

NEVI Implementation in Pennsylvania: Case Study



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Acknowledgements:

NASEO appreciates the assistance and expertise of the Pennsylvania Department of Transportation and the Pennsylvania Department of Environmental Protection – Energy Programs Office in preparing this case study which will benefit all State and Territory Energy Offices and their partners engaged in creating alternative transportation corridors. We also thank Atlas Public Policy, the primary authors, and Delaney Dixon of NASEO for their work in preparing this case study. This case study was released in May 2024.

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The material is based upon work sponsored by the U.S. Department of Energy under Award Number DE-EE0010189. The contents are intended for informational purposes only. The authors are solely responsible for errors and omissions.

Introduction and Objective

The National Electric Vehicle Infrastructure (NEVI) Formula Program is a \$5 billion federal program with a primary investment in Direct Current Fast Chargers (DCFCs) along the nation's major highways and interstates. State Departments of Transportation (DOT) and State Energy Offices that administer the NEVI formula funds are implementing the program by soliciting project proposals, issuing contracts, monitoring the reliability and performance of the chargers, and other responsibilities to ensure the success of the program.

As states announce awards and issue contracts for the first round of NEVI funds, there is an opportunity for other states to learn from the successes and challenges of the NEVI program. The National Association of State Energy Officials (NASEO) and the American Association of State Highway and Transportation Officials (AASHTO) partnered with Atlas Public Policy to conduct a series of case studies with the first few states that have announced awards and issued contracts to NEVI recipients. The case studies are intended to delve deeper into the states' solicitation design and stakeholder process; outline the scoring rubric and application evaluation process; discuss the applicant pool variety and quality; highlight state, utility, and site host coordination; and illustrate the successes and challenges of the program. These case studies are part of a larger initiative led by NASEO and AASHTO to enhance coordination and collaboration between State Energy Offices and State DOTs to ensure that NEVI and other EV charger investments are made in a strategic, coordinated, efficient, and equitable manner.

OVERVIEW

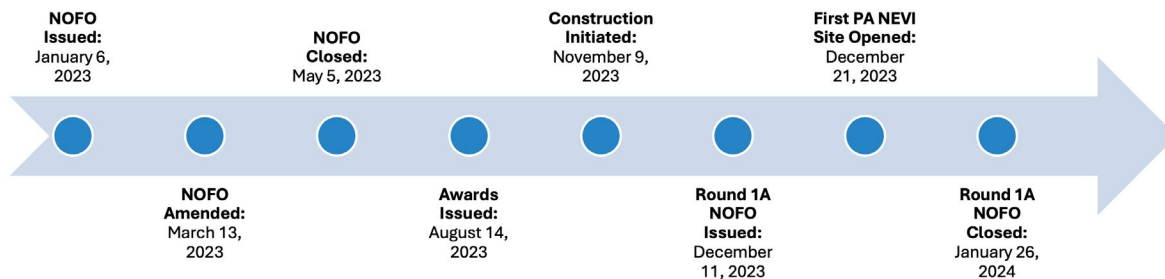
On January 6, 2023, the Pennsylvania Department of Transportation (PennDOT) announced a [Notice of Funding Opportunity](#) (NOFO) for Round 1 of the National Electric Vehicle Infrastructure (NEVI) Program, soliciting applications for public fast charging bids along state alternative fuel corridors (AFCs). Two months later, on March 13, 2023, they updated their NOFO to comply with new Federal Highway Administration (FHWA) rulemaking and NEVI guidance. In line with the NOFO update, they extended the deadline for proposals until May 5, 2023.

As part of the NOFO, PennDOT identified [84 corridor groups](#) across all state AFCs that would meet the NEVI requirements. The department developed tiered priority areas and displayed highly detailed spatial data to display the exact areas of eligibility within each corridor group. When the NOFO closed in May 2023, PennDOT had received 271 proposals from 30 unique applicants.

On August 14, 2023, the department issued [54 awards](#) across the 84 corridor groups in Pennsylvania. In September, they announced an additional seven awards. Five of the 61 total awards are no longer proceeding due to issues with agreements between site hosts and electric vehicle service providers (EVSPs) after awards were issued. The 56 remaining awards were issued to 19 unique applicants, totaling \$35.9 million in state NEVI funding. On November 9, 2023, Pennsylvania Governor Josh Shapiro's administration announced that the first NEVI site from Round 1 had begun construction, with more projects to follow across the state. The first NEVI funded site in Pennsylvania opened on December 21, 2023—making Pennsylvania one of the first states in the nation to operationalize NEVI funds.

