Ohio Electric Vehicle

INFRASTRUCTURE DEPLOYMENT PLAN

Department of Transportation

DriveOhio

NEVI Formula Program - **September 2025**

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Chapter 1 Introduction

The Ohio Department of Transportation's (ODOT's) Electric Vehicle Infrastructure Deployment Plan serves as the foundational guiding document that facilitates administration of Ohio's portion of the National Electric Vehicle Infrastructure (NEVI) Formula Program.

This document addresses the three components required by the NEVI Formula Program Interim Final Guidance, as published on August 13, 2025 and shown below:

1. A description of how the State intends to use NEVI Program funds for each fiscal year. The Plan should cover all unobligated funding for federal fiscal years 2022-2026.
2. A Community Engagement Outcomes Report, per 23 CFR 680.112(d).
3. A description of physical and cybersecurity strategies, per 23 CFR 680.106(h).

Chapter 2 Use of NEVI Program Funds

This chapter describes how Ohio intends to use NEVI Program funds for fiscal years 2022-2026. All unobligated funds for fiscal years 2022-2026 will be used to address the priorities listed in **Table 1** below.

Table 1: Key Priorities to Address with NEVI Program Funds

Key Priority	Description
Completing Construction of Active Projects	Complete construction of all contracted NEVI projects along the AFC system.
Increasing AFC Redundancy	Build redundancy to increase reliability, and capacity across Ohio's AFC system, which includes interstates, U.S. highways, and State routes.
Expanding Corridor Charging	Expand charging infrastructure beyond AFCs and along additional corridors to support intercity travel and aid community charging needs.
Developing Strategic Mobility Hubs	Establish EV charging infrastructure at transportation hubs, such as airports, fleet depots, ports, and other multi-modal hubs.

Ohio will determine, and FHWA will certify, that Ohio's EV AFCs are "fully built out", before charging is deployed beyond the AFC system.

Chapter 3 Community Engagement Outcomes Report

This chapter outlines Ohio's approach to stakeholder and community engagement. The efforts highlighted in this chapter have culminated in an online stakeholder mapping tool to disseminate spatial information and share project status details with the public.

3.1 State Agency Coordination

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. Key partners include: FHWA Ohio Division Office, Environmental Protection Agency (EPA), Public Utilities Commission of Ohio (PUCO), Ohio Department of Natural Resources (ODNR), and the Ohio Turnpike and Infrastructure Commission (OTIC).

Coordination with Neighboring States: ODOT staff have met directly with all neighboring state agency leadership counterparts (MI, KY, PA, WV, IN) on their planning efforts and received their input on border regions.

Recent Engagement Highlights: DriveOhio and the Ohio Department of Public Safety surveyed Driver Training Schools to assess their knowledge of electric vehicles (EVs) and electric vehicle supply equipment (EVSE). The survey also checked if these topics are part of their existing curricula, and gauged their interest in additional education on these subjects.

3.2 Public Engagement

Listening Sessions and Virtual Public Meetings: DriveOhio, Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Organizations (RTPOs), and Drive Electric Ohio chapters hosted yearly in-person listening sessions across the State (6 representative regions) with the intent to inform local and regional communities across the state. Virtual public meetings were also offered to ensure broad accessibility and adherence to the Americans with Disabilities Act (ADA), as well as to provide an opportunity for participation from those not able to attend in-person events.

Industry Engagements & Peer-Exchanges: ODOT held presentations at several industry events including OTEC, ITS World Congress, Ohio Energy Conference, MAASTO to share lessons learned, raise awareness and foster partnerships with industry and other DOT counterparts. ODOT also participated in over 17 interviews covering outreach meetings, program status, and station openings.

Planning and Technical Partners: ODOT coordinated with various local, regional and statewide planning and technical partners as part of their efforts to engage with industry and to continue making improvements to the delivery of the NEVI Program. **Table 2** provides a list of key planning and technical partners ODOT has collaborated with.

