

Washington State Plan for Electric Vehicle Infrastructure Deployment

August 2024 Update



Washington State Plan for Electric Vehicle Infrastructure Deployment:

August 2024 Update (Federal Fiscal Year 2025)

Submitted to the

Federal Highway Administration

and the

Joint Office of Energy and Transportation

for the

National Electric Vehicle Infrastructure (NEVI) Formula Program

ABOUT THIS PLAN UPDATE

This update was created using the NEVI Formula Program Guidance, issued June 11, 2024, the State EV Infrastructure Deployment Plan Guidance (Section III), Plan Requirements, Deadlines, and Process (Section III - A), Plan Format (Section III - B), and the accompanying streamlined template provided by the Joint Office.

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Introduction

Washington State's Plan for Electric Vehicle Infrastructure Deployment is a blueprint for the planning, prioritization, and implementation of a statewide network of charging stations along state highways. The plan's vision is a network where all Washingtonians can choose to drive or ride electric, with a goal of developing a convenient, reliable, affordable, and equitable charging experience for all. Washington State expects to invest about \$71 million from this program over five years, along with a 20 percent non-federal match of \$17.75 million. Washington will finalize and submit this updated document by September 1, 2024, for eligibility for FY 2025 federal funding. The state maintains a [NEVI website](#) to provide updated information on the planning process and implementation.

Updates from Prior Plan

This is the FY 2025 Update for the Washington State Plan for Electric Vehicle Infrastructure Deployment. The following sections have been identified as a required update, or a received a substantive update, since the FY 2024 Update:

- Community Engagement Outcomes Reports: an update of engagement over the past year
- Status of Contracting Process: an update of the selected contracting process and an outlined of the process
- Scoring Methodologies: an updated of the scoring methodology used to select awardees for both a responsiveness check and technical scoring criteria
- Plan for Compliance with Federal Requirements: the state's plan to ensure awardees comply with all applicable federal regulations
- Alternative Fuel Corridor Designations: an update on Round 7 additions
- Existing Charging Stations: an updated table based on stations meeting port, power, and distance requirements
- Planned Charging Stations: an update on the status of planner charging stations
- Planning Towards a Fully Bult Out Determination: an updated discussion on how to achieve the fully built out determination
- EV Charging Infrastructure Deployment After Build Out: an updated discussion on how the state will deploy funding after achieving fully built out status
- Equity Considerations: an update on equity considerations while deploying NEVI infrastructure
- Identification and Outreach to Disadvantaged Communities in the State: an update on outreach to disadvantaged communities and federal and state identification methods
- Process to Identify, Quantify, and Measure Benefits to DACs: A table of metrics and data sources to measure benefits to DACs from the NEVI program
- Labor and Workforce Considerations: An update of EVITP certifications and labor and workforce engagement
- Physical Security & Cybersecurity: an update on specific requirements for physical and cybersecurity reviews and requirements

State Agency Coordination

WSDOT coordinates with Washington's Interagency Electric Vehicle Coordinating Council (EV Council) on the development, implementation, and evaluation of Washington's NEVI program. The EV Council adopted the Washington State Plan for Electric Vehicle Infrastructure Deployment in July 2022. FHWA approved the plan in September 2022.

The EV Council was created in 2022 through legislation ([ESSB 5974](#)) so state agencies can better collaborate on efforts to accelerate electric vehicle adoption and reduce transportation-sector greenhouse gas emissions.

The EV Council duties are to:

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

The 10 state agencies represented on the EV Council include:

- Department of Commerce –Co-chair
- Department of Transportation –Co-chair
- Office of Financial Management
- Department of Ecology
- Department of Enterprise Services
- State Efficiency and Environmental Performance Office
- Department of Agriculture
- Department of Health
- Utilities and Transportation Commission
- Office of the Superintendent of Public Instruction

The EV Council meets approximately 8 times per year. The meetings are open to the public, aired live on TVW new station, and open for public comment. In 2023, the EV Council focused on development of the state's [Transportation Electrification Strategy](#). The TES was developed by a consulting team, the EV Council, an EV Council Executive Committee, an EV Council Advisory Committee, an Equity Task Force, an Infrastructure Working Group, and a Policy Issues Task Force. The TES was presented to the legislature in February 2024.

