

Alabama National Electric Vehicle Infrastructure (NEVI) Formula Program – FY2024 Plan

Approved by FHWA October 25, 2023

Introduction

This is the first version of the Alabama Electric Vehicle Infrastructure Plan that is following the template. This change is in response to a request from FHWA for the State to follow the NEVI State Plan Template.

Updates from Prior Plan

- This current NEVI plan follows the Joint Office template. The previously approved plan (Summer 2022 Alabama Electric Vehicle Infrastructure Plan) had combined details of Alabama’s state-funded program with the Alabama NEVI Implementation Plan.
- The Plan Vision and Goals are now explicitly stated within the context of NEVI.
- More discussion has been added about how the State of Alabama engages the general public and disadvantaged communities, as part of its public engagement strategy. This includes a new listing of Drive Electric Alabama events that are considered a major component of the public engagement process since they all provided opportunities to learn about EVs and, additionally, the State of Alabama’s EV Infrastructure Planning process.
- More detail is provided on the Contracting approach and how the state will encourage participation from small businesses.
- Additional discussion has been added relative to Alabama’s role in the oversight of grantees to help ensure public engagement is occurring and that grantees meet program requirements.
- Discussion of Program Evaluation includes specific goals, metrics, desired outcomes and targets under Alabama’s NEVI program.

State Agency Coordination

Memoranda of Understanding with other agencies

On July 11, 2022, the Alabama Department of Transportation (ALDOT) and the Alabama Department of Economic and Community Affairs (ADECA) worked with the Federal Highway Administration (FHWA) to execute an agreement enabling ADECA to administer Alabama’s National Electric Vehicle Infrastructure (NEVI) Formula Program.

Interagency Working Group(s)

Personnel in ADECA’s Energy Division coordinate regularly with ALDOT through its Chief Engineer to help meet program goals and requirements. ALDOT also participates in the Alabama EV Advisory Group along with multiple other state agencies.

ADECA shares information on new and developing EV charging infrastructure grant programs with other state agency leaders as requested and proactively shares other relevant information. As an example, ADECA provided information to multiple state agency leaders making them aware of their eligibility to apply for funding from the new federal Charging and Fueling Infrastructure (CFI) Discretionary Grant Program.

Approved by FHWA October 25, 2023

State agencies and offices participating in Alabama’s EV infrastructure planning process include the Office of the Governor, Alabama Department of Environmental Management, Alabama Department of Agriculture & Industries, Alabama Department of Commerce, Alabama Department of Labor, Alabama Department of Finance, Alabama Department of Transportation, Alabama Tourism Department, and the Alabama Emergency Management Agency.

Public Engagement

ADECA’s Energy Division continuously seeks public engagement as part of its Electric Vehicle Charging Infrastructure Program. ADECA seeks and considers input from a broad, diverse, and growing base of EV-interested stakeholders through an Alabama EV Advisory Group that was first established in 2020.

The Alabama EV Advisory Group has now been expanded to include 66 individuals representing 50 different organizations. Below is a list of organizations represented as of July 2023. This group and its subcommittees are involved in multiple evolving aspects of the State’s EV infrastructure planning process.

Organizations and Individuals Participating in the Alabama EV Advisory Group:

Alabama Association of Emergency Managers	Auburn University Transportation Research Institute
Alabama Association of Regional Councils (AARC)	Automobile Dealers Association of Alabama
Alabama Automotive Manufacturers Association	Brice Consulting
Alabama Clean Fuels Coalition	Burr & Forman LLP
Alabama Department of Agriculture & Industries	Chamber of Commerce Association of Alabama
Alabama Department of Commerce	City of Birmingham
Alabama Department of Conservation and Natural Resources	Conservation Alabama
Alabama Department of Economic & Community Affairs	Creek Indian Enterprises Development Authority
Alabama Department of Environmental Management	Direct Communications
Alabama Department of Finance	Drive Electric Alabama, North Alabama Chapter Leader
Alabama Department of Labor	Economic Development Partnership of Alabama
Alabama Department of Transportation	Electric Cities of Alabama
Alabama Emergency Management Agency	Electric Power Research Institute
Alabama Governor’s Office of Minority Affairs	Energy Institute of Alabama
Alabama League of Municipalities	The Worship Center Christian Church
Alabama Municipal Electric Authority	Grow Southeast Alabama
Alabama Port Authority	Honda Development & Manufacturing of America
Alabama Power Company	Hyundai Motor Manufacturing Alabama
Alabama Rural Electric Association	Mercedes-Benz U.S. International, Inc.
Alabama State Electrical Workers Association	Office of Governor Kay Ivey
Alabama Technology Network	Petroleum & Convenience Marketers of Alabama
Alabama Tourism Department	PowerSouth Energy Co-Op
Alabama Transportation Institute	Southern Company
Alabama Transportation Planners Association	Tennessee Valley Authority
Association of County Commissions of Alabama	Toyota Motor North America

To ensure that four specific and critical areas receive focused attention, the Alabama EV Advisory Group has formed the following four subcommittees that meet throughout the year.

Alabama EV Advisory Group Subcommittees:

Utility Subcommittee

Equity Considerations Subcommittee

Labor and Workforce Considerations Subcommittee

Public Engagement and Collaborative Funding Opportunities Subcommittee

ADECA makes its Energy Division program staff and its EV consultant available upon request, and they each seek opportunities to engage communities as part of the EV infrastructure planning process. Regularly scheduled EV Advisory Group meetings provide a recurring forum for discussion of major industry developments and specific aspects of the NEVI planning process.

Community Engagement Outcomes Report

ADECA plays a primary role in a statewide public education initiative called Drive Electric Alabama. The initiative is dedicated to improving the state through the adoption of electric vehicles. Drive Electric Alabama themed events have been organized by community-based partners and include broad messaging to the general public that electric vehicles are increasingly practical, that the EV manufacturing supply chain is creating Alabama-based jobs, and that EV ownership can save people money, make their lives more convenient, and reduce their vehicle emissions.

Drive Electric Alabama has created multiple opportunities for the general public to receive additional education on electric vehicles and electric vehicle charging infrastructure. Drive Electric Alabama engages consumers through various methods, including billboards along rights-of-way, social media, television advertising, radio advertising, and specific in-person and online events. These events have catalyzed additional interest. As of June 2023, Drive Electric Alabama had generated approximately 260 earned media stories, reaching a Nielsen audience of 994,316 with a calculated publicity value of \$498,924. Drive Electric Alabama has also documented 979,048 Facebook accounts reached; 88,692 Instagram accounts reached; 42,988 Twitter users engaged; and over 3.7 million views on YouTube.

