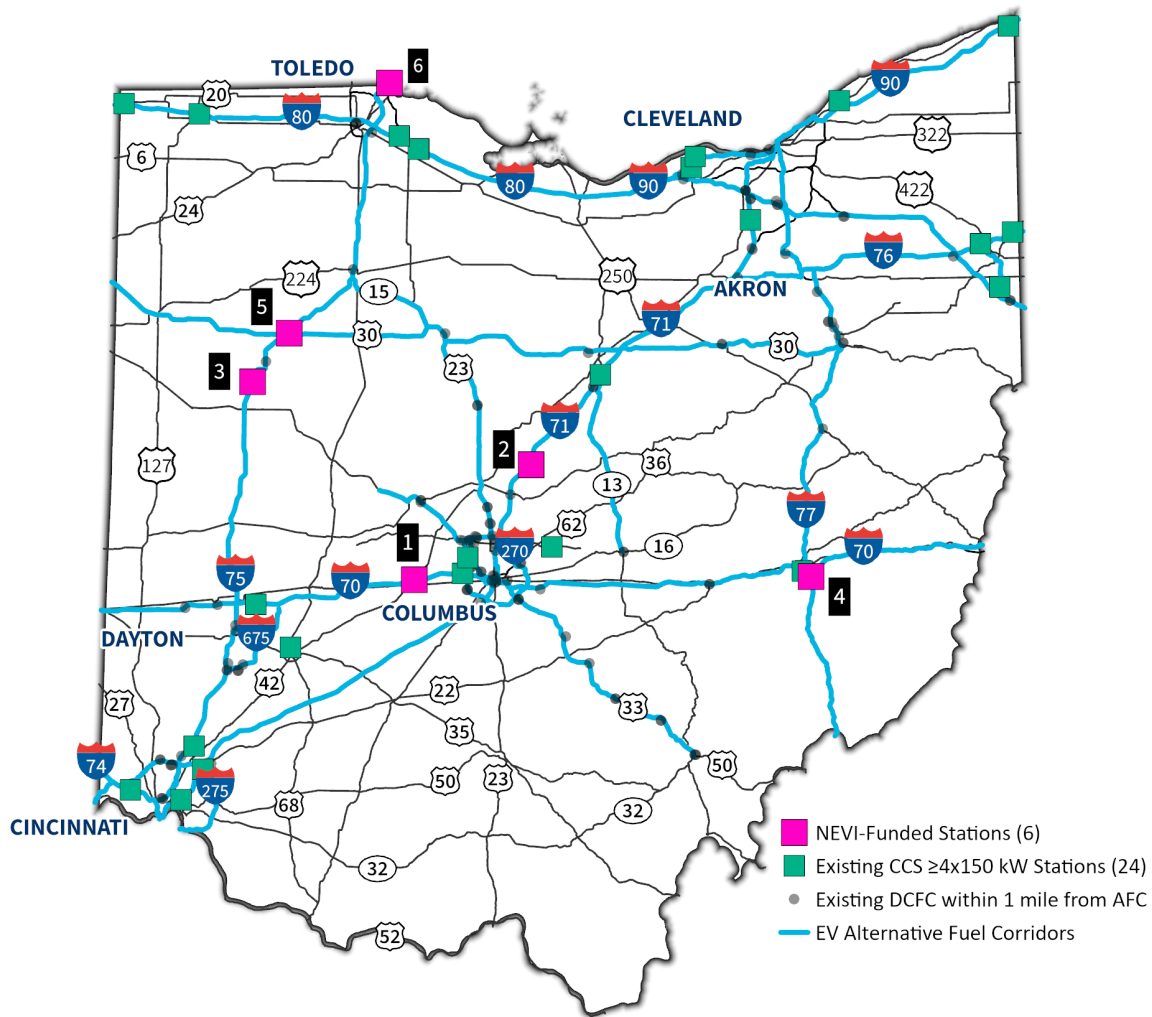
No changes.

## 7.3 Existing Charging Stations Along AFCs

Ohio's current publicly available EV charging landscape includes 466 DCFC ports (Combined Charging Standard (CCS) and CHAdeMO), 469 Tesla Supercharger ports, and 2,941 Level 2 (J1772) ports throughout the State. Within a mile from the AFCs, there are 284 DCFC ports (CCS and CHAdeMO), 334 Tesla Supercharger ports, and 1,409 Level 2 ports<sup>4</sup>. **Figure 6** and **Table 12** detail the locations of the State's existing EVSE infrastructure within a mile of an AFC.

<sup>4</sup> <https://afdc.energy.gov/corridors>

## Chapter 7: Existing and Future Conditions Analysis



**Figure 6: Existing Locations of Charging Infrastructure Along AFCs**

Source: DriveOhio

**Table 12** provides details on Ohio’s six operational stations funded by the NEVI Formula Program. For the latest operational status of each station, please visit the [public online mapping tool](#).

**Table 12: Operational NEVI-funded DCFC Details as of August 2024**

State EV Charging Location Unique ID	Route	Location (street address or AFC + mile marker)	Number of Charging Ports	EV Network	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?
1	I-70	Pilot Travel Center 454 1365 SR 42 NE, London, OH 43140	4	EVGo	Yes	Yes

## Chapter 8: EV Charging Infrastructure Deployment

State EV Charging Location Unique ID	Route	Location (street address or AFC + mile marker)	Number of Charging Ports	EV Network	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out determination?
2	I-71	Pilot Travel Center 455 488 SR 61, Marengo, OH 43334	4	EVGo	Yes	Yes
3	I-75	Casey's #3535 – Cridersville 100 S Dixie Hwy, Cridersville, OH 45806	4	Francis Energy	Yes	Yes
4	I-77	Dollar general – Byesville 205 Main St, Byesville, OH 43723	4	Francis Energy	Yes	Yes
5	I-75	Pilot Travel Center 427 E Main St, Beaverdam, OH 45808	4	EVGo	Yes	Yes
6	I-75	Pilot Travel Center 5820 Hagman Rd, Toledo, OH 43612	4	EVGo	Yes	Yes

Source: DriveOhio

## Chapter 8 EV Charging Infrastructure Deployment

This chapter discusses the overarching strategy for ODOT's NEVI installations and associated policies to meet ODOT's vision and goals.

### 8.1 Planned Charging Stations

ODOT is in the process of installing NEVI compliant chargers at all locations contracted in the Round 1 procurement. Round 2 procurement was released in November 2023 to fill 26 gaps focused on building out Ohio's currently designated AFCs. ODOT received 61 candidate sites for consideration and made contingent awards in May 2024 for 22 of those sites, but only 21 sites remain. Round 2B is anticipated to address the remaining gaps on EV AFCs. **Table 13**, **Table 14**, and **Figure 7** show stations that have been awarded under Rounds 1 and 2 that are either planned or currently under construction.

## Chapter 8: EV Charging Infrastructure Deployment

**Table 13: Stations Under Construction (as of August 2024)**

State EV Charging Location Unique ID	Route (note if AFC)	Location	Number of Ports	Estimated Quarter / Year Operational	Estimated Cost (Award Amount)	Funding Sources	New Location or Upgrade?
<b>170_010</b>	I-70 (AFC)	6141 US 127 North, Eaton, OH 45320	4	Q4 2024	\$656,177	FY22/FY23	New (Round 1)
<b>170_122</b>	I-70 (AFC)	10480 Baltimore Rd SW, Millersport, OH 43046	4	Q4 2024	\$690,599	FY22/FY23	New (Round 1)
<b>170_208</b>	I-70 (AFC)	66377 Belmont-Morristown Rd, Belmont, OH 43718	4	Q4 2024	\$658,983	FY22/FY23	New (Round 1)
<b>171_069</b>	I-71 (AFC)	9935 SR 41, Jeffersonville, OH 43128	4	Q4 2024	\$663,535	FY22/FY23	New (Round 1)
<b>171_204</b>	I-71 (AFC)	10048 Avon Lake Rd, Burbank, OH 44214	4	Q4 2024	\$787,125	FY22/FY23	New (Round 1)
<b>175_036</b>	I-75 (AFC)	6830 Franklin-Lebanon Rd, Franklin, OH 45005	4	Q4 2024	\$670,341	FY22/FY23	New (Round 1)
<b>175_164</b>	I-75 (AFC)	11471 SR 613 W, Findlay, OH 45840	4	Q4 2024	\$671,075	FY22/FY23	New (Round 1)
<b>177_025</b>	I-77 (AFC)	44133 Fairground Rd, Caldwell, OH 43724	4	Q4 2024	\$677,865	FY22/FY23	New (Round 1)
<b>177_101</b>	I-77 (AFC)	2320 Faircrest Street, Canton, OH 44706	4	Q4 2024	\$677,618	FY22/FY23	New (Round 1)
<b>190_223</b>	I-90 (AFC)	2349 Center Rd, Austinburg, OH 44010	4	Q4 2024	\$656,532	FY22/FY23	New (Round 1)