Since publication of the TES, the EV Council created a new structure of committees. The 2024 EV Council committees include the Executive Committee, Light-Duty Vehicle Committee, Fleets

Committee, EV Charging Committee, Funding Coordination Committee, Performance Measurement Committee, Legislative Committee, and the Equity and Environmental Justice Committee.

Public Engagement

Community Engagement Outcomes Report for August 2023 – August 2024

Public engagement resources and activities for the initial Washington State Plan for Electric Vehicle Infrastructure Deployment included public listening sessions, polling questions, and an interactive map. The state’s NEVI team is continuing the community engagement as they further develop and implement the plan. The Washington State Plan for Electric Vehicle Infrastructure Deployment web page will be maintained by WSDOT to keep stakeholders involved in the planning process and to provide opportunities for continuous input. WSDOT published an interactive map where people can propose charging station locations and “like” other people’s suggested charging locations; this data will be incorporated into the state’s Zero-Emission Vehicle Mapping and Forecasting Tool for planners and site developers to utilize. Through the past year, community engagement was centered around the state’s Transportation Electrification Strategy, EV Council presentations, and ongoing committee work.

NEVI was specifically presented at two EV Council meetings this year. In May, staff presented an overview of the proposed Round 1 strategy, including the proposed corridors, minimum requirements for NEVI sites, a funding plan, and maps of each corridor. In the July meeting, staff presented the FFY25 Annual Plan Update, including the FHWA guidance issued on June 11, 2024, required section updates, and the strategy to adhere to the guidance. All EV Council meetings are open to the public, televised, and include an opportunity for public comment.

Tribal Engagement

No updates

Utility Engagement

No updates

Site Specific Public Engagement

No updates

Plan Vision and Goals

The state’s vision is for all Washingtonians and visitors to have the ability to use an EV and find convenient, affordable, and accessible fast-charging stations. This vision requires a statewide network for electric vehicle (EV) infrastructure that would site charging stations every 50 miles or less across the entire state highway network, including Washington State Ferries routes. Realizing this vision will eliminate “charging deserts” and remove a significant barrier to EV

adoption. A statewide network of EV infrastructure may lower transportation costs and advance equity goals, as low- income households in rural areas pay a higher share of income on transportation costs. Furthermore, it would prepare the state for its goal that, beginning in 2030, all new private passenger vehicles will be electric.

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

Goals

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

Contracting

Contracting for the Washington State Plan for Electric Vehicle Infrastructure Deployment will be managed out of WSDOT's public-private partnerships office in coordination with multiple divisions and the Attorney General's representative. Funds made available under the NEVI Formula Program will be used to contract with third-party entities for the acquisition, installation, and operation and maintenance of publicly accessible EV charging infrastructure to ensure maximal efficient use of federal funding. WSDOT intends to conduct an open and competitive grant process to solicit proposals for deploying charging infrastructure along entire corridors or segments of corridors with contractor(s) identifying and securing the specific host sites. The federal requirements for NEVI equipment standards will be used in both the

competitive solicitation materials and final grant agreements. Washington will implement an existing approved contract acquisition method, such as a Request for Proposal, to ensure efficiency and consistency in deploying federal funds. Ownership of the EV charging infrastructure will not revert to the State when contracting with private entities.

The selection process will comply with all applicable state and federal laws that govern the procurement process. Solicitations will include, but are not limited to:

- A schedule of procurement activities;
- Question and answer period;
- Public notification of apparently successful awardees;
- An optional applicant debrief; and
- Complaint and protest procedures

Washington will ensure that EV charging infrastructure is delivered in a manner that leads to efficient and effective deployment by utilizing the resources of WSDOT's contracting office in the procurement process and through contract language. WSDOT's Small Business Enterprises (SBE) Participation Plan ensures small businesses are afforded equal and fair opportunities to participate in WSDOT contracting, consulting, and procurement opportunities. Washington will ensure that contractors are engaged in communities where EV charging is installed by requiring prospective bidders to outline their engagement strategy in their submittal. The state is also consulting with WSDOT's Office of Equity and Civil Rights on all inclusion goals for the program.