Drive Electric Alabama’s community engagement was boosted through a sponsored advertising partnership between the non-profit Alabama Clean Fuels Coalition and the Alabama Broadcasters Association. The Public Education Partnership (PEP) campaign delivered 7,762 television commercials and 23,247 radio advertisements over a fourteen month period. The campaign also documented 36.7 million digital impressions and 21,000 online clicks on educational messaging through the Google Ad Network and YouTube.

A two-day, in-person EV Summit was held September 21-22, 2022 and planning for a second EV Summit has tentatively been planned for August 14-15, 2024.

Drive Electric Alabama branded in-person outreach events are held with increasing frequency across all areas of the state.

Below is a listing of community engagement events and activities supported by Drive Electric Alabama since its launch in late 2021.

EVENT	DATE	OUTCOMES
Drive Electric Alabama EV Summit (website)	September 21-22, 2022	Attendance at this 2-day Drive Electric Alabama event was very close to 500 people. The agenda included multiple educational panel discussions and presentations with networking opportunities for interested stakeholders to interact. The agenda also included a basic EV charging grant writing workshop conducted by the Alabama Clean Fuels Coalition.
Drive Electric Alabama – Birmingham Chapter – EV Showcase	March 19, 2022	This Drive Electric Alabama Event was held at The Worship Center Christian Church and was attended by approximately 300 members of the public with 29 EVs on display for 2.5 hours.
Regional Planning Commission of Greater Birmingham EV	March – July, 2022	The Regional Planning Commission of Greater Birmingham (RPCGB) included questions regarding EVs on their annual survey. The RPCGB received 2,627 responses between March 9, 2022, to July 5, 2022, and identified a lack of charging stations as the greatest barrier to EV adoption.

Busting EV Performance Myths with Actual EV Owners (webinar)	March 10, 2022	This Drive Electric Alabama event was coordinated through a sponsored promotional campaign carried out through a partnership between the Alabama Broadcasters Association and the Alabama Clean Fuels Coalition.
How to Travel Long Distance in an EV (webinar)	March 15, 2022	This Drive Electric Alabama event was coordinated through a sponsored promotional campaign carried out through a partnership between the Alabama Broadcasters Association and the Alabama Clean Fuels Coalition.
Day Tripping in Alabama in an EV (webinar)	March 29, 2022	This Drive Electric Alabama event was coordinated through a sponsored promotional campaign carried out through a partnership between the Alabama Broadcasters Association and the Alabama Clean Fuels Coalition.
Is there an EV for me? 2022 EV Model Review (webinar)	April 5, 2022	This Drive Electric Alabama event was coordinated through a sponsored promotional campaign carried out through a partnership between the Alabama Broadcasters Association and the Alabama Clean Fuels Coalition.
North Alabama Drive Electric Alabama Earth Day Event	April 23, 2022	The North Alabama Chapter of Drive Electric Alabama held an Earth Day event at Holtz Leather Company on Meridian Street in Huntsville. 26 EVs were showcased during the 3 hour event. Approximately 200 people from the public attended and learned more about EVs.
Birmingham Area Drive Electric Alabama Earth Day Event	May 14, 2022	The Birmingham Area Chapter of Drive Electric Alabama held an Earth Day Event at the Market at Pepper Place. 21 EVs were showcased with an estimated 500 people in attendance.
River Region Drive Electric Alabama Earth Day Event	August 12, 2022	The River Region Chapter of Drive Electric Alabama held an EV showcase event during the Central Alabama Electric Cooperative annual meeting in Verbena, AL. There were 3 EVs on display with approximately 750 individuals in attendance.
Bay Area Drive Electric Alabama EV Showcase	September 3, 2022	The Bay Area Chapter of Drive Electric Alabama held an EV Showcase at the Mobile Fairgrounds. Over 200 people were in attendance with 6 EVs on display.
Auburn-Opelika Chapter National Drive Electric Week Event	September 19, 2022	The Auburn-Opelika DEA Chapter held an EV showcase event at the Auburn University Gogue Performing Arts Center. An estimated 105 individuals were in attendance to learn about the 16 EVs on display.
North Alabama Chapter National Drive Electric Week EV Showcase	September 25, 2022	The North Alabama DEA Chapter held an EV Showcase event at Stovehouse in Huntsville. An estimated 300 people were in attendance to learn about the 21 EVs showcased.
Birmingham Area Chapter National Drive Electric Week EV Showcase	October 1, 2022	The Birmingham Area DEA Chapter held an EV Showcase event at The Market at Pepper Place. An estimated 500 people were in attendance to learn about the 19 EVs showcased.
Birmingham Area Chapter Drive Electric Alabama Event at the Barber Motor Sports Track	October 15, 2022	The Birmingham Area DEA Chapter facilitated a "Laps around the Track" Event at Barber Motor Sports in which EV owners were given an opportunity to drive their EVs around the racetrack. There were 79 EV owners in attendance with 59 EVs that participated in Laps around the Track.
Bay Area Drive Electric Alabama Chapter EV Showcase	October 29, 2022	The Bay Area DEA Chapter held an EV showcase at the Fairhope, AL, Civic Center. An estimated 100 people attended to learn more about the 11 EVs present.

Wiregrass Region Drive Electric Alabama Chapter EV Showcase	April 15, 2023	The Wiregrass Region DEA Chapter held an EV showcase in Enterprise, AL. An estimated 150 people were in attendance to learn more about the 7 EVs showcased.
River Region Drive Electric Alabama Chapter Earth Day EEvent	April 15, 2023	The River Region DEA Chapter held an EV showcase at the headquarters of the Central Alabama Electric Cooperative. An estimated 50 people were in attendance to learn more about the 12 EVs showcased.
Birmingham Area Drive Electric Alabama Chapter Earth Day EEvent	April 22, 2023	The Birmingham Area DEA Chapter held an EV showcase at the Market at Pepper Place. An estimated 600 people were in attendance to learn more about the 39 EVs showcased.
Bay Area Drive Electric Alabama Chapter Earth Day EEvent	April 22, 2023	The Bay Area DEA Chapter held an EV showcase at the Mobile Japanese Gardens. An estimated 225 people were in attendance to learn more about the 20 EVs showcased.

Tribal Engagement

Creek Indian Enterprises Development Authority has a representative serving on the Alabama EV Advisory Group and the Equity Considerations Subcommittee. Projects located on tribal land or at a facility owned or operated by a federally recognized tribe will receive extra points in the Alabama NEVI scoring process.