On December 11, 2023, PennDOT released its [second round \(Round 1A\) NOFO](#) for the NEVI Program, applying lessons learned from Round 1 to refine its process. Round 1A closed on January 26, 2024. The department has elected to focus its future solicitations on filling in the gaps left from Round 1.

Figure 1: Timeline of Major PA Round 1 and 1A NEVI Milestones (as of January 2024)



SOLICITATION DESIGN PROCESS

Prior to releasing their NOFO, PennDOT worked at length to ensure a smooth Round 1 of NEVI for Pennsylvania. The department designed their NOFO through proactive stakeholder engagement, detailed site location designations, and a commitment to developing a clear and transparent scoring system for the NOFO.

Stakeholder Engagement

PennDOT conducted extensive stakeholder engagement to inform solicitation design and the development of required forms. Applicants have praised the department's commitment to transparency and stakeholder input throughout the process.

The department also worked with all major utilities in Pennsylvania to develop a [standard utility site assessment form](#) required as part of solicitation proposal. This form included information about whether a potential site had three phase power, if the necessary utility make ready infrastructure already existed, and—if not—a cost and timeline estimate for bringing power to the site. PennDOT also required a signature from the utility company.

In the lead up to NOFO release, PennDOT staff hosted 12 stakeholder engagement sessions and held over 60 smaller meetings with stakeholders to ensure that the solicitation adequately addressed the concerns and needs of the prospective applicant and site host pool. Examples of engagement sessions included:

- listening sessions with companies and local government officials,
- local townhall Q&A sessions, and
- online webinars.

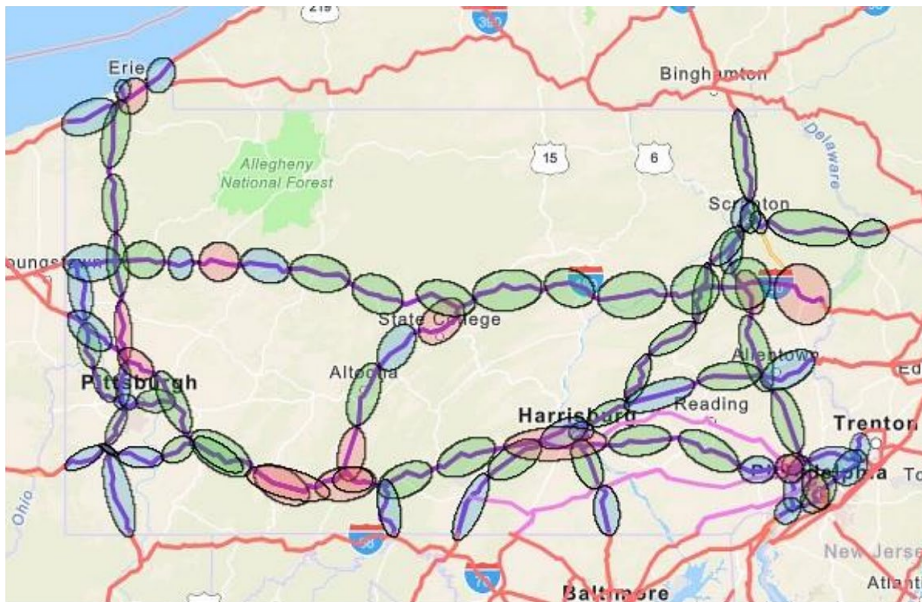
During the pre release stakeholder engagement process, PennDOT publicly shared the draft NOFO with prospective applicants, offering them an opportunity to review and make recommendations for improvement.

PennDOT's engagement directly informed solicitation design and the development of required forms. To streamline the Q&A process, the department centralized stakeholder engagement in a sole point of contact who could respond to applicant questions with authority. They also created and maintained an email address specifically intended for EV related inquiries through which staff received and responded to NEVI specific questions and requests for clarification.

Site Identification and Prioritization

The NEVI program guidelines require one qualifying charging site within one mile of an interchange every 50 miles along designated alternative fuel corridors (AFCs). Through a gap analysis that compared existing charging infrastructure to program required coverage PennDOT identified and prioritized 84 corridor groups with eligible locations across all Pennsylvania AFCs. These corridor groups packaged multiple interchanges together to widen the pool of potential applicants for each group. The department prioritized corridor groups on three tiers based on where they sought chargers across state AFCs (see Figure 2). In Round 1, the department only opened applications for interstate highway AFCs.