Status of Contracting Process

WSDOT has drafted a Notice of Funding Opportunity and Request for Proposals for Round 1 of NEVI funding. The draft materials are being reviewed by staff in multiple WSDOT divisions and the Attorney General's Office. WSDOT issued a [pre-solicitation notice](#) in August 2024 to prepare potential grant applicants for the process. The pre-solicitation notice was shared with WSDOT's GovDelivery distribution list.

Awarded Contracts

As of August 2024, no contracts have been awarded. The Attorney General's representative assigned to the project is finalizing the grant agreement terms and conditions; this grant agreement will be included in the solicitation notice.

Scoring Methodologies

NEVI-funded DC fast charging proposals will be evaluated based on the best value for the state. WSDOT may add incentives for readiness. The current draft of scoring criteria is subject to change as WSDOT finalizes the RFP process. The scoring methodology will consist of two phases, first a pass/fail non-technical responsiveness check to confirm applications meet the NOFO requirements. The second phase will include a technical and cost proposal evaluation, with draft criteria as follows:

- I. Project Team Qualifications, Experience, and Approach – 15%
 - a. Application team organization

- b. Approach to project management
 - c. Compliance with federal regulations
 - d. Experience with fast charging EVSE
- II. Approach and Understanding of Requested Services – 15%
 - a. Approach to operations and maintenance
 - b. Approach to utility coordination and permitting
 - c. Approach to safety
 - d. Approach to cybersecurity
 - e. ADA accessibility standards
 - f. Quality assurance
- III. Site Characteristics – 30%
 - a. Easily accessible amenities
 - b. New or existing site
 - c. Site details, design, and layout
 - d. Status of site host agreement
- IV. Future proofing, Innovation, and Resiliency - 10%
 - a. O&M beyond the five-year period of performance
 - b. On-site renewable energy generation and storage
 - c. Approach to future proofing
 - d. Approach to connector types
- V. Equity – 10%
 - a. Community outreach and engagement
 - b. Proximity of Justice40 Disadvantaged Communities
 - c. Explanation of benefits to DACs
- VI. Value-added Items – 10%
 - a. Contributions above the required 20% match
 - b. Additional charging capacity
- VII. Cost Proposal – 10%

Plan for Compliance with Federal Requirements

The State will ensure contractors comply with 23 U.S.C., 23 CFR 680, and all applicable requirements under 2 CFR 200. This will be accomplished through language in the Request for Proposals and grant agreements. WSDOT is considering a hold back or letter of credit to ensure reliability and other requirements are met during the five-year period of performance. A proposed pre-agreement audit risk assessment will ensure that applicants are assessed specifically on their ability to comply with 2 CFR 200 and the ability to manage federally funded grants.

Civil Rights

No updates

Existing and Future Conditions Analysis

No updates, except as to the following sections

Alternative Fuel Corridor Designations

Washington’s federally designated Alternative Fuel Corridors, after Round 7 additions in 2023, now include:

- Interstates: I-5, I-90, I-82, I-182, I-205, I-405, I-700
- U.S. Routes: US-2, US-12, US-97, US-101, US-195, and US-395