Utility Engagement

All of Alabama’s electric utilities are represented on the Alabama EV Advisory Group and its Utility Subcommittee meets frequently. As critical partners to the process, the state often depends on the individual and collective expertise of these entities to support the planning process. Utility incentives for charging infrastructure offered by electric utilities will be allowed as eligible sources of matching funds in NEVI funded projects. Applications for NEVI projects in Alabama will require an engineering and construction site assessment to be completed by the Applicant which will identify the electric utility involved in each project early in the process.

Site-Specific Public Engagement

Grant Agreements with each successful Applicant to Alabama’s NEVI program will authorize future site-specific public engagement. Alabama will, through ADECA, directly engage the public to make them aware of sites selected for NEVI projects. Applicants with proactive public engagement plans will receive additional points in the Alabama NEVI scoring process.

Plan Vision and Goals

To establish a convenient, affordable, reliable, and equitable statewide EV network, Alabama intends to obligate funds through multiple rounds of competitive grants. While the state will have direct involvement in each project for a period of five years, it is expected that grantees will be solely responsible for the operation and maintenance of stations beyond the five-year NEVI-supported period. Applicants who express a commitment to operate the station beyond five years will be awarded more points in the scoring process.

Some of these funds may also be used for labor and workforce training, planning, outreach, administration, and other activities as approved by ADECA and allowed by law. Neither the state nor ADECA is obligated to award all the funds to Projects. Any such training could only be utilized in place of the EVITP if and when such programs are approved by the Department of Labor per the 23 CFR 680.106(j).

The following table shows NEVI Program dollars available or expected to become available under Alabama’s NEVI Program.

Once NEVI corridors are fully built out, ADECA intends to work through the EV Advisory Group to establish a

program to ensure that remaining funds are deployed to provide the most possible benefit and to fill additional remaining charging gaps.

YEAR	AMOUNT	NOTE	MEMO	NOTICE DATE
FY2022	\$11,738,801	Year 1 of 5	Apportionment Memorandum (N 4510.863)	2/10/2022
FY2023	\$16,892,267	Year 2 of 5	Apportionment Memo (N 4510.873)	10/6/2022
FY2024	\$16,892,384	Year 3 of 5		TBD
FY2025	\$16,892,399	Year 4 of 5		TBD
FY2026	\$16,892,434	Year 5 of 5		TBD
TOTAL NEVI FY22-FY26	\$79,308,285			
FHWA EV Funding Page	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs.cfm			
FHWA 5-Year Funding Chart	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/evs_5year_nevi_funding_by_state.cfm			

Contracting

Alabama plans to identify projects by soliciting Applications from government and non-government entities proposing the installation of charging stations along designated Alternative Fuel Corridors-Pending in the State of Alabama. Projects will be selected through a competitive reimbursement grant program with a design-build-operate-maintain project delivery approach. To ensure efficient and effective deployment, the following timeline is expected.

Round	Expected Date of Request for Applications
Round 1 (FY22)	September 2023
Round 2 (FY23)	4th Quarter 2023
Round 3 (FY24)	July 2024
Round 4 (FY25)	July 2025
Round 5 (FY26)	July 2026

Alabama’s NEVI Contracting Process (in general):

Step 1: Application Period – Applicants will complete and submit their Applications. ADECA will review all Applications and select a subset of Applicants for further consideration. ADECA intends to always have application periods of at least sixty (60) days.

Step 2: Selection Period – Applicants selected for further consideration must complete and submit several deliverables leading to the possible execution of the Grant Agreement.

Step 3: Installation Period – After the completion, execution and delivery of the Grant Agreement, ADECA may issue a Notice to Proceed, after which Applicant must complete installation of all equipment, submit all additional required deliverables and certify and establish that the Project is fully operational before ADECA accepts the Project as operational. Upon successful installation and testing of all equipment, completion of all required deliverables and certification of the site and the Project, ADECA may issue the Notice of Acceptance. ADECA or its designee will also have the right to test the charging station and any data sharing connection. As discussed in more detail in the Implementation Section, hardware and software warranties and maintenance plans are required.

Step 4: Term – Once equipment is successfully installed, the charging station is fully operational, and the Applicant is given Notice of Acceptance, the Applicant will operate the charging station and complete and provide

additional documentation as required by the Grant Agreement and/or as periodically required by ADECA over the Term of the NEVI program.

Compliance with Laws and Regulations:

Applicant shall certify its and its Representative's compliance with applicable state and federal procurement, competitive bidding, labor and workforce laws, including:

Applicants will be required to comply with all applicable federal statutory and regulatory EV charger project requirements for all NEVI funded charging infrastructure projects. These requirements include but are not limited to:

To further encourage and promote small business participation, Applicants that are subject to the requirements set forth in Federal Acquisition Regulations 52.219-9, Applicant and its Representatives will, (i) adopt a subcontracting plan (Plan) that complies with the requirements of 52.219-9; (ii) provide a written copy of that Plan to ADECA; and (iii) if requested, provide timely periodic report(s) to ADECA that reflect the amount paid to subcontractors who are a small business concern, veteran-owned small business concern, service-disabled veteran-owned small business concern, HUBZone small business concern, small disadvantaged business concern, or women-owned small business concern.

Each individual project will include a plan for community engagement. Community Engagement activities may involve ribbon cutting ceremonies, educational activities, earned and paid media and social media promotions, and visual identifiers on or near the charging infrastructure asking for public input on the location. Each successful Applicant will also be required to list their site on the Alternative Fuels Data Center website and report data as required and requested by the state and federal government.

Applicant and other owners of NEVI Program funded EV charging infrastructure will be required to provide reasonable plans and guarantees for maintaining the chargers and related equipment and keeping the overall charging locations in good working order and in service in compliance with 23 C.F.R. Part 680, at the same location for a period of no less than five (5) years from the initial operation date identified in the Notice of Acceptance (Term).

All statutory and regulatory requirements are applicable to funds apportioned under Chapter 1 of Title 23, U.S.C., and 2 C.F.R. Part 200. This includes, and the Applicant and the Project shall comply with, the applicable requirements of Title 23, United States Code, and Title 23 Code of Federal Regulations, such as the applicable Buy America requirements at 23. U.S.C. § 313 and Build America, Buy America Act (Pub. L. No. 117-58, div. G, section 70901-70927).

As provided at 23 U.S.C. § 109(s)(2), Projects to install EV chargers are treated as if the Project is located on a federal-aid highway. As a Project located on a federal-aid highway, 23 U.S.C. § 113 applies, and Davis Bacon federal wage rate requirements included at subchapter IV of chapter 31 of Title 40, U.S.C., must be paid for any Project funded with NEVI Program funds.