Figure 2: Round 1 Pennsylvania Corridor Groups and Polygons



The map depicts Pennsylvania's corridor groups, colored by priority tier. Green circles are high priority corridor groups, blue circles are medium priority corridor groups, and red circles are low priority corridor groups.

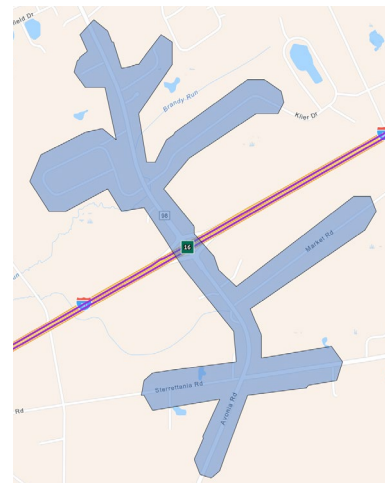
Source: PennDOT NOFO

PennDOT also developed a detailed digital mapping tool that outlined the specific areas of eligibility within each corridor group using polygons at each interchange (see Figure 3).

Figure 3: Example of Pennsylvania Interchange Polygon

When a user zooms in on a corridor group in the map tool, they will see a polygon at every interchange within the group. This polygon indicates the exact areas that meet the NEVI geographic requirement for a site to operate within one mile of an interchange.

Source: [Pennsylvania Round 1A NEVI Funding Opportunity - Eligibility Information](#)



NOFO Design

When designing the Round 1 NOFO, PennDOT staff demonstrated a commitment to transparency, clarity, and convenience. Applicants welcomed this approach and relayed the high level of transparency and detail provided both before and during the submittal process lent itself to effective proposal development.

PennDOT provided prospective applicants with a specific format for their proposals and what information was required in each section. The department structured the solicitation into seven main sections: (1) Qualifications and Project Approach; (2) Candidate Site Information; (3) Site Readiness; (4) Future Proofing; (5) Sustainability, Equity, Resilience, and Economic Development; (6) Safety and Training; and (7) Project Costs. Each section of the NOFO had elements that the department scored based on priority or importance. The overall proposal was scored out of 100 possible points.

See Table 1 for a breakdown of section scoring from highest number of points to lowest number of points. Notably, 60 percent of the total score came from just two sections: Candidate Site Information and Projects Costs.

Table 1: PennDOT NOFO Section Scoring

Section Name	Maximum Points
Candidate Site Information	40
Project Costs	20
Qualifications and Project Approach	12
Sustainability, Equity, Resilience, and Economic Development	12
Site Readiness	8
Safety and Training	4
Future Proofing	4
Total Points	100

Note that each section has more granular elements, each individually scored. Some of those elements have higher individual scoring than entire sections (i.e., some elements were worth more than 12 points, which would make them more individually valuable than the entirety of the Qualifications and Project Approach section).

In response to feedback received during stakeholder engagement prior to the release of the final NOFO, PennDOT refined their scoring rubric with a more detailed point breakdown for each major section, such as Candidate Site Information (see Figure 4). Applicants asserted that this more itemized rubric helped them to better understand how PennDOT would prioritize certain aspects of a proposal, allowing them to more efficiently allocate resources and streamline proposal development.

Figure 4: PennDOT Scoring Rubric Excerpt

ID	Element	Description	Score Breakdown	Max Points
2.1a	Interchange Score	Score of the primary interstate/exit location of the site	0-16pts: Score is calculated by PennDOT based on AFC gap prioritization (See Appendix VII - Interchange Score Tables for score for each interchange).	16
2.1b	Dual Purpose	Site within 1-mi of exit for additional AFC or route of significance corridor	0pts: no additional corridor, or additional corridor is low priority 2pts: other corridor is medium priority AFC Corridor Group or route of significance (defined in PA Mobility Plan) 4pts: other corridor is high priority AFC Corridor Group	4
2.1c	Interchange Access	Distance to nearest exit off-ramp	0pts: greater than 0.75mi 1pt: 0.51 to 0.75mi 2pts: 0.26 to 0.50mi 3pts: 0.0 to 0.25mi	3
2.2	Site Characteristics	Major characteristics of the site with details on specific items	0pts: Significant concerns identified 1pt: Moderate concerns identified 2pts: Minor concerns identified 3pts: No concerns or any concerns are adequately mitigated	3
2.3	Charging Stalls and Ports	Number of charging stalls and ports available for charging as built	0pts: 4-5 charging stalls and ports 1pt: 6-7 charging stalls and ports 2pts: 8+ charging stalls and ports	2
2.4	Power Available Overall	Total power available for concurrent charging as built	0pts: 600kW available 1pts: 601kW-999kW available 2pts: 1000+kW available	2
2.5	Enhancements and Amenities	Facility includes additional enhancements and/or access to additional facilities	0pts: Minimal amenities provided 0.5-10pts: Based on amount and quality of amenities relative to Corridor Group Applications	10