Source: DriveOhio

**Table 14: Planned Stations**

State EV Charging Location Unique ID	Route (note if AFC)	Location	Number of Ports	Estimated Quarter / Year Operational	Estimated Cost (Award Amount)*	Funding Sources	New Location or Upgrade?
<b>170_160</b>	I-70 (AFC)	4929 E Pike, Zanesville, OH 43701	4	Q2 2025	\$733,043	FY22/FY23	New (Round 1)
<b>171_100</b>	I-71 (AFC)	4144 Buckeye Pkwy, Grove City, OH 43123	8	Q2 2026	\$554,867	FY23/24	New (Round 2)
<b>171_231</b>	I-71 (AFC)	15635 Royalton Rd, Strongsville, OH 44136	4	Q2 2025	\$177,924	FY22/FY23	New (Round 1)
<b>175_022</b>	I-75 (AFC)	7390 Tylersville Rd, West Chester, OH 45069	4	Q2 2025	\$751,493	FY22/FY23	New (Round 1)



## Chapter 8: EV Charging Infrastructure Deployment

<b>I75_074</b>	I-75 (AFC)	1900 W. Main St, Troy, OH 45373	4	Q2 2025	\$737,883	FY22/FY23	New (Round 1)
<b>I76_002</b>	I-76 (AFC)	360 Center St, Seville, OH 44273	4	Q2 2026	\$772,871	FY23/24	New (Round 2)
<b>I76_031</b>	I-76 (AFC)	247 Tallmadge Rd, Kent, OH 44240	4	Q2 2025	\$744,366	FY22/FY23	New (Round 1)
<b>I76_057</b>	I-76 (AFC)	1301 N Bailey Rd, North Jackson, OH 44451	4	Q2 2026	\$746,136	FY23/24	New (Round 2)
<b>I77_081</b>	I-77 (AFC)	125 Bluebell Dr. SW, New Philadelphia, OH 44663	4	Q2 2025	\$730,165	FY22/FY23	New (Round 1)
<b>I77_109</b>	I-77 (AFC)	5496 Dressler Rd, North Canton, OH 44720	6	Q2 2025	\$662,860	FY22/FY23	New (Round 1)
<b>I77_133</b>	I-77 (AFC)	3750 W Market St, Akron, OH 44333	4	Q2 2026	\$524,519	FY23/24	New (Round 2)
<b>I77_155</b>	I-77 (AFC)	6200 Quarry Ln, Independence, OH 44131	4	Q2 2026	\$788,586	FY23/24	New (Round 2)
<b>I270_007</b>	I-270 (AFC)	4355 W Broad St, Columbus, OH 43228	4	Q2 2026	\$1,093,782	FY23/24	New (Round 2)
<b>I270_041</b>	I-270 (AFC)	5929-5975 E Main St, Columbus, OH 43213	4	Q2 2026	\$766,914	FY23/24	New (Round 2)
<b>I270_101</b>	I-270 (AFC)	60 Worthington Mall, Worthington, OH 43085	4	Q2 2026	\$629,700	FY23/24	New (Round 2)
<b>I275_033</b>	I-275 (AFC)	3711 Stone Creek Blvd, Cincinnati, OH 45251	4	Q2 2026	\$454,738	FY23/24	New (Round 2)
<b>I675_002</b>	I-675 (AFC)	665 Lyons Rd, Washington Township, OH 45459	4	Q2 2026	\$774,007	FY23/24	New (Round 2)
<b>I680_011</b>	I-680 (AFC)	7121 Tiffany Blvd, Youngstown, OH 44514	4	Q2 2026	\$742,987	FY23/24	New (Round 2)
<b>SR15_SR103</b>	1400 S Vance St, Carey, OH 43316	SR 15 at S Vance St/US-23/SR-103	4	Q2 2026	\$817,205	FY23/24	New (Round 2)



## Chapter 8: EV Charging Infrastructure Deployment

<b>US23_SR95</b>	US-23 (AFC)	256 James Way, Marion, OH 43302	4	Q2 2026	\$608,738	FY23/24	New (Round 2)
<b>US23_SR199</b>	US-23 (AFC)	1301 N Warpole St, Upper Sandusky, OH 43351	4	Q2 2026	\$650,000	FY23/24	New (Round 2)
<b>US30_Lincoln</b>	US-30 (AFC)	1983 Lincoln Way E, Wooster, OH 44691	4	Q2 2026	\$786,968	FY23/24	New (Round 2)
<b>US30_Harrison</b>	US-30 (AFC)	122 Smith Ave SW, Canton, OH 44706	4	Q2 2026	\$759,360	FY23/24	New (Round 2)
<b>US30_Springmill</b>	US-30 (AFC)	2070 Walker Lake Rd, Mansfield, OH 44903	4	Q2 2026	\$812,145	FY23/24	New (Round 2)
<b>US30_US127</b>	US-30 (AFC)	872 N Washington St, Van Wert, OH 45891	4	Q2 2026	\$753,656	FY23/24	New (Round 2)
<b>US33_US36</b>	US-33 (AFC)	800 Delaware Ave, Marysville, OH 43040	4	Q2 2026	\$769,484	FY23/24	New (Round 2)
<b>US33_SR674</b>	US-33 (AFC)	729 Winchester Pike, Canal Winchester, OH 43110	4	Q2 2026	\$764,930	FY23/24	New (Round 2)
<b>US33_SR664</b>	US-33 (AFC)	12762 Grey St, Logan, OH 43138	4	Q2 2026	\$839,364	FY23/24	New (Round 2)

Source: DriveOhio

\*Contingently awarded amount – Award amount is subject to change based on final utility costs.



## 8.2 Planning Towards a Fully Built Out Determination

As previously mentioned, Round 2B will address the remaining gaps on EV AFCs. A particular corridor which is composed of I-80/I-90 and a portion of I-76 is owned and operated by the Ohio Turnpike Infrastructure Commission (OTIC). This corridor poses a particular challenge due to OTIC not being eligible for NEVI program funding. As such, service plazas along the corridor are not included as potential eligible locations in previous and future rounds of procurement. OTIC has been making strides to build out their facilities, however, without them being credited as NEVI compliant, ODOT is including exits outside of the Turnpike right-of-way, to be eligible for NEVI funding. This will potentially help Ohio achieve full build out status earlier and provide additional charging options for travelers on the Turnpike and intersecting corridors.

**Table 15: Rounds 1 and 2 Awards**

AFC	Round	Number of Sites Awarded	Award Amount
I-70	1	5	\$3,598,381
I-71	1	4	\$2,875,338
I-75	1	7	\$5,164,753
I-76	1	1	\$744,366
I-77	1	5	\$3,489,250
I-90	1	1	\$718,951
I-71	2	1	\$554,867**
I-76	2	2	\$1,519,007**
I-77	2	2	\$1,313,105**
I-270	2	3	\$2,490,396**
I-275	2	1	\$454,738**
I-675	2	1	\$774,007**
I-680	2	1	\$742,987**
SR-15	2	1	\$817,205**
US-23	2	2	\$1,258,738**
US-30	2	4	\$3,112,129**
US-33	2	3	\$2,373,778**
<b>Total</b>		<b>44</b>	<b>\$32,001,996</b>
<b>Round 1 Average Award Amount per Site*</b>			<b>\$721,350</b>
<b>Round 2 Average Award Amount per Site*</b>			<b>\$733,855</b>

Source: DriveOhio

\*Not all sites have the same number of ports. Not all awards have a consistent private funding match percentage.

\*\*Award amounts for Round 2 are subject to change based on utility coordination.

## Chapter 8: EV Charging Infrastructure Deployment

Based on initial EVSE vendor outreach, it was assumed that the average cost to build a new NEVI compliant site would range from \$600,000 to \$1.2 million depending on site competitiveness (i.e., expected revenue or competition in bidding), the cost of upgrading power service, and other site or charger specific infrastructure needs (i.e., use of solar or storage). Total costs for Round 1 and 2 awards confirmed that this range was reasonable. For planning purposes, an average cost of \$1 million per future NEVI site was assumed, which includes the federal share and proposer match.

As shown in **Table 16**, ODOT estimates that, pending final bids and costs from third party NEVI-funded EVSE owner operators, the NEVI “fully built out” designation will be achieved after Round 2B, which is projected to cost between \$30M to \$35M. Including the costs of Round 1 and Round 2 (about \$32 M) the total cost for the build-out will range from \$62M to \$67M. With \$140M in total funding available over the 5-year program, this leaves leaving significant funds to solve for additional State priorities, as described in **Section 8.3**.

**Table 16: Estimated Round 2B Costs by AFC Route**

Type of AFC	AFC Route #	Groups of Chargers (that fill Gaps)	Estimated Build Out \$ (Total Station Construction Cost)
Interstate	I-70	3	\$3,000,000
Interstate	I-70/I-77	1	\$1,000,000
Interstate	I-71	5-6*	\$5,000,000-\$6,000,000
Interstate	I-74	1	\$1,000,000
Interstate	I-75	1-5*	\$1,000,000-\$5,000,000
Interstate	I-76	1	\$1,000,000
Interstate	I-77	1*	\$1,000,000
Interstate	I-80	8	\$8,000,000
Interstate	I-90	3	\$3,000,000
Interstate	I-275	1	\$1,000,000
State Route	SR-13	2	\$2,000,000
US Route	US-23	1	\$1,000,000
US Route	US-30	1	\$1,000,000
US Route	US-33	1	\$1,000,000
	<b>Totals</b>	<b>30-35</b>	<b>\$30,000,000-\$35,000,000</b>

Source: DriveOhio

\*Up to 6 groups may be redundant depending on the bids received.