EV charging stations must comply with ADA, and implementing regulations, by prohibiting discrimination on the basis of disability by public and private entities. EV charging stations must comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations (49 C.F.R. Part 37) in 2006 and adopted by the Department of Justice into its ADA regulations (28 C.F.R. Parts 35 and 36) in 2010.

Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to the NEVI Program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to the NEVI Program.

The Uniform Relocation Assistance and Real Property Acquisition Act, and implementing regulations, apply to the NEVI Program by establishing minimum standards for federally funded programs and Projects that involve the acquisition of real property (real estate) or the displacement or relocation of persons from their homes, businesses, or farms.

The National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to the NEVI Program by establishing procedural requirements to ensure that federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major federal actions significantly affecting the quality of the human environment.

Also, before funds are obligated, Projects must be included on the relevant Statewide Transportation Improvement Program/Transportation Improvement Program (STIP/TIP) and long-range plans in accordance with 23 C.F.R. Part 450 and all state and federal environmental requirements.

Any agreements for the operation and maintenance of an EV charging station, the Application and the Grant Agreement are subject to the state procurement policies and procedures per 2 C.F.R. § 200.317. Without limiting the foregoing, Applicant shall comply with all laws, regulations, requirements, standards and policies including the following:

To the extent required by law/regulation, the Grant Agreement or ADECA, Applicant and its Representatives shall comply as required with certain sections contained in the Federal Acquisition Regulations (**FAR**), including those set forth below, all as may be amended, supplemented, restated or replaced.

- 52.203-3 Gratuities (APR 1984);
- 52.203-6 Restrictions on Subcontractor Sales to the Government (SEPT 2006);
- 52.203-7 Anti-Kickback Procedures (MAY 2014);
- 52.204-23 Prohibition on Contracting for Hardware, Software, and Services Developed or Provided by Kaspersky Lab and Other Covered Entities (JUL 2018)
- 52.204-25 Prohibition on Contracting for Certain Telecommunications and Video Surveillance Services or Equipment (AUG 2020)
- 52.219-8 Utilization of Small Business Concerns (OCT 2014);
- 52.219-9 Small Business Subcontracting Plan (OCT 2014);
- 52.222-21 Prohibition of Segregated Facilities (FEB 1999);
- 52.222-26 Equal Opportunity (MAR 2007);
- 52.222-37 Employment Reports on-Veterans (JUL 2014);
- 52.222-40 Notification of Employee Rights under the National Labor Relations Act (DEC 2010);
- 52.222-50 Combating Trafficking in Persons (FEB 2009);
- 52.222-54 Employment Eligibility Verification (AUG 2013); and
- 52.225-13 Restrictions on Certain Foreign Purchases (JUN 2008)

Notwithstanding anything to the contrary contained or implied herein, it is recognized that, pursuant to a Waiver of Buy America Requirements for Electric Vehicle Chargers (see 88 Fed. Reg. 10619 (Feb. 21, 2023)), the FHWA established a temporary public interest waiver to waive Buy America requirements for steel, iron, manufactured products, and construction materials in EV chargers. The short-term, temporary waiver enables EV charger acquisition and installation to immediately proceed while also ensuring the application of Buy America to EV chargers by the phasing out of the waiver over time. The waiver applies to all EV chargers manufactured by July 1, 2024, whose final assembly occurs in the United States and whose installation has begun by October 1, 2024. The second phase of the waiver will apply to all EV chargers manufactured on and after July 1, 2024, whose final assembly occurs in the United States, and for which the cost of components manufactured in the United States is at least 55% of the cost of all components. However, EV charger housing components that are predominantly steel and iron are excluded from the waiver and must meet current FHWA Buy America requirements. The Advisory Council on Historic Preservation has approved an exemption relieving federal agencies from the historic preservation review requirements under the National Historic Preservation Act

Approved by FHWA October 25, 2023

regarding the effects of the installation of certain EVSE on historic properties. The exemption became effective as of October 26, 2022 (see *Exemption from Historic Preservation Review for Electric Vehicle Supply Equipment*, 87 Fed. Reg. 66201 (Nov. 2, 2022)).

In the event of any conflict between ADECA's Application Guide, the NEVI Final Rule, the FHWA NEVI Program Guidance, the FHWA Formula Program Frequently Asked Questions, and NIST Handbook 44-2023, Specifications, Tolerances, and Other Technical Requirements for Weighing and Measuring Devices, all as may be amended, supplemented, restated or replaced, the provisions which are most stringent upon the Applicant and/or the Project shall apply.

Applicant shall comply with (and provide ADECA with its compliance plan for) the following:

Applicant shall ensure that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications and training 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. Further:

(1) Except as provided in subparagraph (2) of this section, all electricians installing, operating, or maintaining EVSE must meet one of the following requirements:

(i) Certification from the Electric Vehicle Infrastructure Training Program (EVITP).

(ii) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.

(2) For Projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.

(3) All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the state.

Status of Contracting Process

Contracting for the design-build-operate-maintain competitive grant program will commence after the first Application Period which is expected to open in September 2023.

Awarded Contracts

N/A

Scoring Methodologies Utilized

Applications will be awarded points from a list of required and preferred project deliverables. Some categories of scoring may include subjective point ranges to enable the individual scoring an Application to measure how well an Applicant responds to certain requests. The goal is to select projects that deliver the greatest value and meet the program goals and requirements in accordance with all applicable laws and regulations.

Plan for Compliance with Federal Requirements

Site design, development, installation, operation and maintenance shall be done in compliance with all applicable laws, ordinances, regulations, and standards, including but not limited to ADA. ADECA may retain 15% of expended and approved Eligible Costs, the reimbursement of which would otherwise be due and payable to Applicant (Retainage). Once all equipment is successfully installed, the charging station is fully operational, and ADECA has given the Applicant the Notice of Acceptance, ADECA would disburse the total

Retainage held by ADECA to Applicant.

Civil Rights

Individual Projects proposed for funding under the NEVI Program will be evaluated and administered in a manner that meets all finalized requirements of relevant federal and state laws and regulations, including federal and state civil rights laws.

Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to the NEVI Program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to the NEVI Program.

ADECA will require its subrecipients to submit the contractors' plan to comply with Title VI of the Civil Rights Act of 1964 and implementing regulations and the applicable requirements of Title VIII of the Civil Rights Act of 1968. Documentation to support compliance with the plan should accompany requests for payment. In addition, ADECA will monitor compliance with applicable Civil Rights laws and regulations during the formal monitoring review of each project.