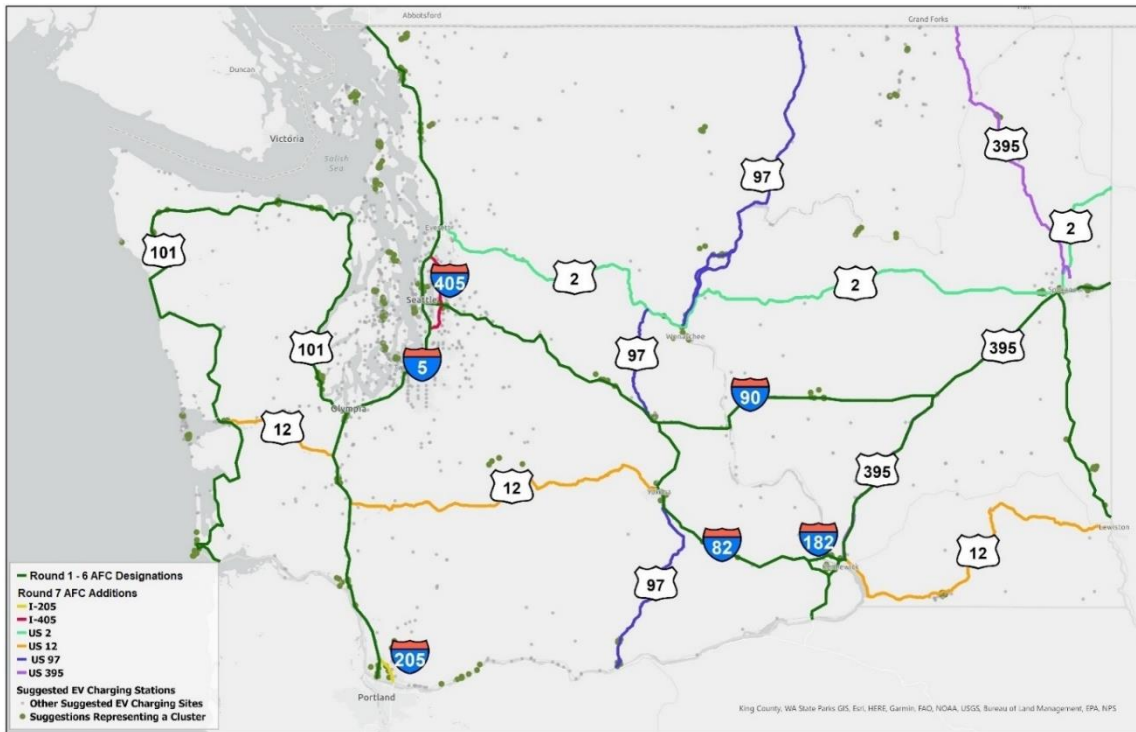


Figure 1: AFCs with Round 7 additions

Existing Charging Stations

The following station table was created by accessing the EV Charging stations within Washington, accessed in August 2024 at [Alternative Fuels Data Center: Station Data for Alternative Fuel Corridors \(energy.gov\)](https://energy.gov/alternative-fuels-data-center/station-data-for-alternative-fuel-corridors). The shapefile of stations was brought into a GIS environment and all stations within 1.5 miles of an Alternative Fuel Corridor were selected, and outlined below. These stations meet the port, power, and distance requirements, i.e. 4x150 kw CCS ports. However, WSDOT will need to completed additional work to determine if these stations meet the relevant minimum requirements listed in guidance: 23 CFR 680.104, 23 CFR 106(b), 23 CFR 680.106(c), 23 CFR 680.106(d), 23 CFR 680.106(e), 23 CFR 680.106(f), 23 CFR 680.106(g), 23 CFR 680.106(h), 23 CFR 680.106(i), 23 CFR 680.106(k), 23 CFR 680.106(l), 23 CFR 680.108, 23 CFR 680.110, 23 CFR 680.114, and 23 CFR 680.116. The state will work with the network operators listed on this table to ensure all relevant minimum requirements are met. If additional requirements need to be met, this table will be modified for the FY 2026 State Plan Update. The plan for a fully built out determination will also be updated.