**Table 17** provides a summary of the estimated timeline and the number of stations required to reach a fully built-out status. **Figure 7** and **Table 18** and show potential sites for Round 2B, in addition to those in Rounds 1 and 2, needed to reach AFC full build out certification.





## Chapter 8: EV Charging Infrastructure Deployment

**Table 18: Round 2B Example Sites**

Unique ID	Route	Location	Number of Ports	Estimated Quarter / Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
I70_29	I-70	Exit 29	4+	Q3 2027	\$1,000,000	FY24/25	New
I70_59	I-70	Exit 59	4+	Q3 2027	\$1,000,000	FY24/25	New
I70_155*	I-70	Exit 155	4+	Q3 2027	\$1,000,000	FY24/25	New
I71_005	I-71	Exit 5	4+	Q3 2027	\$1,000,000	FY24/25	New
I71_32	I-71	Exit 32	4+	Q3 2027	\$1,000,000	FY24/25	New
I71_121*	I-71	Exit 121	4+	Q3 2027	\$1,000,000	FY24/25	New
I71_169	I-71	Exit 169	4+	Q3 2027	\$1,000,000	FY24/25	New
I71_186	I-71	Exit 186	4+	Q3 2027	\$1,000,000	FY24/25	New
I71_237	I-71	Exit 237	4+	Q3 2027	\$1,000,000	FY24/25	New
I74_1	I-74	Exit 1	4+	Q3 2027	\$1,000,000	FY24/25	New
I75_19*	I-75	Exit 19	4+	Q3 2027	\$1,000,000	FY24/25	New
I75_47*	I-75	Exit 47	4+	Q3 2027	\$1,000,000	FY24/25	New
I75_68*	I-75	Exit 68	4+	Q3 2027	\$1,000,000	FY24/25	New
I75_181	I-75	Exit 181	4+	Q3 2027	\$1,000,000	FY24/25	New
I75_203	I-75	Exit 203	4+	Q3 2027	\$1,000,000	FY24/25	New
I76_232	I-76	Exit 232	4+	Q3 2027	\$1,000,000	FY24/25	New
I77_46	I-77	Exit 46	4+	Q3 2027	\$1,000,000	FY24/25	New
I77_130*	I-77	Exit 130	4+	Q3 2027	\$1,000,000	FY24/25	New
I275_65	I-275	Exit 65	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_13	I-80/I-90	Exit 13	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_34	I-80/I-90	Exit 32	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_59	I-80/I-90	Exit 59	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_71	I-80/I-90	Exit 71	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_118	I-80/I-90	Exit 118	4+	Q3 2027	\$1,000,000	FY24/25	New
I80_145	I-80	Exit 145	4+	Q3 2027	\$1,000,000	FY24/25	New
I80_180	I-80	Exit 180	4+	Q3 2027	\$1,000,000	FY24/25	New
I80_209	I-80	Exit 209	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_148	I-90	Exit 148	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_178	I-90	Exit 178	4+	Q3 2027	\$1,000,000	FY24/25	New
I90_212	I-90	Exit 212	4+	Q3 2027	\$1,000,000	FY24/25	New
SR13_1	SR-13	SR-13 at Newark	4+	Q3 2027	\$1,000,000	FY24/25	New
SR13_2	SR-13	SR-13 at Mount Vernon	4+	Q3 2027	\$1,000,000	FY24/25	New
US23_1	US-23	US-23 at Delaware	4+	Q3 2027	\$1,000,000	FY24/25	New

## Chapter 8: EV Charging Infrastructure Deployment

Unique ID	Route	Location	Number of Ports	Estimated Quarter / Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
US30_1	US-30	US-30 at Bucyrus	4+	Q3 2027	\$1,000,000	FY24/25	New
US33_1	US-33	Exit 196	4+	Q3 2027	\$1,000,000	FY24/25	New

Source: DriveOhio

*\*Potential redundant site.*

### 8.3 EV Charging Infrastructure Deployment After Build Out

Once the Secretary of the US DOT certifies Ohio's AFCs as "fully built out", ODOT will focus on using Round 3 to add charging at any of the remaining gaps previously prioritized in their [2020 Electric Vehicle Charging Study](#). These general target locations include the following:

- OH-2 intersection with US-250, Sandusky, OH
- US-23 intersection with Charleston Pike, Chillicothe, OH
- US-23 intersection with US-52, Portsmouth, OH
- US-24 intersection with N. Clinton St., Defiance, OH
- US-33 intersection with US-68, Bellefontaine, OH

Sites with a focus on equity in areas such as Appalachian and rural counties, along with other corridors that have been voiced as a top priority by the public, will be included. Therefore, the following corridors have been identified for charging needs in Round 3:

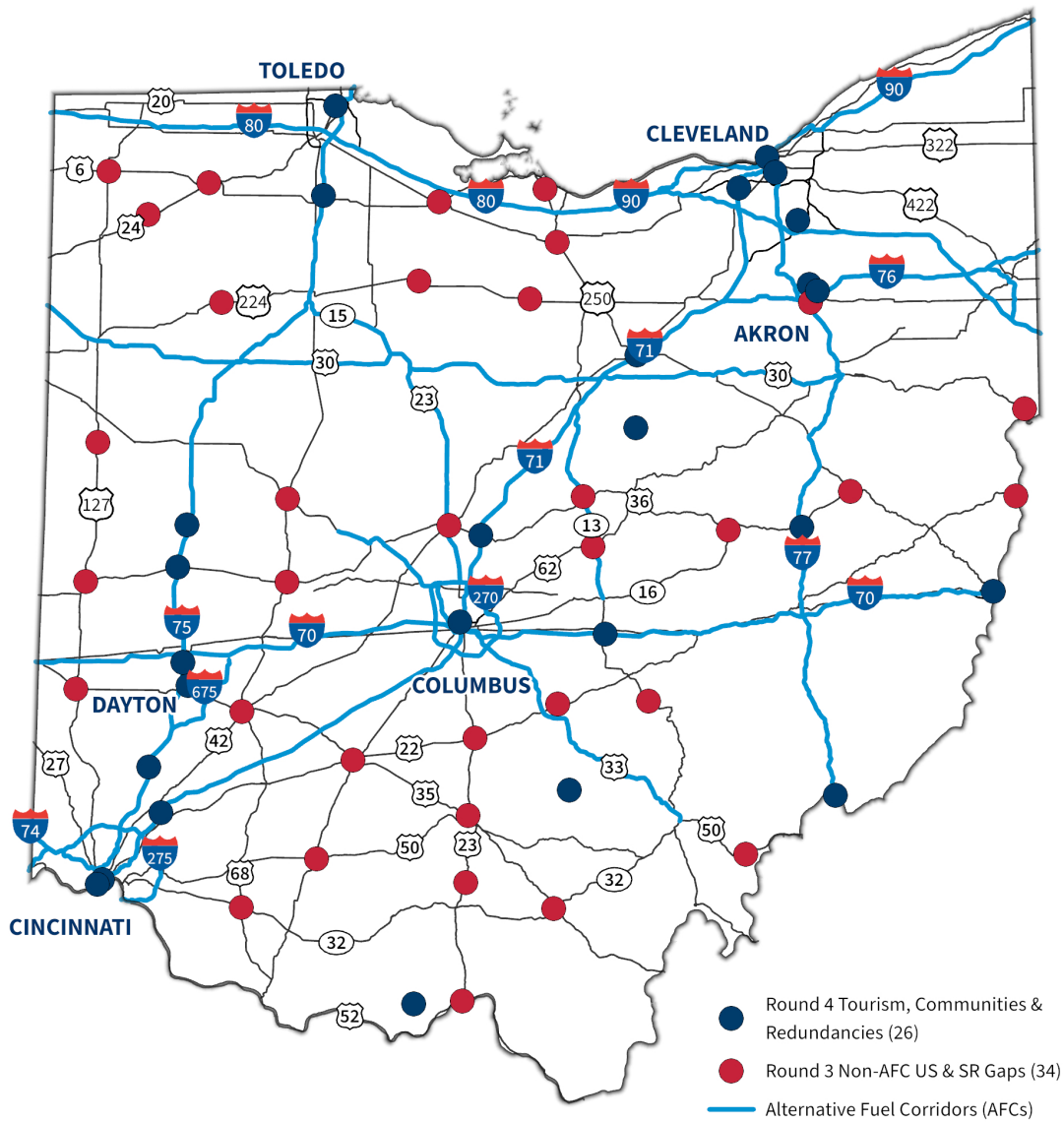
- Southern/Southeastern Ohio: US-22, US-23, US-35, US-50, SR-13, and SR-32
- Central/Northern Ohio: US-6, US-24, US-30, US-33, US-36, US-127, and US-224

The prioritization for charging will be based on traffic counts, power availability, site availability, consideration of public comments, and any other potential rule changes. It is anticipated that EV charger installations in Round 3 will follow the same NEVI requirements along AFCs (DC fast chargers with at least 4x150 kW CCS ports).