Existing and Future Conditions Analysis

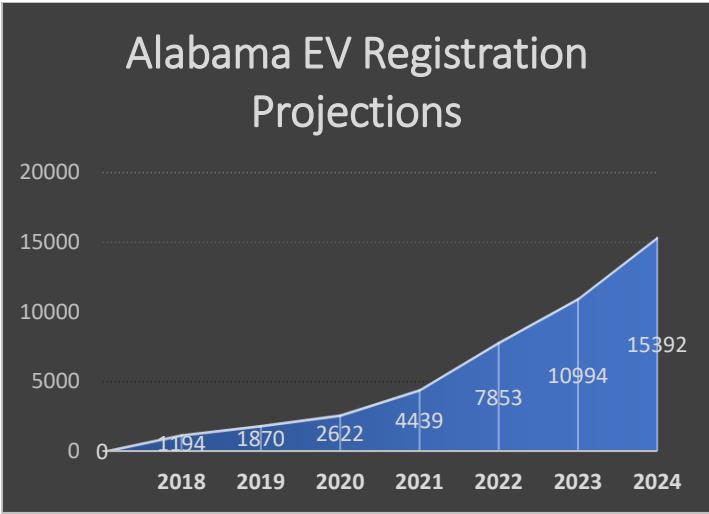
The greatest known risks and challenges to EV deployment in Alabama are the lack of reliable and publicly accessible charging infrastructure and the cost of purchasing a new vehicle. Forty-four percent (44%) of respondents to a survey conducted by the Regional Planning Commission of Greater Birmingham indicated they are not likely to consider buying an electric or plug-in hybrid electric vehicle for their next vehicle, citing lack of charging stations (41%) and the initial cost of purchasing an electric vehicle (36%) as the primary challenges.

Electric vehicles are impacting Alabama's economy in a very positive way. The Alabama Department of Commerce reports that recent investments in EV lines, battery manufacturing and its supply chain, EV battery recycling, and EV battery charging technology in Alabama amount to \$2.1 billion and account for 2,438 jobs.

Electric Vehicle registrations are on the rise in the State of Alabama. Alabama has experienced an average annual EV registration increase of 62% since 2020.

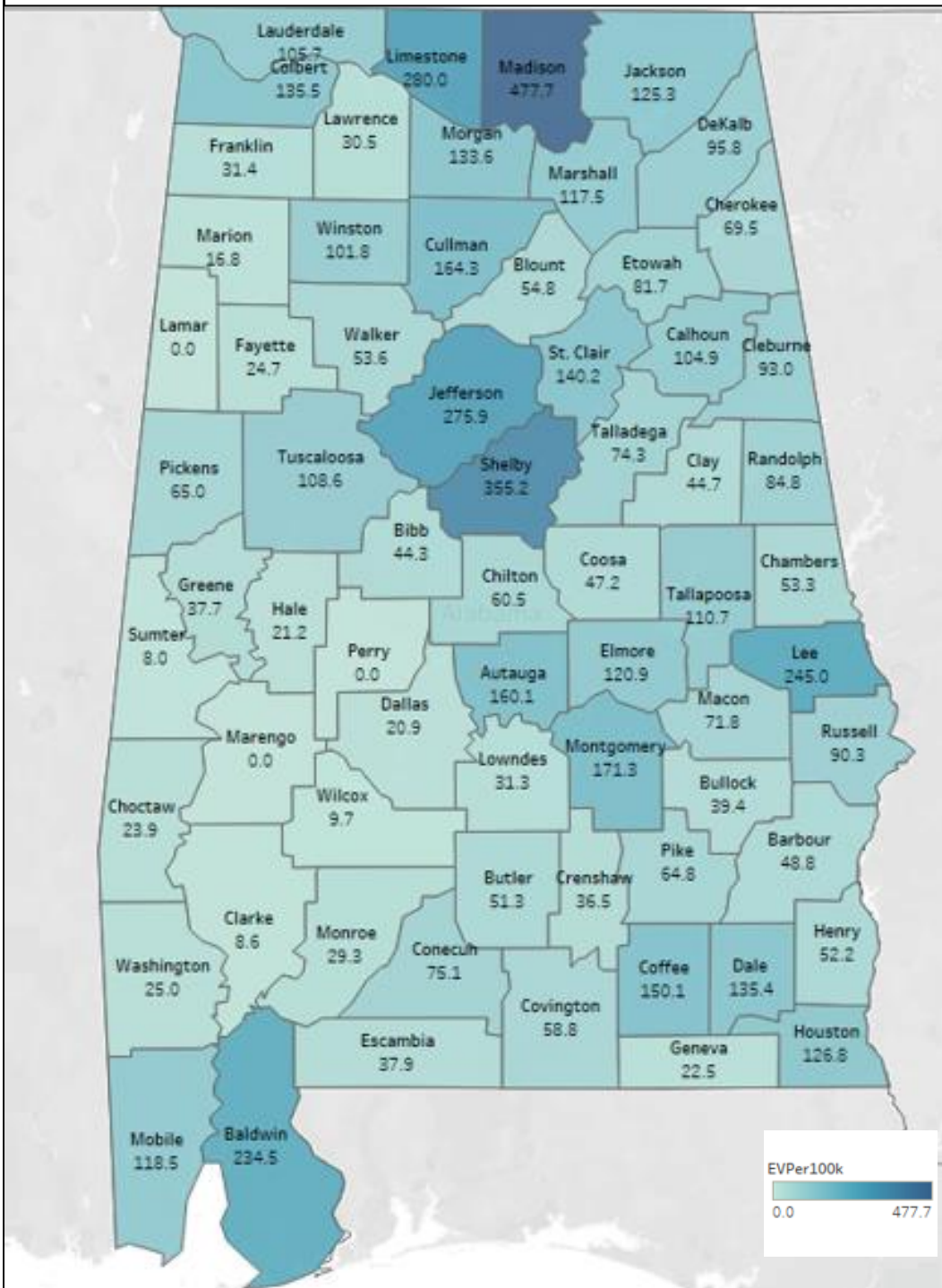
BEVs and PHEVs Registered in Alabama					
	2018	2019	2020	2021	2022
BEV's registered	1194	1870	2622	4439	7853
Period Increase (%)		57%	40%	69%	77%
BEV Average Growth Rate (2020-2022)	62%				

Below is a chart showing EV registration numbers conservatively estimating 40% increase in the number of EVs registered in Alabama at the end of 2023 and the end of 2024.