State EV Charging Location Unique ID*	Route	Location (street address or AFC + mile marker)	No. Ports	EV Network	Meets all relevant reqs 23 CFR 680?	Intent to count towards Fully Built Out determination?
328628	I-182, US-12	4823 Broadmoor Blvd Pasco, WA 99301	4	Circle K	Y	Y
163338	I-205	7809 NE Vancouver Plaza Dr Vancouver WA 98663	4	Electrify America	Y	Y
184914	I-405	300 Bellevue Way NE Bellevue WA 98004	5	Electrify America	Y	Y
123004	I-5	9000 NE Hwy 99 Vancouver WA 98665	4	Electrify America	Y	Y
123479	I-5	2301 Freeway Dr. Mount Vernon WA 98273	6	Electrify America	Y	Y
124683	I-5	10600 Quil Ceda Blvd. Tulalip WA 98271	4	Electrify America	Y	Y
124684	I-5	351 Three Rivers Dr. Kelso WA 98626	4	Electrify America	Y	Y
143970	I-5	1605 SE Everett Mall Way Everett WA 98208	10	Electrify America	Y	Y
168088	I-5	1225 W Bakerview Rd Bellingham WA 98226	4	Electrify America	Y	Y
279359	I-5	800 Lakeway Dr Bellingham WA 98229	6	Electrify America	Y	Y
170404	I-5	9019 Rainier Ave S Seattle WA 98118	4	Electrify America	Y	Y
187906	I-5	1300 E Madison St Seattle WA 98122	4	Electrify America	Y	Y
188130	I-5	1112 S Bailey St Seattle WA 98108	4	Electrify America	Y	Y
199190	I-5	2746 NE 45th St Seattle WA 98105	4	Electrify America	Y	Y
201629	I-5	1401 Galaxy Dr. NE Lacey WA 98516	4	Electrify America	Y	Y
261825	I-5	7921 S Hosmer St Tacoma WA 98408	6	eVgo	Y	Y
147131	I-5, I-405	301 Strander Blvd. Tukwila WA 98188	5	Electrify America	Y	Y

233514	I-5, US-12	1701 NW Louisiana Ave Chehalis WA 98532	6	eVgo	Y	Y
323777	I-5, US-12	1235 Rush Rd Napavine WA 98532	6	BP Pulse	Y	Y
136697	I-82, US-12, US-97	1600 East Chestnut Ave. Yakima WA 98901	4	Electrify America	Y	Y
121703	I-90	15727 E Broadway Ave Spokane Valley WA 99037	8	Electrify America	Y	Y
279357	I-90	400 S Thor St Spokane WA 99202	6	Electrify America	Y	Y
121709	I-90	461 S Fork Ave North Bend WA 98045	6	Electrify America	Y	Y
152269	I-90	2709 West Broadway Avenue Moses Lake WA 98837	12	Tesla	Y	Y
241149	I-90	16010 Road 1 Northwest Quincy WA 98848	8	Tesla	Y	Y
143971	I-90	1611 Smittys Blvd. Ritzville WA 99169	4	Electrify America	Y	Y
170358	I-90, US-97	1406 Canyon Road Ellensburg WA 98926	4	Electrify America	Y	Y
320574	I-90, US-97	1307 North Dolarway Rd. Ellensburg WA 98926	4	eVgo	Y	Y
190877	US-101	3411 E Kolonels Way Port Angeles WA 98362	4	Electrify America	Y	Y
164163	US-101	2925 Harrison Ave NW Olympia WA 98502	4	Electrify America	Y	Y
155169	US-101	100 Fern Hill Road Forks WA 98331	8	Tesla	Y	Y
261090	US-101, I-5	1725 Evergreen Park Drive SW Olympia WA 98502	4	BP Pulse	Y	Y
191770	US-101, US-12	909 E Wishkah St Aberdeen WA 98520	4	Electrify America	Y	Y
312136	US-12	757 Port Way Clarkston, WA 99403	4	EV Connect	Y	Y
192747	US-2	116 River Bend DR Leavenworth WA 98826	4	Electrify America	Y	Y
327918	US-2, US-395	9000 N Division St Spokane WA 99218	6	EV Connect	Y	Y
279376	US-395	2811 W 10th Ave Kennewick WA 99336	6	Electrify America	Y	Y