It is anticipated that Round 4 procurement will focus on Interstate charging redundancies following NEVI requirements along AFCs. Prioritization for Interstate redundancies will be based on NEVI funded site utilization data. Based on the funds remaining in Round 4, community hub charging in larger cities and destination charging will be considered. The community and destination charging sites could have a potential mix of DCFC and L2 chargers.

**Figure 8** shows potential sites for Rounds 3 and 4 beyond full build out.

## Chapter 8: EV Charging Infrastructure Deployment



**Figure 8: Post-AFC Full Build Out Possible Locations**

Source: DriveOhio FY24-26 Infrastructure Deployments

**Table 19** shows how building out each round with NEVI compliant charging sites will make progress towards ODOT's stated outcome of "90% of Ohio Residents live within 25 miles of NEVI Compliant Chargers."

**Table 19: Ohio Population Reached by Chargers**

Population within 25 miles of...		
Round 1 Sites	8,289,445	71%
+ Round 2 Sites	10,089,186	86%
+ Round 2B Sites	10,927,634	94%
+ Round 3 and 4 Sites	11,611,889	99%
<b>Total Population</b>	<b>11,675,275</b>	<b>100%</b>

Source: DriveOhio

## Chapter 9: Implementation

DriveOhio is currently gathering information and feedback from stakeholders on how discretionary funding awarded to other entities around the state could impact the current plans. During the 2024 outreach and engagement sessions, the locations for future Rounds 3 and 4 were shared with the public and the feedback received was generally supportive of the approach proposed.

### 8.3.1 Increases of Capacity / Redundancy along Existing AFC

It is estimated that the NEVI Formula funds received by ODOT are sufficient to cover a variety of “fully built out” approaches. As described in detail in **Chapter 4** and **Chapter 5**, ODOT’s goal is to utilize NEVI Formula funds to catalyze the Ohio market to ensure a robust network of NEVI compliant EVSE owned and operated by non-state, public, and private parties including businesses of various kinds.

ODOT’s NEVI Plan seeks to strike an appropriate balance of ODOT assessed priority locations to fill gaps using competitive procurements while allowing the market to decide the appropriate level of redundancy for Ohio’s AFCs.

### 8.3.2 Community and Destination Charging

ODOT recognizes the importance of community and destination charging in complementing the AFCs and supporting the broader transition to electric vehicles. While the primary focus of the NEVI Formula funding is on building out the State’s AFCs, ODOT is committed to exploring opportunities to support community and destination charging and will continue to monitor developments in the EV market and adapt its strategies as necessary to ensure the most effective use of NEVI funds.

### 8.3.3 EV Freight Considerations

DriveOhio’s August 2021 [Freight Electrification Report](#) outlines Ohio’s path forward for commercial vehicle electrification. The Report details existing practices and the future framework needed to facilitate the freight and logistics industries transition to EVs. Collectively, UPS, FedEx, DHL, Bimbo Bakeries, PITT Ohio, Firefly Transportation Services (now Lazer Spot Inc.), and R&L Carriers cite increased safety, reduced carbon emissions, driver preference, and a competitive edge and job creation as reasons to electrify their fleet operations.

As described in **Chapter 1**, ODOT plans to evaluate opportunities to utilize NEVI Formula funding remaining after building out the State’s AFCs. One option being considered is funding EVSE projects that will support freight electrification.

### 8.3.4 Public Transportation Considerations

ODOT’s priority is fully building out Ohio’s FHWA designated AFCs, however, ODOT plans to continue to evaluate opportunities to support transit electrification and connect transit riders to other transportation electrification and mobility options in future years of the NEVI program. ODOT plans to make updates to its NEVI Plan annually and will include updates to its Public Transit Electrification plans pending further guidance from the Joint Office and FHWA.

## Chapter 9 Implementation

In order to comply with all federal and state legal provisions as described in **Chapter 5**, ODOT developed a competitive procurement program to award and disburse NEVI Formula funds. To

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effectively manage such a procurement program, ODOT is performing and will continue to perform the activities outlined in Chapter 9 of the FY24 plan.

For the Round 2 procurement, ODOT modified the data collection and sharing requirements for NEVI-funded EVSE owners to align with the standards in the [EV-ChART Data Format and Preparation Guidance](#) and the format prescribed by the Joint Office of Energy and Transportation in the [EV-ChART Data Input Template](#). Data shall be provided in .CSV format or an alternative format with ODOT approval and will be required to be shared for a period of at least 5 complete calendar years after the charging station become operational. ODOT's contract for NEVI funding requires the data elements to be shared in accordance with the specified frequency and grouping as described below.

### 9.1.1 Near Real-Time Data Requirements

To support ODOT's performance monitoring and measurement, the NEVI Developer shall provide the following data in near real-time. Near real-time should be considered no more than an hour lag.

- Charging station identifier
- Address (street, city, state, and zip code) of the property where the charging station is located
- Charging port identifier
- Number of charging sessions
- Number of unique users
- Charging session start time/end time
- Successful session completion by port (yes/no)
- Energy (kWh) dispensed to EVs per session by port
- Peak session power (kW) by port
- Price customer paid (itemized, including power, tax, and other fees) by session
- Average charging session time
- Average charging session power (kW and kWh)
- Charger operational (yes/no)

### 9.1.2 Quarterly Data Requirements

To be compliant with the reporting requirements of the Final NEVI Standards and Requirements, the NEVI Developer shall provide a quarterly report in a form to be approved by ODOT that includes the following:

- Charging station identifier
- Charging port identifier
- Number of charging events
- Number of unique users
- Charging session start time / end time
- Successful session completion (yes/no) by port
- Error codes associated with unsuccessful charging sessions by port
- Energy (kWh) dispensed/charged to EVs per session by port

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- Peak session power (kW) by port
- Price customer paid (itemized, including power, tax, and other fees) by session
- Payment method associated with each charging session
- Charging station port uptime for each of the previous three months
- Duration in minutes for each outage
- Average charging event time
- Average charging event power (kW and kWh)
- Maintenance and report cost per charging station for each of the previous three months (total costs and costs paid through use of federal funds)

If a charging station is installed and accepted by ODOT at any point prior to the end of a quarter, quarterly data information still needs to be submitted from the start of operation to the end of the quarter. For reporting purposes, quarterly periods are as follows:

- January 1 to March 31
- April 1 to June 30
- July 1 to September 30
- October 1 to December 31

Unless directed otherwise by ODOT, quarterly data submissions shall be made no later than one month following the end of each completed quarter (i.e. submit data for January 1 to March 31 period by April 30).

### 9.1.3 Annual Data Requirements

To be compliant with the reporting requirements of the Final NEVI Standards and Requirements, the NEVI Developer shall provide an annual report in a form to be approved by ODOT that includes the following:

- Charging station identifier
- Maintenance and repair costs per charging station for the previous year;
- Identification of and participation in any state or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman- owned businesses, and businesses owned by economically disadvantaged individuals

Annual data must be submitted annually by March 1<sup>st</sup> starting the year following acceptance of the charger by ODOT and each year of the ODOT contract thereafter. For example, for charging stations that become operational any time during the 2024 calendar year, annual data must be submitted no later than March 1, 2025.

### 9.1.4 Third Party Data Sharing Requirements

Pursuant to the Final NEVI Standards and Requirements, the following data fields are to be made available, free of charge, to third party software developers, via API:

- Charging station identifier



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- Address (street, city, state, and zip code) of the property where the charging station is located
- Geographic coordinates in decimal degrees at the location of the charging station itself (not the parcel where it is located)
- Charging station operator name
- Charging station phone number
- Charging network provider name
- Charging station status (operational, under construction, planned or decommissioned)
- Date when charging station first became available for use
- Number of charging ports
- Number of charging ports accessible to users with disabilities
- Charging port information
  - Unique charging port identifier
  - Connector types available at each charging port
  - Charging level by port (DCFC, AC Level 2, etc.)
  - Maximum power delivery rating in kW by port
  - Accessibility by vehicle with trailer (pull-through stall) by port (yes/no)
  - Power sharing by port (i.e., whether power sharing between EVSEs is enabled)
  - Real-time status of each charging port in terms defined by Open Charge Point Interface 2.2.1
- Pricing and payment information:
  - Pricing structure
  - Payment methods accepted at charging station
  - Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1.

### 9.1.5 One-Time Data Requirements

Beginning in 2024, pursuant to the Final NEVI Standards and Requirements, the following data must be collected and submitted by the NEVI Developer once for each charging station on or before March 1<sup>st</sup> of each year for each new/upgraded charging station installed during the previous calendar year. For example, for charging stations that become operational any time during the 2024 calendar year, one-time data must be submitted no later than March 1, 2025.