The PennDOT NOFO scoring rubric includes both categorical scoring and itemized point breakdowns per element (e.g. “Charging Stalls and Ports” can receive up to two points; applicants receive a specific number of points depending on the number they deploy).

Source: PennDOT NOFO

As part of the NOFO application, PennDOT staff provided several example responses to best ensure applicants understood what the department expected or had in mind for specific questions. This level of specificity helped both applicants when drafting proposals and PennDOT when reviewing them by reducing ambiguity or irrelevance in responses. For instance, in a question about what amenities the applicant will provide at a proposed site, PennDOT gave 17 different examples of qualifying amenities for the applicants to consider.

PennDOT made a concerted effort to streamline applicant proposal development through clear, transparent NOFO design. To support applicant site selection across priority corridors and interchanges, the department made the digital spatial maps publicly available and provided an access link to downloadable map data in the NOFO. This helped applicants determine whether a potential site would meet the NEVI requirements and PennDOT’s priorities by cross referencing the corridor groups and polygons against their own site information.

The department also included the sample grant agreement and terms & conditions in the NOFO. This granted applicants the opportunity to review the contract in its entirety while developing a proposal, speeding up the contracting process after PennDOT issued awards.

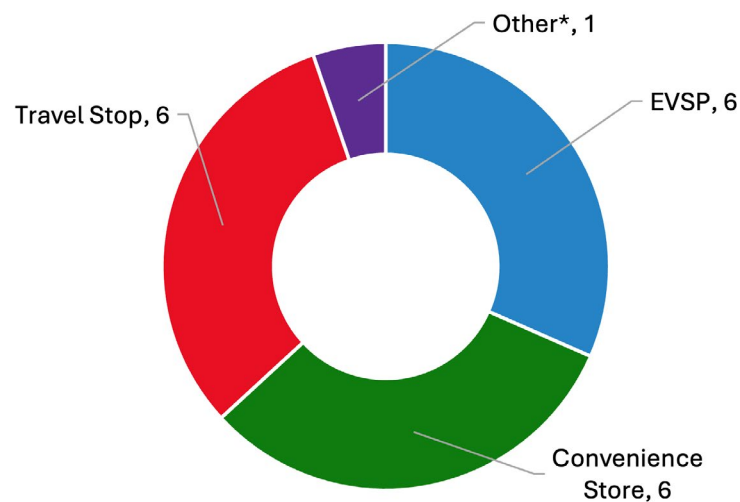
APPLICATION EVALUATION

PennDOT initially opened the NOFO on January 6, 2023, for applicants to submit proposals. However, they later modified and rereleased a revised NOFO on March 13, 2023 to align with final FHWA NEVI rulemaking. No applicants had yet submitted a proposal to PennDOT, so this modification did not require any post submission revisions.

The Applicant Pool

When the solicitation closed in May 2023, PennDOT had received 271 proposals from 30 unique applicants across 74 of the 84 corridor groups. PennDOT staff were satisfied with the diversity of proposals received, which included large national companies, regional chains, and small local stores. The applicant pool consisted of companies like EVSPs, as well as site hosts like gas stations, rest stops, convenience stores, and grocery stores (See Figure 5).

Figure 5: PennDOT Awardee Breakdown by Type



* One awardee is a business management company.

PennDOT relayed some concerns with the applicant pool. They identified a small number of bids as highly speculative. These applicants did not demonstrate sufficient commitment or experience with operating EV charging sites, nor did they do their due diligence regarding utility and site host coordination. The department also voiced concern about an instance in which a site location received several proposals from different applicants, which occurred because an applicant had not maintained communication with the site host, who elected to choose a different partner for the RFP.

STATE PRIORITIES

Based on the scoring criteria in the NOFO and direct reporting by department staff, PennDOT prioritized three central elements in their bid assessment process: (1) Cost, (2) Experience, and (3) Site Location.