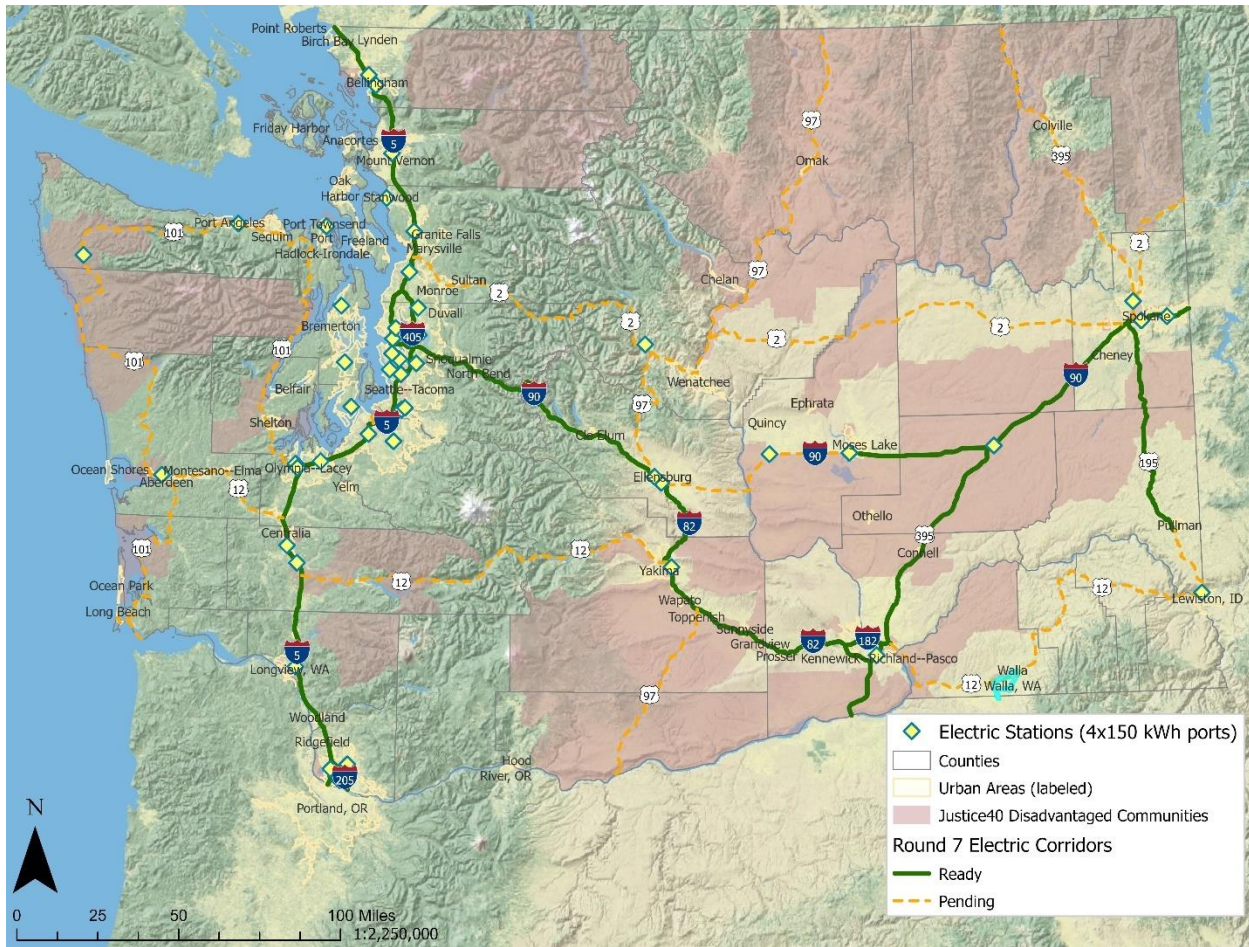


Figure 2: Map of stations meeting Port and Power requirements in Washington, created by the National Renewable Energy Laboratory (July 2024)