- Name of station operator and address (street, city, state, and zip code) of station operator involved in the operation and maintenance of chargers
- Address (street, city, state, and zip code) of the property where the charging station is located
- Geographic coordinates in decimal degrees at the location of the charging station itself (not the parcel where it is located)



## Chapter 10: Equity Considerations

- Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type per charging station
- Charging station real property acquisition cost
- Charging equipment acquisition and installation costs
- Distributed energy resource acquisition and installation costs
- Other costs as required by FHWA in accordance with [EV-ChART Data Format and Preparation Guidance](#)
- Aggregate grid connection and utility upgrades paid to the electric utility separated into 1) total distribution and system costs, and 2) total service costs
- Pricing and payment information including pricing structure and payment methods accepted at charging station

## Chapter 10 Equity Considerations

Ohio's NEVI Program is being developed through engagement with rural, underserved, and disadvantaged communities in support of the Justice40 Initiative<sup>5</sup> as a part of Executive Order 14008, which has a goal of delivering 40 percent of the benefits of federal investments in climate and clean energy to disadvantaged communities (DACs). ODOT has reviewed available United States Department of Transportation (US DOT) and United States Department of Energy (US DOE) definitions of disadvantaged communities and understands that the relevant agency definitions, methods, and tools for identifying these communities, as well as for determining the calculation of benefits, are continuing to evolve with future expected guidance.

### 10.1 Identification and Outreach to Disadvantaged Communities in the State

ODOT continues to use the [Climate and Economic Justice Screening Tool \(CEJST\)](#) to identify designated DACs, as shown and discussed in the FY24 EV Infrastructure Deployment Plan. According to the CEJST Tool, 22.12% of Ohio's land area is located within a DAC.

The public engagement efforts described in **Chapter 3** have continued to include organizations representing DACs. Organizations such as MPOs and transportation agencies ensure the DAC perspective is reflected throughout Plan development. Building upon that foundation, ODOT has also conducted an on-going comprehensive public engagement process that specifically seeks to identify and engage both community-based organizations and community residents in rural, underserved, and disadvantaged areas. **Table 20** summarizes the equity focused outreach performed in the last year and previously presented in **Chapter 3**. ODOT will seek to continue to engage additional equity stakeholders throughout the five-year NEVI Formula program.

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<sup>5</sup> <https://www.whitehouse.gov/environmentaljustice/justice40/>

## Chapter 10: Equity Considerations

**Table 20: Equity Public Engagement Activities to Date**

Type	Relevance for NEVI Planning	Meeting Topics and Outcomes	Meetings/ Dates
<b>Public Transportation Agencies</b>	Connect public transit systems to overall State electrification plan to ensure equity and access for citizens who rely on public transit	How can ODOT align the NEVI Plan with transit Electrification plans? Park & rides? And mobility priorities? Do transits want to participate in equity-based planning and engagement?  Outcomes included continued dialogue to identify future program synergies.	May through end of July 2022
<b>Power a Clean Future Ohio / Ohio Climate and Clean Energy Coalition</b>	Coalition of Ohio Environmental Orgs (Sierra Club, NRDC, OEC, etc.) and Local Govts. that have carbon reduction plans	Environmental Organizations are on the FHWA list of recommended public engagement audiences, and this would be an opportunity to address the main groups at once.  Feedback included although proposed chargers are not in their jurisdiction for initial phases, municipal power providers are interested in additional engagement.	June 13, 2022 June 15, 2022 June 22, 2022 June 29, 2022
<b>Equity Workshop</b>	Co-create an approach that proactively considers equity during the discretionary NEVI funding portion of the program.	Participants provided feedback on the following discussion questions: - What type of sites are best? - What amenities are important? - What information is important to share? - Who should it be shared with? - What outreach methods are best? - Develop action items? - How do we define success?  Feedback and input from communities on how to ensure that NEVI deployment through discretionary funding phase is equitable and meeting the needs of the community.	December 2023
<b>Community Listening Sessions</b>	Public information sessions to provide general information on NEVI Plan, held in:  1. Northeast Ohio 2. Central Ohio 3. Southwest Ohio 4. West Central Ohio 5. Southeast Ohio 6. Northwest Ohio	ODOT works with the MPOs and Drive Electric Ohio chapters in these regions to invite local community-based organizations, and local residents to a series of Transportation Electrification listening sessions, which focus on the yearly NEVI updates. Locations are chosen throughout the state in order to accessible to both Ohio's urban and rural communities.  During the 2024 outreach period, feedback on the information presented was very positive. Participants indicated a successful NEVI program would provide coverage, alleviate range anxiety, and achieve the goals of the plan. Information on the availability of NEVI funds, ODOT's plans for future discretionary rounds, and the progress of Rounds 1 and 2 resonated most with those in attendance. Participants suggested that the location of chargers, continued sharing of NEVI program progress and general EV education is the most important information to share in future outreach.	1. 7/22, 6/23, 6/24 2. 7/22, 6/23, 6/24 3. 7/22, 6/23, 6/24 4. 7/22, 6/23, 6/24 5. 7/22, 6/23, 6/24 6. 7/22, 6/23, 6/24

Source: DriveOhio

## Chapter 10: Equity Considerations

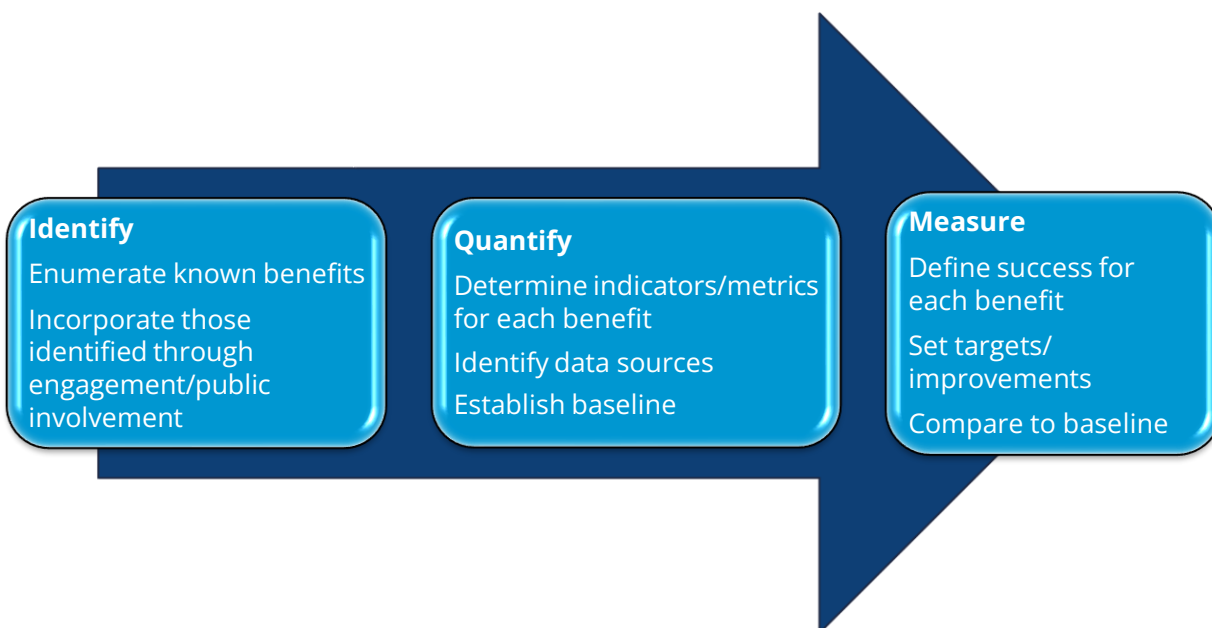
Of note, ODOT held an Equity Workshop in December 2023. This Workshop served as a tool to facilitate a discussion around equity, allowing participants and the State to co-create an approach that proactively considers equity during the discretionary NEVI funding portion of the program, ultimately leading to more successful outcomes. The attendees represented a diverse range of important interests including affordable housing, ADA advocacy, outreach, community development & workforce, and equity for minority and rural communities.

The Workshop provided a space for the attendees to increase understanding of needs and program framework; develop a shared vision for success; and lay out recommended outreach strategies for ODOT as they plan for discretionary funding. Attendees shared information on potential EV charging locations, what types of amenities should be prioritized; what types of information is important to share with communities; how that information should be shared and who should it be shared with; and how would the group define success of the program.

The information gathered from this workshop provided ODOT with valuable feedback and insight that will be used by ODOT to inform outreach efforts and discretionary funding plans. ODOT sees this as the beginning of a multi-step process and will continue to engage additional equity stakeholders throughout the five-year NEVI Formula program.

### 10.2 Process to Identify, Quantify and Measure Benefits to DACs

ODOT has developed the three-step process shown in **Figure 9** to identify, quantify, and measure benefits to DACs and has generated an initial set of benefits, metrics and data sources that will be used to measure the impact on DACs, as illustrated in **Table 21**. These items may be revisited to incorporate additional insights and priorities as DAC outreach continues.