Proposal cost tied site location for the highest individually scored element in the NOFO—with both elements worth up to 16 points each. To demonstrate cost as a high priority, ODOT automatically issued the maximum points under proposal cost to the lowest cost project in a corridor group. Proposals with higher funding asks in a group received lower scores indexed to the least expensive project. However, department staff ensured that more expensive projects were not discarded if the proposal included elements justifying the higher cost, such as amenities.

To reinforce cost as a top priority, the department also required a detailed budget breakdown with a narrative explanation of the costs associated with the project, worth four points (bringing the overall score for cost to 20). Similarly, PennDOT staff showed preference for projects designed to upgrade existing sites to NEVI compliance; these tended to cost less than new site construction.

While overall experience of an applicant team and the project approach only scored up to 12 points, PennDOT voiced strong preference for applicants with a demonstrated track record of successful public charging management. However, PennDOT recognized that regional or local site hosts applying may have a disadvantage in the applicant pool compared to national chains or large EVSPs as result. In line with their interest in supporting local businesses, PennDOT avoided excluding smaller companies with less experience by evaluating the overall applicant team—to include whether the local site host had identified an experienced partner like a major EVSP who would bring that necessary experience.

PennDOT also prioritized applicants who committed to engaging with the local workforce. Staff assessed the degree to which applicants would hire or work with local companies, what percentage of the proportion of their total workforce would be local, or whether the applicants themselves were local. While PennDOT did not define or provide specific language regarding what constituted local, most applicants interpreted the term to mean either state level or inclusive of nearby states.

Site location based on the rubric interchange score¹ and corridor group prioritization topped the rankings for points per element, alongside project cost. As part of the NOFO, PennDOT clearly identified highest priority interchanges and corridor groups, effectively courting bids to those areas. As a result, nearly all high priority corridor groups received multiple site proposals. However, a very small number of high priority corridor groups did not receive any applications; these areas will be targets in Round 1A.

¹ PennDOT calculated a score for each interchange based on the following factors: (1) AFC gap analysis based on existing NEVI-compliant chargers; (2) Total services within a one-mile polygon; (3) Number of different service types within 0.25 miles, 0.5 miles, and one mile; (4) Proximity to an environmental justice area; (5) Proximity to an air-quality non-attainment area; and (6) Rural or remote area based on distance from an urbanized area.

PennDOT did not allot additional incentives or provide preferential scoring to rural areas beyond the interchange score. They did, however, give points to sites located in or near disadvantaged communities and along major high traffic interchanges. Even though the department did not ascribe higher priority or preference to rural areas when designing NEVI corridor groups, they did report a varied proposal spread in terms of geographic location. Only 10 of the 84 corridor groups (i.e., 12 percent) received no proposals. Of the 10, three were considered high priority, four were medium priority, and three were low priority.

While not a high priority based on overall scoring, PennDOT recognized that the future EV transportation system would need higher capacity charging sites than the NEVI minimum standards require. As such, they allocated two points each if a site proposal had above the required kW power requirement and above the minimum four charging ports.

The Awardees

Upon reviewing all 271 applications, PennDOT issued awards for 61 proposals from 19 unique applicants (see Table 2) across the 74 corridor groups that received proposals. Five awardees are no longer proceeding due to conflicts with the site host.

Table 2: Pennsylvania NEVI Round 1 Awards

Awardee	Number of Awards	NEVI Funding Awarded	% of Total PA NEVI Funding
Tesla, Inc.	10	\$2,287,428	6.4%
Sheetz	6 [†]	\$3,114,719	8.7%
Applegreen Electric	6	\$3,803,785 [‡]	10.6%
Wawa	4 [†]	\$2,900,462	8.1%
Love’s Travel Stops and Country Stores	4	\$ 2,578,345	7.2%
Francis Energy PA, LLC	4	\$ 3,019,462	8.4%
TA Operating, LLC	4	\$4,400,000	12.2%
Electrify America	3	\$ 2,307,797	6.4%
Pilot Travel Centers	3	\$ 2,275,762	6.3%
Raceway Management Company	3	\$2,393,197	6.7%
BP Products North America (i.e., BP Pulse)	2	\$1,215,644	3.4%
EVgo	1	\$543,960	1.5%
Universal EV, LLC	1	\$384,880	1.1%
TH Mini Markets, LLC	1	\$798,869	2.2%
Alnajukchahat Store, LLC	1	\$1,008,770	2.8%
Liberty Truck Center	1	\$661,019	1.8%
American Truck Plazas	1	\$965,997	2.7%
Mirabito Holdings	1	\$830,400	2.3%
6406 Truck Plaza, LLC	1	\$456,318	1.3%
Total	56	\$35,938,044	100%

[†]Sheetz and Wawa both had other applicants propose sites at Sheetz or Wawa locations—the total figures included above for both chains reflect only those sites for which Sheetz or Wawa won as direct applicants.