EV Charging Infrastructure Deployment

For NEVI Round 1 funding, the proposed priority corridors include I-90 (297 miles), US-97: Oregon to Yakima (82 miles), US-2: Leavenworth to Newport (231 miles), US-101: Aberdeen to Shelton (247 miles), US-195: Idaho to Spokane (93 miles), and US-395: Spokane to Canada (113 miles). These priority corridors were established by assessing gaps in EV charging, traffic counts along the state's Alternative Fuel Corridors, and interstate and international connections. WSDOT is tracking existing and planned stations that meet port, power, and distance requirements to ensure deploying NEVI infrastructure meets the most critical gaps on our Interstates and US Routes. Recent federal grant awards and recently built or improved stations will be cross checked with NEVI priority corridors before the final solicitation is published.

The source of match to the NEVI federal funding is private match for selected awardees. Draft evaluation criteria gives preference to applicants who propose more than the minimum match requirements. The state may utilize toll credits to reduce or eliminate the amount of funding the state contributes.

Planned Charging Stations

- Stations Under Construction – None currently. WSDOT has identified the routes to be included in a Round 1 solicitation based on charging gaps and traffic counts.
- Planned Stations – None currently. WSDOT’s pre-solicitation schedule anticipates Round 1 awardees under agreement in 2024, with station construction beginning in early 2025.

Planning Towards a Fully Built Out Determination

<p><i>How many stations are still needed to achieve Fully Built Out status (based on the State’s EV AFCs as of the date of this update’s submission)?</i></p>	<p><i>If the stations listed in the Existing Charging Stations meet all relevant requirements for 23 CFR 680, then approximately 35-40 stations are still needed to achieve fully build out status based on the state’s currently designated AFCs. The state seeks to fully build out all Interstates and U.S. Routes, which total 765 miles and 1,868 miles, respectively.</i></p>
<p>Provide the estimated month/year to achieve Fully Built Out status:</p>	<p><i>December 2030</i></p>

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

Figure 3: Lengths, in miles, of Washington’s Interstates and U.S. Routes

EV Charging Infrastructure Deployment After Build Out

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

Implementation

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

The state's grant agreement contracting strategy will ensure the long-term sustainability of the stations. The contract with awardee(s) of NEVI funding will stipulate the Operations and Maintenance Plan for each station, which shall include, at a minimum: ADA compliance, MUTCD compatible signage, workforce training requirements, interoperability requirements, minimum reliability standards, and minimum time-of-day accessibility requirements.

WSDOT will maintain a database to ensure an up-to-date list of all station owners and service providers. The contract will also stipulate that all ownership and EVSE providers are accurately reflected in the U.S. Department of Energy's Alternative Fueling Stations Locator tool. Contract provisions will also stipulate the mandatory EVSE data collection and sharing requirements, which will include, at a minimum, EV-ChART, real-time data sharing protocols, publicly available location and station information sharing protocols, and data to support reliability and usage analysis, displaying pricing information, reliability monitoring, remote diagnosis and problem resolution, and smart charge management. Resilience will be addressed by allowing redundancy in EVSE deployments. Seasonality will be addressed by mandating the use of equipment that is certified to operate outdoors in extreme weather conditions.

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

Equity Considerations

Identification and Outreach to Disadvantaged Communities in the State

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

Washington's HEAL Act of 2021 requires a coordinated, interagency approach to reduce environmental and health disparities across the state and includes provisions to ensure communities in Washington that are disproportionately impacted by climate change and air pollution benefit from cleaner air. [Governor's Directive 24-11](#), published in May 2024, gives guidance to state agencies on embedding environmental justice into the work of the state government. Subsequently, the Office of Financial Management provided uniform approach to identifying overburdened communities and vulnerable populations in Washington.

The plan's public engagement approach, including the public involvement objectives and strategies to reach vulnerable populations, align with WSDOT's Community Engagement Plan.

WSDOT is updating the Community Engagement Plan for compliance with the HEAL Act; a [draft of the plan](#) is available and under review.

NEVI applicants will be asked to discuss benefits to both HEAL Act communities and the Justice40 in the Equity assessment. DACs will be identified on the state level by the Office of Financial Management and on the federal level by the Climate and Economic Screening Tool to ensure consistency with E.O. 14008 and Governor’s Directive 24-11.