**Figure 9: Benefit Identification and Measurement Process**

Source: DriveOhio

## Chapter 10: Equity Considerations

**Table 21: Benefits, Metrics and Data Sources**

Benefit	Metric	Data Source
<b>1. Improve clean transportation access through the location of chargers</b>	a. Distance to nearest charger from DAC b. Charger utilization by location	Justice40 mapping (for DAC locations) EV charger locations from NEVI plan/implementation NEVI charger utilization data
<b>2. Reduce environmental exposures to transportation emissions</b>	a. Air quality metrics b. Emissions reduction potential based on shift from Internal Combustion Engine (ICE) to EVs	ODOT traffic volumes/projections for AFCs Ohio EPA air quality reports EPA MOVES Model
<b>3. Provide charging infrastructure for shared-ride vehicles</b>	a. Chargers located at or near vehicle bases/along routes	EV charger locations from NEVI plan/implementation Ride share location/route data
<b>4. Increasing community cohesion through program design and public involvement</b>	a. Number of meaningful public involvement activities engaging members of disadvantaged communities	ODOT engagement records Community organization feedback
<b>5. Establishing community-based partnerships</b>	a. Number of partnerships developed / maintained with community-based organizations for NEVI program	ODOT/JobsOhio records
<b>6. Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities</b>	a. Number of clean energy-related job training opportunities leveraging charger planning, installation, operation and/or maintenance b. Number of EVITP certifications	JobsOhio, community colleges/education partners, community organizations/MPOs, EVITP, OWT

Source: DriveOhio

Given the limited number of operational NEVI-funded stations in the State at the time of the publishing of this plan, a robust analysis of all of the metrics in **Table 21** is not yet possible. However, analysis can be performed on the following benefits and corresponding metrics:

**Benefit 1** - Improve clean transportation access through the location of NEVI chargers

**Metric 1a** - Distance to nearest charger from DAC

To evaluate the distance of the operational and planned stations from DACs, the sites were added to the GIS file containing the Ohio EV Charger Coverage Gap Planning Map. GIS tools were utilized to calculate the distances between the DACs and the nearest chargers. The number and the percentage of chargers within a DAC or within a 1-mile distance from a DAC were highlighted, as well as an analysis of incremental distances from a charger to the nearest DAC.

The percentage of operational or planned NEVI compliant charging sites in Ohio located within incremental distances from a DAC is shown in **Table 22**. The first two procurement rounds were aimed at building out the AFCs, and future post build-out rounds will prioritize and ensure that the Ohio NEVI Program will deliver 40% of its benefits to DACs.

**Table 22: Charger Deployment in Disadvantaged Communities**

Metric	Round 1	Round 2	Total	Percentage
# Sites within DAC	3	6	9	20.45%
# Sites within 0.5 miles of DAC	4	6	10	22.72%
# Sites within 1 mile of DAC	5	9	13	29.54%
# Sites within 3 miles of DAC	10	17	27	61.36%
# Sites within 5 miles of DAC	15	18	33	75%

Source: DriveOhio

**Benefit 4** - Increasing community cohesion through program design and public involvement

**Metric 4a** - Number of meaningful public involvement activities engaging members of disadvantaged communities

From 2022 through 2024, there have been a total of 25 public involvement activities held throughout the State and conducted virtually. Of the 315 attendees at the 2022-2024 general public information sessions, a significant majority, 229 participants, which represents 73% of the total, were residents of Disadvantaged Communities as identified by the Climate & Economic Justice Screening Tool<sup>6</sup>.

## Chapter 11 Labor and Workforce Considerations

As a manufacturing state, Ohio has a competitive advantage to capitalize on these market trends, attract OEM investments, and create new job opportunities in the design, assembly, operations, and maintenance of EVs and EVSE.

While there are a wide variety of career pathways that will be directly and indirectly impacted by vehicle electrification, three job categories are especially critical within Ohio’s workforce for the EV and EVSE talent ecosystem: EVSE installation and upgrades, EV maintenance and repair, EV supply chain and manufacturing. Although there is overwhelming evidence that electrification is the future of the transportation sector, Ohio must be strategic in how it achieves both transportation electrification and related workforce development outcomes. There are numerous opportunities for economic and workforce development that build upon existing Ohio manufacturing infrastructure, technician maintenance, and methods of training. Ultimately, this means initial progress for transportation electrification is well-underway in Ohio and elsewhere, underscoring the urgency in taking expedient action to capitalize on this automotive transition and its labor and workforce opportunities.

The remainder of this chapter presents initiatives that can effectively address and mitigate workforce challenges in Ohio.

<sup>6</sup> <https://screeningtool.geoplatform.gov/en/#3/33.471-97.5>

## 11.1 NEVI Formula Program | Certified Electricians

EV infrastructure projects primarily require work by electrical contractors and therefore electricians. Ohio requires licensing for electrical contractors who work on commercial projects, but does not require a licensed journeyman electrician to perform electrical work.<sup>7</sup>

Ohio is looking to leverage the Electrical Industry Training Centers and International Brotherhood of Electrical Workers to prioritize training in EVSE installation to support ODOT’s NEVI Plan. Ohio is working to bring additional EVSE certifications through the NEVI recommended EVITP curriculum. To do this, the State is leveraging the Ohio TechCred program available to local electrical contractors. More information on this approach is described below.

## 11.2 EVITP Certifications | Additional EVSE Specific Training for Certified Electricians

EVITP is a non-profit, national collaborative of automakers, utility companies, EVSE manufacturers, safety professionals, electrical professionals, and educators that delivers a comprehensive EV Training and Certification program for experienced electricians. The ability to verify experience and expertise through a nationally recognized EVITP — which requires 8,000 hours of electrical field experience as a minimum requirement for program participation — ensures that consumers in all market segments are working with established, certified electricians. Electricians also gain important EV charging infrastructure and electrical technology skills through the EVITP, which has been deploying training throughout the U.S. and Canada since 2011 with over 6,000+ electricians certified.

An increase in the number of EVITP certified electricians in Ohio and onboarding of new industry talent into Department of Labor recognized apprenticeships, will ensure that Ohio can meet demand today and keep pace with the rapidly growing EV market. EVSE installation and maintenance is electrical work, therefore the growth of the EV market will create more career opportunities for electricians in Ohio, as shown in **Table 23**.

**Table 23: Electrician Career Opportunities**

EVITP Ohio Specific Success and Scalability	
<b>EVITP Certified Contractors</b>	In Ohio, over 1,175 qualified electricians have advanced EVITP certified skills, with hundreds more graduating annually from U.S. Department of Labor recognized apprenticeship programs. Additionally, the EVITP Contractor network in Ohio includes 92 different affiliated contractors who already utilize EVITP trained and certified electricians to perform EV work in all market sectors <sup>8</sup> . Visit <a href="http://www.evitp.org">http://www.evitp.org</a> to review the complete list of Ohio affiliated contractors.
<b>Focus on Diversity &amp; Inclusion</b>	EVITP strongly supports that the future EV workforce of qualified electricians be accessible and inclusive. In 2021, EVITP was asked to partner on the Bloomberg Philanthropy American Cities Climate Challenge in 26 select U.S. markets, including Columbus and Cincinnati, to award scholarships for EVITP training to qualified electricians, with a focus on ensuring 50% of the electricians included in the program represent Women, Black, Indigenous People or People of Color.
<b>Online, In-Person, &amp; Hybrid Models</b>	EVITP now provides the full 20-hour course material for qualified electricians (8,000+ hours of experience) online. Upon successful course completion, qualified electricians take a 2-hour proctored exam online or at a training partner physical location. Exams must be passed at 75% for certification.

Source: EVITP

<sup>7</sup> <https://www.servicetitan.com/licensing/electrician/ohio>

<sup>8</sup> <https://evitp.org/ohio>



## Chapter 11: Labor and Workforce Considerations

Efforts are underway to develop new and emerging credentials in the field. ChargerHelp! and SAE International's Sustainable Mobility Solutions have partnered to assist in EV charging infrastructure workforce development; in February 2024, the first class graduated from the joint venture's program and received their certification. The four to six week program was then rolled out nationwide in April 2024.

DriveOhio will maintain compliance with [23 CFR 680.106\(j\)](#) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining 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.

### 11.3 Ohio TechCred Program | Reimbursed Training for Credential Programs

Multiple Ohio agencies are collaborating to ensure Ohio's electricians are eligible to receive national best practice training as described in the EVITP section in this chapter. Agency staff from ODOT, the Governor's OWT, and the Ohio Department of Development, are coordinating on providing additional financial reimbursement support for EVITP through the State's existing TechCred program.