[‡] Applegreen Electric received \$1,200,000 for one award, which PennDOT set as the award cap for an individual grant.

Source: [PennDOT - Round 1 Conditional Awards](#)

On average, PennDOT awarded \$630,492 per site. The lowest award amount was \$163,838, while the highest award amount was \$1.2 million. Sites had varying numbers of charging ports, which increased overall cost when a proposal included more than the NEVI minimum of four ports per site. PennDOT did not report how many ports were at each site when announcing the awards. Some awards were for upgrades to existing sites, which tended to cost less than new build sites. Tesla stands out as the major winner in terms of total sites awarded with 10 sites. Tesla also served as the most cost effective awardee, requesting an average funding of \$229,000 per site. In its evaluation process, PennDOT identified proposal cost and prior applicant experience as the highest priority elements to consider.

Regional convenience store and gas station chains Wawa and Sheetz, with strong presences across Pennsylvania, won a high number of awards in Round 1—six and four, respectively. On top of direct site awards, Wawa and Sheetz also additional NEVI sites selected at their locations submitted by third parties like large EVSPs. As such, a total of twelve NEVI funded sites have been awarded at Sheetz locations in Round 1, while eight have been funded at Wawa stores across the state.

When deciding which applicants would be awarded what amounts, PennDOT developed an award cap system to ensure equitable distribution of NEVI funding. Based on this cap, both site hosts and direct applicants could not win more than 25 percent of total Round 1 funding. Per Table 2, TA Operating LLC received the highest share of Round 1 funding awarded to any one company with 12 percent of the total.

POST AWARDS PROCESS

As of October 2023, PennDOT was in the contracting phase of the Round 1 solicitation process. While they did not allow awardees to negotiate or revise the contract, the department did release the draft terms and conditions as part of the NOFO to allow applicants more time to review during the submission process. Awardees remarked that while they would have preferred the ability to negotiate elements of the contract, they found its terms agreeable and that the process overall has run smoothly.

After issuing awards, PennDOT disseminated a survey to applicants to solicit feedback that would help both inform and improve future NOFO design. Most respondents relayed appreciation for PennDOT's stakeholder engagement and NOFO design and development. While some survey respondents requested clearer guidance on geographic eligibility for sites, PennDOT contends their publicly available digital mapping tool made it very easy to determine whether a site was within NEVI requirements.

KEY FINDINGS AND LESSONS LEARNED

Overall, PennDOT considered their first round of NEVI a success. However, they plan to adjust their approach in Round 1A based on lessons learned.

PennDOT largely succeeded in its goals for Round 1 of the NEVI Program—issuing 56 awards across 84 corridor groups along designated AFCs. Tesla, Sheetz, and Wawa stood out as major winners in Round 1, reflecting PennDOT's priorities for cost and regionally focused businesses. The department committed to consistent outreach with relevant stakeholders throughout the process, which applicants appreciated greatly.

Moving forward, PennDOT will further refine their specificity and transparency in subsequent rounds to streamline proposal preparation and review. They will also focus on remaining gaps left in the corridor groups and ensure an equitable distribution of award value and projects across the applicant pool. With construction of Round 1 sites underway and the department preparing to review Round 1A proposals, Pennsylvania is making progress toward achieving the vision of the NEVI Program.