To reach the state’s Disadvantaged Communities, as defined by Justice40, the project team is:

- Utilizing both the Washington State HEAL Act datasets and Justice40 dataset to identify Disadvantage Communities, design targeted outreach, and rank benefits for these communities;
- Engaging with community-based organizations that represent disadvantaged communities and vulnerable populations through the EV Council; Meet underserved communities where they are when sharing program updates.
- Prioritizing NEVI program information for multiple languages; WSDOT has recently released our first foreign language pages fist in Spanish and Simplified Chinese, and later in German, French, Korean, Russian, Japanese, Portuguese, Ukrainian, and Vietnamese.
 - Note: 8 percent of Washington’s population is defined as Limited English Proficient. Of these, nearly 50 percent are Spanish speakers.
- Using feedback from our community engagement activities, such as the EV Council public comment, Rural Transportation Planning Organizations, Tribal Transportation Planning Organizations, and equity committee engagement work to continuously update best management practices for reaching Washington’s overburdened communities and vulnerable populations.

Process to Identify, Quantify, and Measure Benefits to DACs

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

Benefits Category	Metrics	Data Source
Improve clean transportation access through the location of chargers;	Number of EVSE installed in or near DACs EV charger use by vulnerable populations	GIS DAC data, Surveys
Decrease the transportation energy cost burden by enabling reliable access to affordable charging;	Energy burden as % of income Reduced fuel use and costs Rate affordability	Fuel cost comparisons, ALICE data
Reduce environmental exposures to transportation emissions;	Air quality in DACs	PM 2.5, NOX, SOX data
Increase parity in clean energy technology access and adoption;	EV adoption disparities EV registrations in DACs	Licensing data
Increase the clean energy job pipeline, job training, and enterprise creation in DACs; Increase energy resilience;	% and \$ spent from DACs for workforce development # jobs created in DACs	Labor and workforce datasets

Increase energy resilience;	Battery storage, outages within DACs	NEVI data Utility data
Financial investments in DACs; and	State \$ to DACs for transportation electrification	Transportation budget
Improved safety	Crash related injuries in DACs	crash data

Labor and Workforce Considerations

The State will ensure that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications and trainings in compliance with 23 CFR 680.106(j). Any additional apprenticeship and/or training programs referenced would only be utilized in place of the Electric Vehicle Infrastructure Training Program (EVITP) if and when such programs are approved by the Department of Labor per the 23 CFR 680.106(j). These qualified workforce requirements will be enforced through the State’s NEVI procurement and contract terms and conditions.

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

NEVI staff shared program materials with the Washington State Association of Electrical Workers and presented to the WSDOT Building and Trades quarterly meeting. Currently, there are over 800 electricians and utility personnel trained by the EV Infrastructure Training Program in Washington. NEVI staff have also engaged WSDOT’s Office of Equity and Civil Rights to develop inclusion goals for the program.

Physical Security & Cybersecurity

All services implemented in Washington on state energy systems and networks must be compliant with the National Institute of Standards and Technology [Cybersecurity Framework Profile for Electric Vehicle Fast Charging Infrastructure, International Standard 15118-20:2022](#), and third-party contractor approval. NEVI awardees will be required to represent and warrant that they will comply with all applicable elements of the State Energy Resilience and Emergency Management Office (EREMO) cybersecurity and physical security program.

- EREMO cybersecurity and physical security program will complete a security design review of the plan, through the office or an approved third-party
- EREMO cybersecurity and physical security program will review and assess cybersecurity needs for EV infrastructure
- EREMO cybersecurity and physical security will require that payment card industry standards are met as part of the plan if credit cards will be use

Program Evaluation

Throughout the plan's 5-year implementation, the EV Council will monitor ongoing operations and create regular, data drive program evaluations to assure NEVI Plan goals are being met.

Data to be collected will include:

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

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

Discretionary Exemptions

None at this time.