Table 2: Key Planning and Technical Partners

Stakeholder Type	Planning and Technical Partners
MPOs/RTPOs	Engaged with all 17 MPOs and 8 RTPOs in Ohio
Utilities	Duke Energy, American Electric Power (AEP), AES Ohio, FirstEnergy, Ohio Electric Cooperatives (OEC), American Municipal Power (AMP)
EVSE Vendors & Site Hosts	ChargePoint, Sheetz, Electrada, Eaton, Applegreen, Shell ReCharge, EVgo, Blink, Electrify America , 7-Eleven
Labor Organizations	Electric Vehicle Infrastructure Training Program (EVITP), PowerConnect

Source: DriveOhio

Chapter 4 Physical Security and Cybersecurity

4.1 Physical Security

To ensure safety and address physical security at EV charging locations, ODOT requested that proposers include physical security elements and strategies as part of the RFPs. **Table 3** lays out considerations for physical security that are reviewed during each procurement.

Table 3: Physical Security Strategies

Site Considerations	Charger Considerations
Lighting: EV charging stations in Ohio are expected to feature adequate lighting to enhance visibility and promote a safer environment for users, especially during nighttime hours. Lighting must comply with local building codes. **Siting/Station Design for Safety**: Charging stations will be sited in open, visible, and accessible areas to foster a sense of safety. Design elements will include clear sightlines, pedestrian-safe pathways, and separation from vehicular traffic to reduce risk and improve user comfort. **Video Surveillance**: Contractors are encouraged to install security cameras around EV charging stations to monitor activity and deter theft or vandalism. Surveillance footage should be securely stored and accessible for incident review. **Emergency Call Box**: Emergency call boxes may be installed near EV charging stations to allow users to request immediate assistance in case of safety or security emergencies. **On-Site Personnel**: Where feasible, site hosts may provide trained personnel to assist users, monitor station activity, and respond to emergencies or technical issues. This enhances the overall safety and user experience. **Additional Services**: EV stations are expected to include instructions for safe vehicle connection and disconnection. Site hosts must clear snow and trash to maintain charger access.	**Charger Locks**: EV charging stations will include locks or secure enclosures to prevent unauthorized access and tampering with the equipment. **Fire Prevention**: Contractors are encouraged to incorporate fire safety measures, including fire-resistant materials, fire extinguishers, and emergency power disconnects. **Tamper Resistant Charger**: EVSE will include tamper-resistant design features such as secure enclosures, anti-vandalism hardware, and graffiti-resistant coatings. These measures protect sensitive components like wiring. **Preventing Illegal Surveillance of Payment Devices**: ODOT will require secure payment systems and encryption technologies prevent unauthorized observation or interception of payment data. **Over-Current Protection**: Contractors shall incorporate over-current protection devices such as circuit breakers or fuses to prevent equipment damage and fire hazards. **Charge Circuit Interrupting Device (CCID) or Ground Fault Circuit Interrupter (GFCI)**: These safety devices detect electrical faults and immediately shut off power to prevent electric shock or fire. Their inclusion is mandatory under most electrical codes and essential for user protection.

Source: DriveOhio

By integrating physical security measures, EV charging stations can offer a safe and welcoming environment for users. This not only helps protect the infrastructure but also encourages broader acceptance of EVs.

4.2 Cybersecurity

Cybersecurity and personal privacy are fundamental to the State of Ohio and ODOT to protect the data collected, managed, and stored through Ohio's contracts. Cybersecurity and personal privacy risk have been major considerations in how the NEVI Program is implemented as this program will involve cybersecurity risks for the EV chargers and the people using them. The State of Ohio's Department of Administrative Services (DAS) and the DAS Office of Information Security and Privacy have longstanding cybersecurity policies and requirements rooted in guidance from the National Institute of Standards and Technology (NIST) and the unique needs of Ohio. These same policies were used for the development of Ohio's NEVI Program cybersecurity requirements and considerations.

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. Additionally, each NEVI Developer is asked to submit a cybersecurity questionnaire covering their approach to cybersecurity and data privacy. The responses are required to address, at a minimum:

- How cybersecurity will be assessed annually throughout the P3 Agreement term;
- Risk assessment and mitigation strategies;
- User identity and access management;
- How system updates, including security updates, will be handled; and
- Proposed protocols for notifying ODOT of any security or privacy breach.

The NEVI Developer must 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.