EV registration data by county is depicted below based on data analyzed in July 2023 by the Alabama Transportation Institute at the University of Alabama.

Electric Vehicles Per 100,000 population, Alabama (as of July 2023)



Map based on Longitude (generated) and Latitude (generated). Color shows sum of EV Per 100k. The marks are labeled by sum of EV Vehicle Count, County, sum of PHEV Vehicle Count and sum of EV Per 100k. Details are shown for State and County.

The Alabama Department of Transportation 2022 Freight Plan map below shows Alabama's Major Roadway Network. Stations that are designed to accommodate charging of hauling or towing vehicles will be awarded additional points in the Alabama NEVI scoring process.

Approved by FHWA October 25, 2023

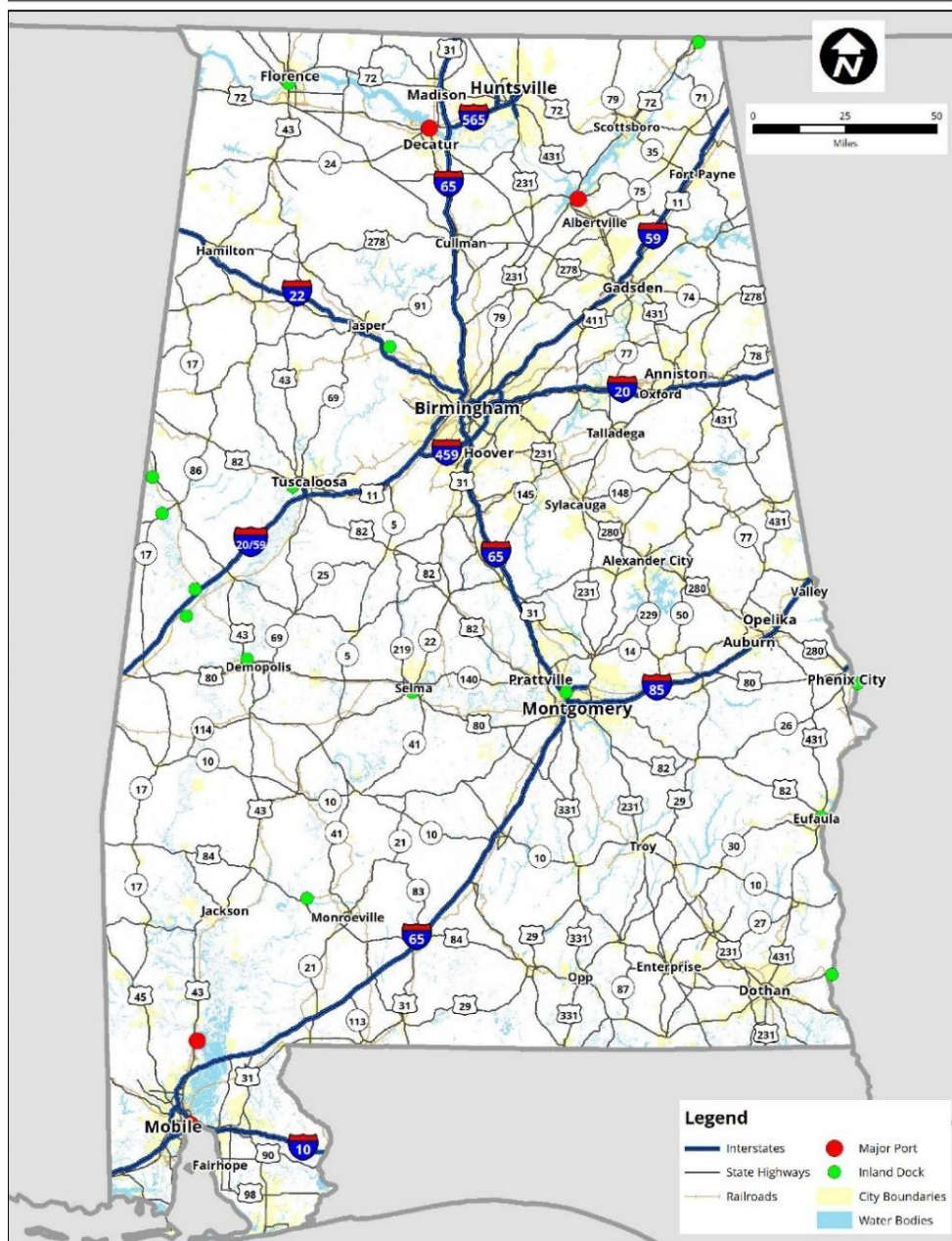
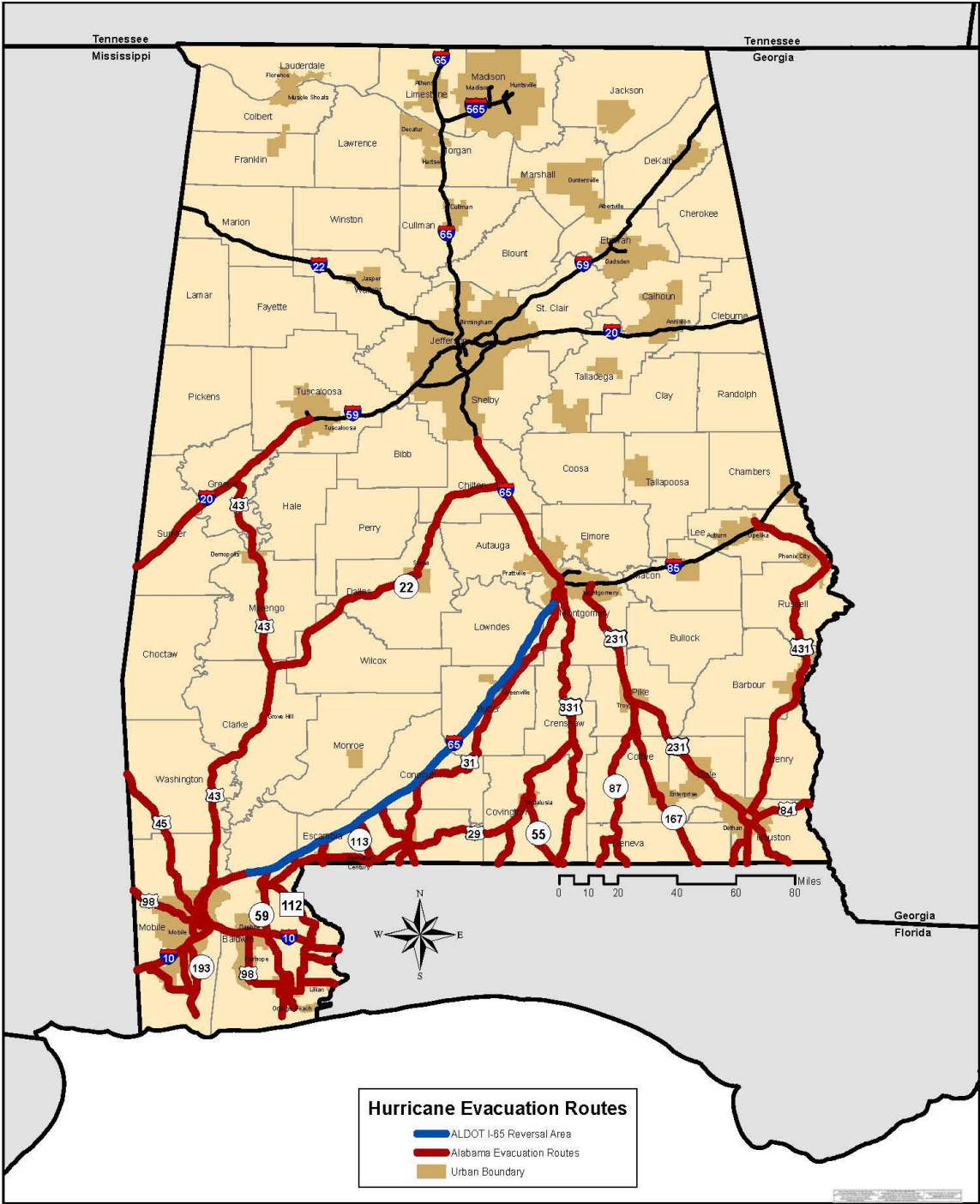