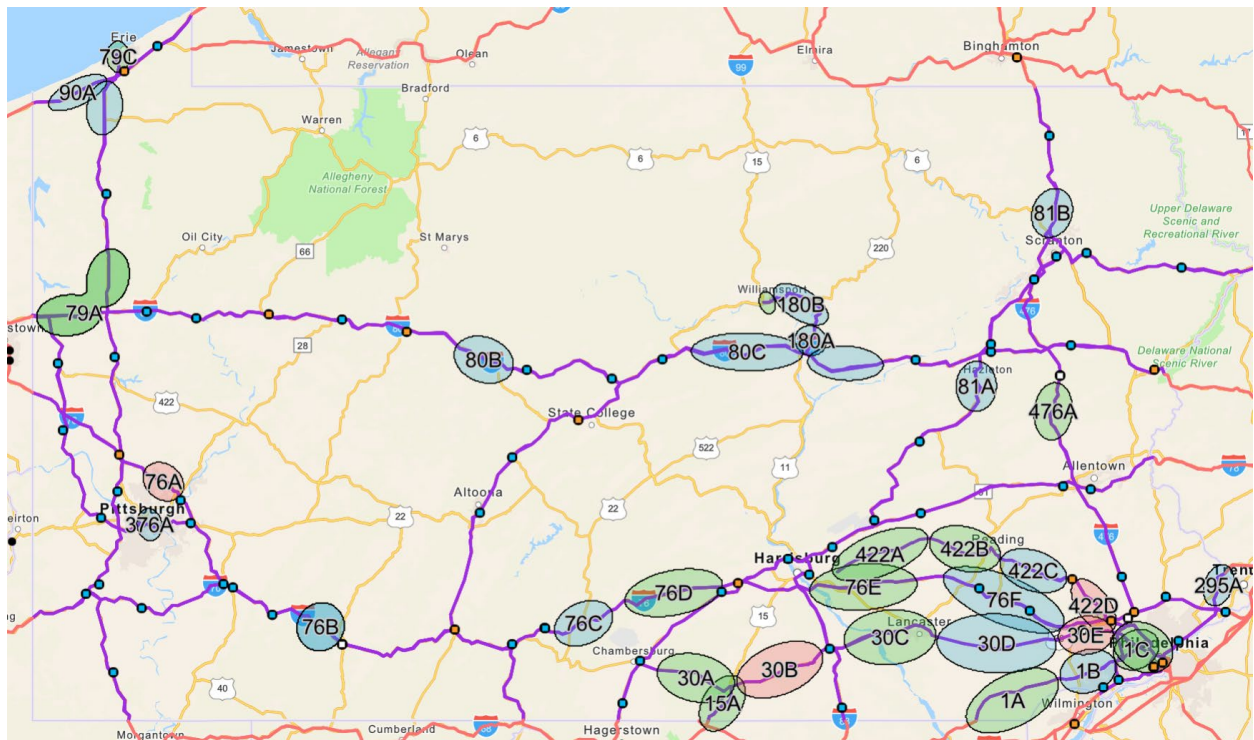
SOLICITATION DESIGN

While many applicants reported positive experiences overall with the state’s NOFO design and stakeholder engagement process, PennDOT has identified the following key takeaways that will impact subsequent rounds.

In subsequent rounds, PennDOT will host in person events prior to any webinars. During their pre launch stakeholder engagement process, PennDOT hosted several webinars to allow prospective applicants and other stakeholders the opportunity to ask clarifying questions regarding material included in the draft NOFO. Department staff reported that having prerecorded webinars available online seemed to decrease interest in in person events covering similar content.

In subsequent rounds, PennDOT will focus on the remaining gap areas—to include both outstanding high and low priority zones. See Figure 6 for a breakdown of Round 1A corridor groups based on this methodology. PennDOT received proposals and issued awards across nearly all its designated priority corridor groups. As such, the department views its approach to geographic prioritization and corridor grouping as a success.

Figure 6: Round 1A Pennsylvania Corridor Groups



This map displays priority corridor groups identified for Round 1A (the successor to Round 1) as well as sites awarded in Round 1 (indicated by blue dots). Green circles represent high priority corridor groups, blue circles mid-priority, and red circles low priority.

Source: [Pennsylvania Round 1A NEVI Funding Opportunity - Eligibility Information](#)

In subsequent rounds, PennDOT will continue to coordinate with utilities to understand if the department needs to alter the forms or modify the utility engagement requirement. Initially, PennDOT required applicants to furnish a completed utility cost estimate form as part of the proposal submission process. PennDOT worked with all major utilities serving potential sites across Pennsylvania's AFCs to design a standard utility site assessment form and ensure utilities could feasibly respond to applicant requests in a timely fashion. However, throughout the submittal process, the department identified issues with the high level of detail required on the form and occasional slow utility response times. Consequently, PennDOT modified their utility engagement requirement and lowered the threshold of obligation. In the second iteration, applicants only had to demonstrate they had engaged or coordinated with the local utility regarding their prospective site within a reasonable timeframe. For instance, the department accepted e correspondence demonstrating that applicants provided utilities a reasonable chance to respond.