The TechCred program helps Ohioans learn new skills and helps employers build a stronger workforce with the skills needed in a technology-infused economy. These technology-focused, credentials take a year or less to complete and prepare current and future employees for the technology jobs Ohio employers need. Ohio's TechCred Program allows employers who submit successful applications to be reimbursed up to \$2,000 per credential when current or prospective employees complete eligible technology-focused credentials, up to \$30,000 per employer during each application period, and up to \$180,000 per year. To date, over 3,000 unique Ohio employers have been approved for TechCred funding, providing the opportunity for Ohioans to earn over 100,000 tech-focused credentials. As part of Ohio's EV workforce strategy, the EVITP certification and the Ford EV Technician certification courses have been added to the TechCred program. To date, three businesses have utilized TechCred for 76 EVITP credentials and one business has utilized TechCred for one Ford EV credential.

### 11.4 Governor's Office of Workforce Transformation | Statewide Workforce Coordination

Ohio is uniquely well-resourced in workforce development, with a robust set of successful projects and initiatives helping build and grow a competitive and well-trained workforce for Ohio's economy. Heading up Ohio's diverse workforce development programs and resources is the Ohio Governor's OWT with a mission to connect Ohio's business, training, and education communities to build a dynamically skilled, productive, and purposeful workforce. The OWT directly coordinates a series of initiatives to fulfill its mission as described in **Table 24**.

Table 24: Office of Workforce Transformation Initiatives<sup>9</sup>

Initiative	Description
<b>Individual Microcredential Assistance Program (IMAP)</b>	The IMAP helps Ohioans who are low income, partially unemployed, or totally unemployed participate in a training program to receive a credential at no cost.
<b>Strengthening Ohio’s Broadband &amp; 5G Workforce</b>	The Governor’s OWT and BroadbandOhio published a strategic plan that outlines a detailed framework and roadmap to establish a skilled workforce that will implement broadband and 5G.
<b>Industry Sector Partnership Grants</b>	Ohio’s Industry Sector Partnership grant program helps fund collaborative efforts between local business, education, training providers, and community stakeholders.
<b>State Approved, Industry Recognized Credentials</b>	Members of the business community can inquire with the Governor’s Office of Workforce Transformation about industry-recognized credentials that are approved by the Ohio Department of Education and the Ohio Department of Higher Education.
<b>High School Tech Internship Pilot Program</b>	The High School Tech Internship Pilot Program is an opportunity for Ohio employers to hire high school interns and receive reimbursement for their wages.
<b>TechCred</b>	The TechCred Program will help Ohioans learn new skills and help employers build a stronger workforce with the skills needed in a technology-infused economy.
<b>OhioMeansJobs.com</b>	OhioMeansJobs.com is Ohio’s free, online career counseling center that connects businesses to job seekers and provides career services to all Ohioans.
<b>Top Jobs</b>	Ohio’s Top Jobs List is a customizable, online tool to help guide Ohioans on career pathways that meet their individual needs and goals and allow them to take advantage of employment opportunities available in our state.
<b>Ohio to Work</b>	Career service professionals at Ohio to Work will provide you with free guidance and resources to get you on the path to finding a stable career.
<b>Choose Ohio First</b>	The Choose Ohio First Scholarship is designed to strengthen Ohio’s competitiveness within STEM disciplines and STEM education.
<b>Career Pathways Resource</b>	The “Find Your Career Pathway” resource encourages Ohio students, parents, and schools to start conversations about the best pathway to a successful career in Ohio.
<b>Career Resource Navigator</b>	This resource can help people find opportunities to explore actual outcomes for people who recently completed training and education programs and links to other career resources.
<b>Innovative Workforce Incentive Program (IWIP)</b>	IWIP is designed to expand student access and provide new opportunities for the next generation of the workforce.
<b>ApprenticeOhio</b>	Ohio offers apprenticeship opportunities in traditional fields such as construction and manufacturing and in nontraditional apprenticeship fields such IT and health care.
<b>Choose Ohio First (COF)</b>	The COF program will provide scholarships to boost Ohio’s efforts to strengthen the State’s workforce in the STEM field.

Source: DriveOhio

### 11.5 Ohio’s Auto and Advanced Mobility Workforce | Strategy and Action Plan

To best position Ohio’s economy and workforce for success and to manage potential risks during the EV transition, the Governor’s OWT launched Ohio’s Auto and Advanced Mobility Workforce Strategy<sup>10</sup> on June 13, 2023, which is a strategic plan to strengthen and build Ohio’s advanced manufacturing workforce, specific to the EV transition. As part of the strategy, OWT, OMA, along with other industry participants, provided an up-to-date overview of the EV sector and set forth a roadmap to tackle the industry’s workforce deficit. This includes an opportunity to strengthen workforce initiatives across industries that share foundational competencies, such as semiconductors. The plan lays out a

<sup>9</sup> <https://workforce.ohio.gov/initiatives>

<sup>10</sup> [https://workforce.ohio.gov/wps/wcm/connect/gov/2e9f6e52-a4bc-4ef6-9080-e6b06f067a1a/Ohio%27s+Electric+Vehicle+Workforce+Strategy.pdf?MOD=AJPERES&CONVERT\\_TO=url&CACHEID=ROOTWORKSPACE.Z18\\_K9I401S01H7F40QBNJU3SO1F56-2e9f6e52-a4bc-4ef6-9080-e6b06f067a1a-oyNxjrD](https://workforce.ohio.gov/wps/wcm/connect/gov/2e9f6e52-a4bc-4ef6-9080-e6b06f067a1a/Ohio%27s+Electric+Vehicle+Workforce+Strategy.pdf?MOD=AJPERES&CONVERT_TO=url&CACHEID=ROOTWORKSPACE.Z18_K9I401S01H7F40QBNJU3SO1F56-2e9f6e52-a4bc-4ef6-9080-e6b06f067a1a-oyNxjrD)





## Chapter 11: Labor and Workforce Considerations

method to boost career awareness, widen the talent reservoir, and initiate and expand education and training programs across the state. The key elements of the strategy's plan are:

- Establishing a statewide EV industry sector partnership with regional implementation
- Driving EV industry desirability and career awareness
- Broadening the EV workforce talent pool

The strategy forecasts the creation of over 25,000 new jobs by 2030 through a blend of EV manufacturing and maintenance, battery development manufacturing, and operations and installation of charging stations. This projected growth, representing nearly a 30 percent surge over the current automotive manufacturing sector workforce, will necessitate a complete overhaul of learning pathways by both the industrial and academic sectors. This would involve scaling training and skilling opportunities through initiatives such as TechCred and IMAP and amplifying the workforce to fuel the future of advanced manufacturing. To support this strategy, DriveOhio staff serve in advisory roles and provide \$500,000 from DriveOhio's budget each fiscal year.

### 11.6 Ohio's EV Workforce | FY 2024-2025 State Budget

Alongside the initiatives mentioned above, Governor DeWine signed the State of Ohio's FY 2024-2025 operating budget bill (House Bill 33) into law. The budget allocates historic investments in Ohio's workforce and communities. Certain provisions outlined in the budget are found in **Table 25**.

**Table 25: Workforce Provisions in the Final Operating Budget for FY 2024-2025**

Provision	Description
<b>Career-Tech Equipment</b>	The budget allocates \$100 million to purchase equipment for career-tech centers so students are trained on modern equipment they will encounter in the workplace. The funding will be prioritized for programs that support <a href="#">Ohio's Top Job List</a> and credentialing programs in sectors that urgently need employees.
<b>Credentials for High School Students</b>	More than \$15 million per fiscal year would be used to fund industry-recognized credentials for students. This funding would also finance a new initiative – the Work-based Learning Incentive Program – to promote hands-on student interactions with industry professionals in workplace settings.
<b>Super RAPIDS</b>	Using one-time federal funding of \$100 million, the budget would create a new initiative to expand the Regionally Aligned Priorities in Delivering Skills (RAPIDS) program, allowing Ohio Technical Centers to help strengthen education and training opportunities that maximize workforce development in defined areas.
<b>Industry Sector Partnership (ISP) Grants</b>	By increasing funding for ISPs by \$5 million over current levels (from \$2.5 million per fiscal year to \$5 million per fiscal year), the governor's budget would help manufacturers expand regional talent strategies.
<b>TechCred</b>	The budget will provide \$25.2 million per fiscal year for TechCred (\$50.4 million over the biennium) – an increase of about \$20 million a year.
<b>DriveOhio and UAS Center EV Workforce Transformation</b>	The budget will provide \$500,000 per fiscal year to support workforce efforts around electric vehicle opportunities.

Source: DriveOhio

### 11.7 DriveOhio Workforce Initiatives

DriveOhio is preparing Ohio's talent for the future of smart mobility (including electric vehicles) with a portfolio of workforce development programs, from Pre-K to PhD, as shown in **Table 26**.