Figure 2. Alabama's Major Roadway Network

Proposed EV charging stations serving Hurricane Evacuation Routes will be awarded additional points in the Alabama NEVI scoring process. The Alabama Department of Transportation Hurricane Evacuation Route Map can be accessed online at <https://www.dot.state.al.us/programs/pdf/SWTP/HurricanePost.pdf>.

Hurricane Evacuation Routes



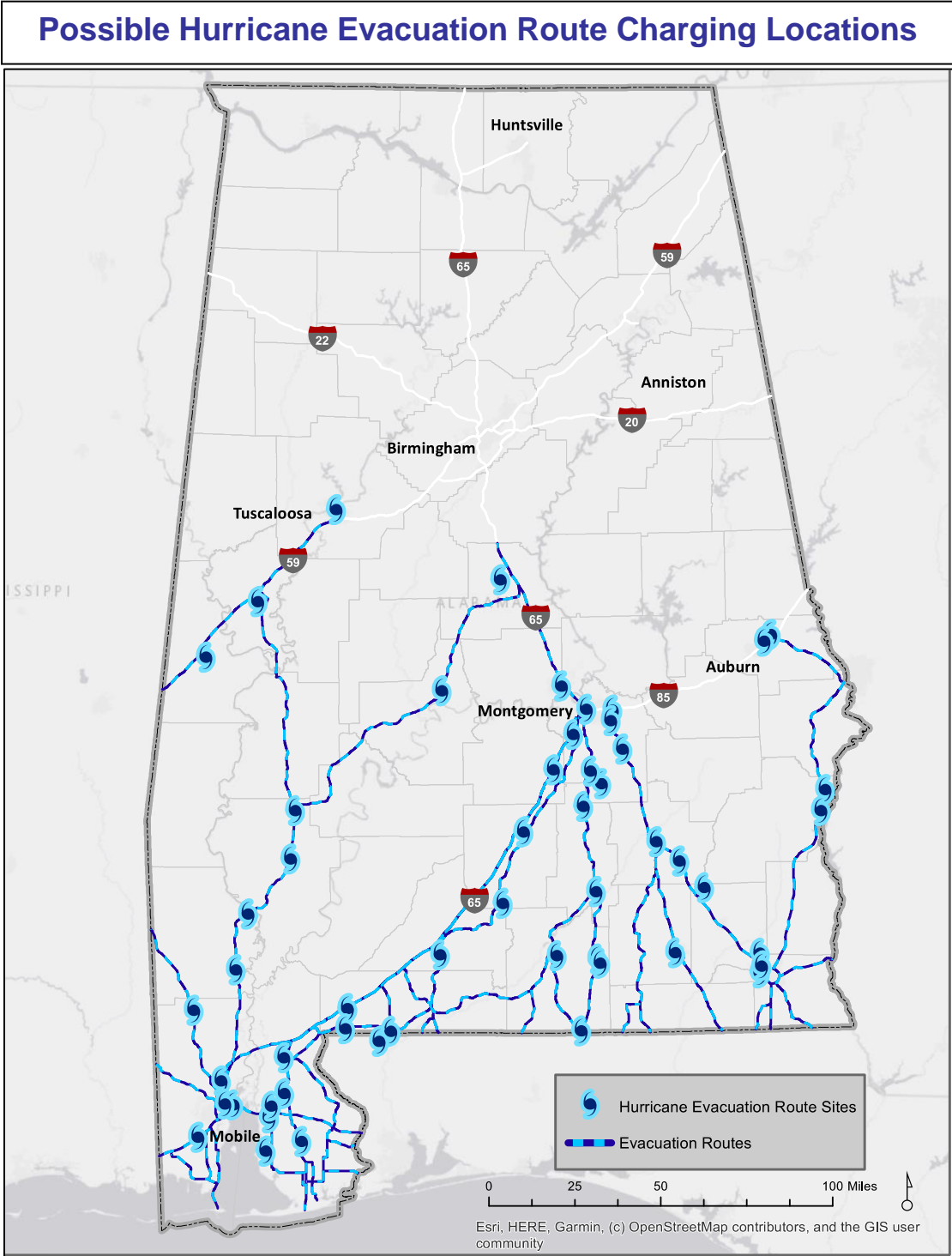
Source: <http://miscwapps.dot.state.al.us/ECC/>
 Source: <https://algotraffic.com>

06-27-2017

The following map depicts how hurricane evacuation routes could potentially be served by EV charging stations. To accommodate the possibility of mass evacuation events, it is desirable to have stations spaced more

Approved by FHWA October 25, 2023

frequently and with more charging ports than the minimum required to achieve FHWA EV Charging Corridor-Ready designation. The tagged locations depicted are not intended to depict specific locations. As noted above, Applicants proposing NEVI stations that serve eligible evacuation routes will be awarded additional points in the Alabama NEVI scoring process.