In subsequent rounds, PennDOT will require applicants to provide a site host letter of intent. This letter would speak to the site host's commitment to seriously explore the project with the applicant if the proposal is selected. However, PennDOT does not intend to provide template language for the letter of intent to grant applicants more flexibility in negotiating terms with site hosts. In Round 1, PennDOT did not require applicants to provide any kind of site host agreement until the contracting stage. The department received multiple proposals for one site from different applicants and four proposals have fallen through in the post award process due to site host issues. As result, PennDOT learned that the omission of any site host engagement requirement as part of the submittal process has had unintended consequences.

In subsequent rounds, PennDOT will include a higher number of questions with a greater deal of precision to better steer and refine applicant responses. During the evaluation process, PennDOT received long or vague answers from applicants that did not adequately answer the questions as phrased. The department expects modifying the questions will save the department time in evaluating proposals and applicants' resources in filling out proposals.

In subsequent rounds, PennDOT will further parse the itemized scoring rubric for amenities further in providing specific point values for given examples and highlighting those the department views as desirable. PennDOT also acknowledged that while its highly itemized scoring rubric clearly and precisely communicated PennDOT's priorities to applicants, it could still make improvements. For example, its Round 1 rubric allocated ten percent of the total proposal score to site amenities and enumerated a list of 17 potential amenities that could receive points.

In subsequent rounds, PennDOT will allocate additional points to safety, to include items such as "coordinated with local first responders regarding EV related emergencies such as battery fires." After receiving feedback from the general public and site hosts during the stakeholder engagement process, PennDOT determined that they could include more precise language regarding safety across more sections of their scoring rubric.

Because the NEVI Program qualifies as a Justice40 program, PennDOT will instead include terminology about equity in subsequent rounds. PennDOT will also change language for diverse workforces to "various business models" to attract an array of different applicants. While NEVI is, per statute, not a Disadvantaged Business Enterprise (DBE) Program, PennDOT did assign points to applicants who identified as a minority, woman, or veteran owned business, or who committed to engaging or contracting with said businesses. Due to recent guidance from the FHWA, PennDOT will remove any mention of the words "diverse" or "diversity" from future NEVI funding opportunities.

Review and Selection Process

PennDOT communicated one major adjustment to their award cap model that they intend to implement in subsequent rounds. **PennDOT will establish both an award cap and a project funding cap in place to ensure that no single entity can win over 25 percent of total funding and that no single entity can benefit from more than an equitable share of awarded projects.**

ACHIEVING NEVI GOALS

All involved parties considered PennDOT's first round of NEVI an overall success and an effective way to engage with relevant stakeholders. Several applicants specifically noted that they appreciated PennDOT's responsiveness and transparency throughout the process. See Table 3 for a breakdown of specific actions PennDOT took to meet NEVI objectives.

Table 3: Pennsylvania's Actions to Meet NEVI Goals

NEVI Goal	State Action
Engage with relevant stakeholders in program design	<ul style="list-style-type: none"> • Conducted outreach prior to solicitation release • Distributed draft of solicitation for comment and revision • Developed a standard utility form alongside state utilities • Provided Q&A window during submission period
Ensure Positive Driver Experience	<ul style="list-style-type: none"> • Scored amenities in site proposal rubric categorically • Provided examples of relevant amenities in solicitation • Provided points for sites with higher power charging • Provided points for sites with more than four ports • Provided points for safety considerations
Establish a Reliable Charging Network	<ul style="list-style-type: none"> • Grantees develop action plans when uptime requirement not met • Grantees repay state if reliability requirements repeatedly not met • Has 10 percent retainage disbursed over five years
Fill Gaps across all Geographies, including Rural Areas	<ul style="list-style-type: none"> • Received applications across 88 percent of corridor groups • Implemented tiered prioritization for corridor groups • No additional incentives for rural areas • Opened applications to all corridor groups statewide
Prioritize Equity and Engage Disadvantaged Communities	<ul style="list-style-type: none"> • Provided points for site accessibility • Provided points for multilingual access • Provided points for addressing Justice40 • Provided points for meeting state equity principles • Provided points for use of diverse businesses/workforce • Provided points for use of local businesses/workforce

Note, these actions come from direct interviews with PennDOT and its applicants, as well as publicly available information. PennDOT may have taken more actions to meet NEVI goals than listed in this table.