**Table 26: DriveOhio Workforce Initiatives**

Program	Description
<b>Smart Mobility Ambassador</b>	Engages students of all ages in conversations about next-generation transportation career opportunities across Ohio. High school educators recruit high school students to serve as ambassadors; K-6 afterschool educators coordinate and facilitate DriveOhio's STEM outreach activities; and Smart Mobility Ambassadors teach younger students about smart mobility technology and lead hands-on STEM activities. Benefits for students include job connections, career-based networking, and service and/or work-based learning hours. Benefits for educators include continuing education credits, alignment with 21st Century Skills, and development of Ohio's emerging workforce. In 2023, DriveOhio launched free "train-the-trainer" e-learning as part of the new <a href="#">Smart Mobility Training Academy</a> on the ODOT Local Technical Assistance Program (LTAP) website, and published a wide variety of free STEM education resources (including lesson plans and videos) on the DriveOhio <a href="#">Smart Mobility Ambassador website</a> . This information will be cross-listed on the <a href="#">INFOhio</a> K-12 digital resource platform, to ensure broad access to these free materials for educators and students across Ohio.
<b>Smart Mobility Career Connections</b>	In alignment with the Ohio Department of Education Career Connections initiative, provides Ohio employers an opportunity to connect with middle school and high school career counselors and their students who are interested in smart mobility career opportunities. A series of activities co-hosted by DriveOhio, in collaboration with education partners, will encourage students to get involved with career exploration and networking. In Fall 2023, DriveOhio will kick off a monthly webinar series with employers from across Ohio, with topics including EVs and charging stations.
<b>Smart Mobility Innovator</b>	Brings DriveOhio projects into Ohio higher education and K-12 classrooms. From capstone projects to innovation challenges, the program offers students and educators the opportunity to develop advanced mobility solutions in their communities while exploring potential career pathways. Since 2018, DriveOhio has sponsored a wide variety of capstone projects with teams of higher education and high school students across Ohio, on topics including EV equity and smart mobility hubs.
<b>Educator Toolkit</b>	Provides resources to K-12, Career Technical educators, employers, and workforce stakeholders to facilitate STEM education and career outreach programs. The toolkit features course materials and curriculum, grant and funding opportunities, career connections, and professional development. The toolkit is available to educators through free registration. DriveOhio is also in the process of developing a similar toolkit for the higher education audience.
<b>Vehicle Electrification Training and Upskilling Programs</b>	Identifies areas of workforce opportunity for employers involved with the NEVI program. Initial interviews with a self-selecting group of employers have helped DriveOhio identify both short and long-term action items to help support the State's workforce. These include validating TechCred suitability of in-demand training programs and working with employers to submit trainings for TechCred approval, creating or enhancing training and upskilling programs to meet the workforce needs related to EV deployment within the state, and investing in career and industry awareness.

Source: DriveOhio

## Chapter 12 Physical Security and Cybersecurity

### 12.1 Physical Security

No changes.

### 12.2 Cybersecurity

Cybersecurity and personal privacy are fundamental to the State of Ohio and ODOT in order to protect the data collected, managed, and stored through Ohio's contracts. Cybersecurity and personal privacy risk have been a major consideration in how the NEVI program is implemented as this program will involve cybersecurity risks for the EV chargers and the people using them.

## Chapter 13: Program Evaluation

Cybersecurity responsibility will lie in the hands of the third party contractors including owning, operating, and maintaining the EV chargers and the data they produce. After P3 agreement execution, the NEVI Developer is given a Data Interface Plan questionnaire to complete. The answers will be due 60 days after Notice to Proceed is given. The questionnaire includes questions that will allow for an understanding of:

- how cybersecurity will be assessed throughout the term of the P3 Agreement;
- cybersecurity testing;
- how system updates will affect end users; and
- proposed protocols of notifying ODOT of any security or privacy breach.

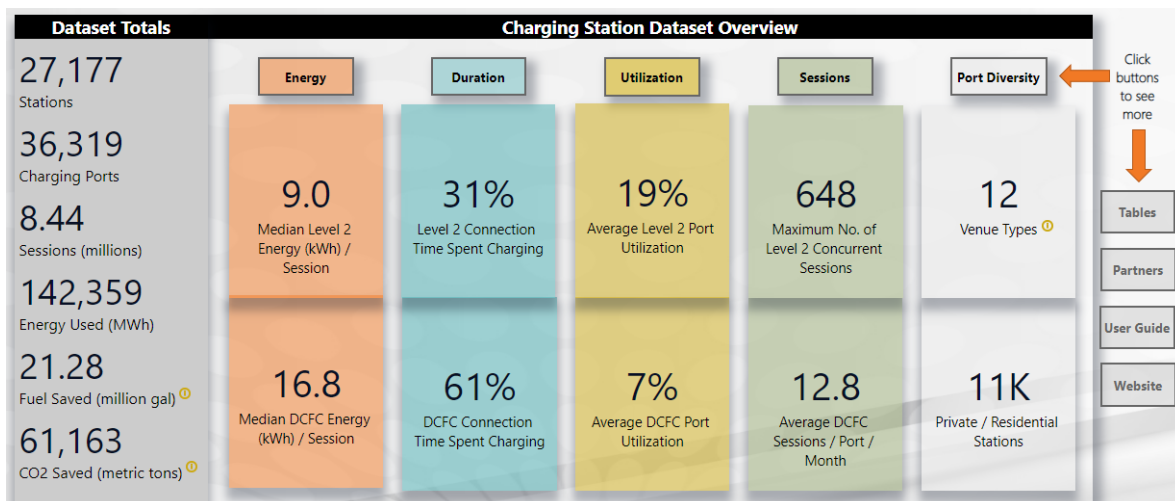
This questionnaire will allow the NEVI Developer to describe their planned cybersecurity strategies consistent with this document including but not limited to PCI compliance, user identify an access management, data security, and secure communication methods. The NEVI Developer shall submit updated answers each year of their contract.

The NEVI Developer will comply with any local, state, or federal laws as they relate to cybersecurity and privacy. All cybersecurity measures taken by the NEVI Developer must also be followed by any subcontractors.

## Chapter 13 Program Evaluation

ODOT will require NEVI funded EVSE owners to operate networked EVSE on Open Charge Point Protocol (OCPP) Networks and provide charging station usage reports. The reporting information submitted will identify aggregate utilization data for the previous reporting period, and for each NEVI compliant EVSE funded by ODOT.

ODOT will seek to utilize EVSE report information, detailed in **Chapter 9**, to perform program evaluation. This may include the development of an annual report on the NEVI Program progress or the development of an online dashboard, such as developed by Energetics' US DOE funded "EV-WATTS" project as shown in **Figure 10**.



**Figure 10: Energetics "EV-WATTS" Example EVSE Data Reporting Dashboard**

Source: USDOE

## Chapter 14: Discretionary Exceptions

On a quarterly, annual, and one-time basis, ODOT or its subrecipients will submit the data required in Section 23 CFR 680.112 (a), (b), and (c) through the Joint Office's EV-ChART platform using the data input template. Quarterly data will be submitted by the last day of the next month following the end of the quarter; annual data and one-time data will be submitted by March 1 of the current year for stations that became operational in the previous year.

For the 2023 reporting period (with quarterly and annual data due on March 1, 2024), Ohio had only one operational NEVI-funded station. To comply with the requirements for publicly shared data to be aggregated and anonymized, ODOT is therefore unable to report on 2023 station usage; publicly available annual reporting will begin following calendar year 2024. However, the six operational stations have been successfully reporting data through EV-ChART.

## Chapter 14 Discretionary Exceptions

At this time, ODOT has not identified any exceptions required to submit with this plan update. The intent of the next procurement (Round 2B) is to ensure that charging infrastructure is installed every 50 miles along the AFCs and within 1 travel mile of the AFC. Round 2B also includes locations needed to satisfy the 25-mile termini rule and connect any point along the AFC network in each logical direction so that the gap is no more than 50 miles, per the latest NEVI Program Formula Guidance.

As ODOT continues to work and contract with the private industry through the NEVI Formula Program, ODOT will monitor all future Ohio NEVI locations for requested discretionary exemptions and seek to gather all relevant information from prospective site hosts about the need for any such exemptions. In the case a need for a discretionary exemption request arises, ODOT will work to provide all necessary information to the Joint Office for approvals.

## Chapter 15 Next Steps

The FY25 Ohio Electric Vehicle Infrastructure Deployment Plan complies with FHWA's June 11, 2024, NEVI guidance and describes the progress of deployment. ODOT will continue to leverage previous EV strategy for future rounds. The Plan incorporates stakeholder perspective to support the Plan's goals and outcomes and will continue to do so as future rounds are planned and implemented. ODOT will continue to assess how best to support equity communities through the program.

With motor vehicles being one of Ohio's largest export commodities and as the top producer of engines and 2<sup>nd</sup> largest producer of transmissions in the U.S.<sup>11</sup>, the workforce development aspects of this transition are also critical to Ohio. Therefore, ODOT will continue to engage with the Governor's office and support or help coordinate workforce development opportunities at all levels, ensuring that the state remains at the forefront of automotive manufacturing and innovation.

ODOT's Alternative Fuel Vehicle dashboard summarizes vehicle registration data each month to help stakeholders plan for the coming clean energy transportation transition. ODOT will supplement this dashboard to continue their data driven approach when it comes to charging infrastructure.

ODOT is committed to following and annually updating this Plan as it leverages necessary resources to support NEVI deployment.

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<sup>11</sup> <https://www.jobsohio.com/industries/automotive>