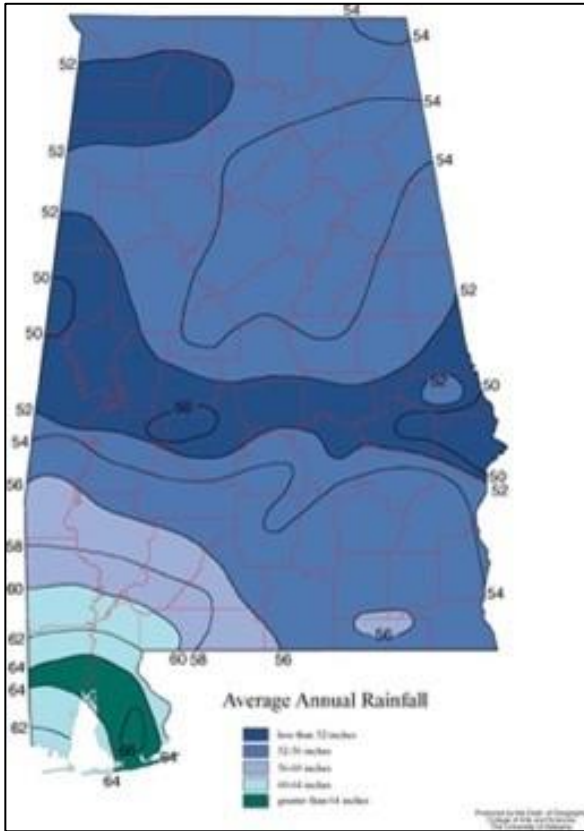


Alabama also intends to explore the possibility of making accessible some portable, possibly trailer-mounted, DC Fast charging units that could be utilized along hurricane evacuation routes.

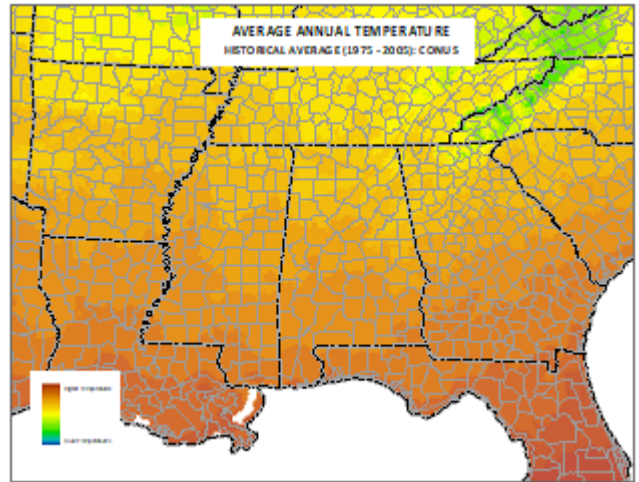
Electric Utilities are constantly evaluating load growth and shifting to proactively meet customers' needs to continue to deliver safe, reliable, and affordable electricity. EV related load considerations including on-peak vs.

State Geography, Terrain, Climate and Land Use Patterns

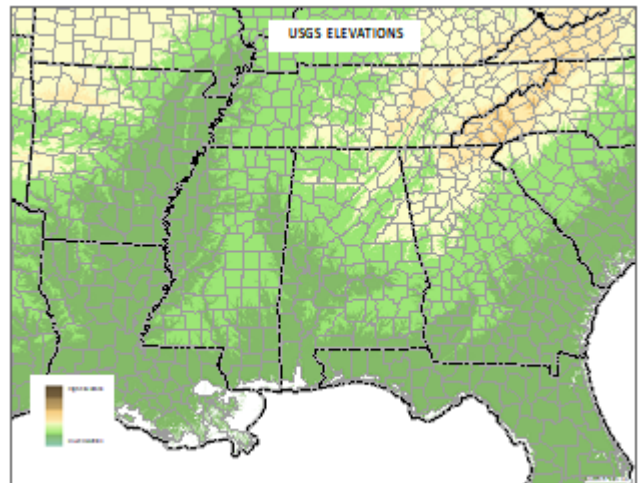
The climate for the entire State of Alabama is considered Humid Subtropical. Below are maps indicating Alabama's average annual temperatures considered warm to hot with average rainfall in the state between 50 and 64 inches annually. Most of the state is considered at low elevations with high mountains and low valleys to the north and coastal beaches to the south. Alabama can experience extreme weather events in the form of tornadoes and hurricanes each year. These climate factors were all considered when determining the overall framework for EVSE in Alabama.



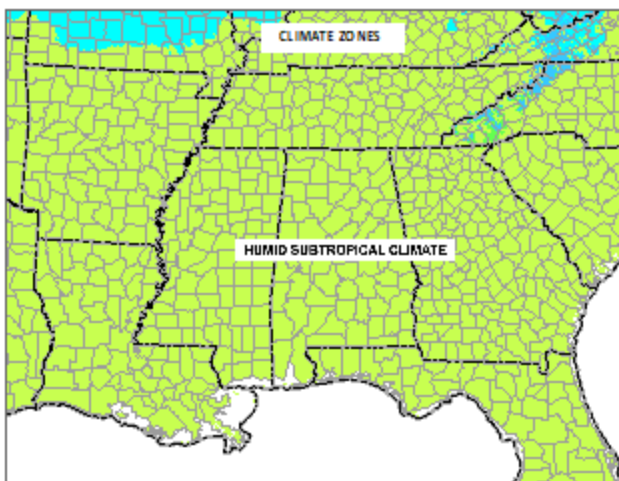
Average Annual Rainfall



Average Annual Temperatures



Elevation



Climate Zone

Alternative Fuel Corridor (AFC) Designations

Alabama plans to issue a Round 1 NEVI Request for Applications in September 2023 to make FY2022 NEVI funds available for obligation. Eligible locations in Round 1 will be any exit along any Alabama Interstate. A map showing eligible corridors with areas that will receive high priority consideration due to their ability to close a critical corridor gap highlighted. Alabama previously designated 1,002 miles of Interstate (65, 165, 565, 20, 59, 359, 459, 759, 85,10, 22) as EV Charging – Corridor Pending during Rounds 1-6 of FHWA Corridor nominations.

Alabama sought and received input through its EV Advisory Group and that were learned about through public engagement efforts of community-based organizations and nominated additional corridors that were recommended. Round 7 nominated corridors, if approved, will greatly increase access to EV charging infrastructure opportunities in all areas of the state especially in lower income and majority-minority areas.

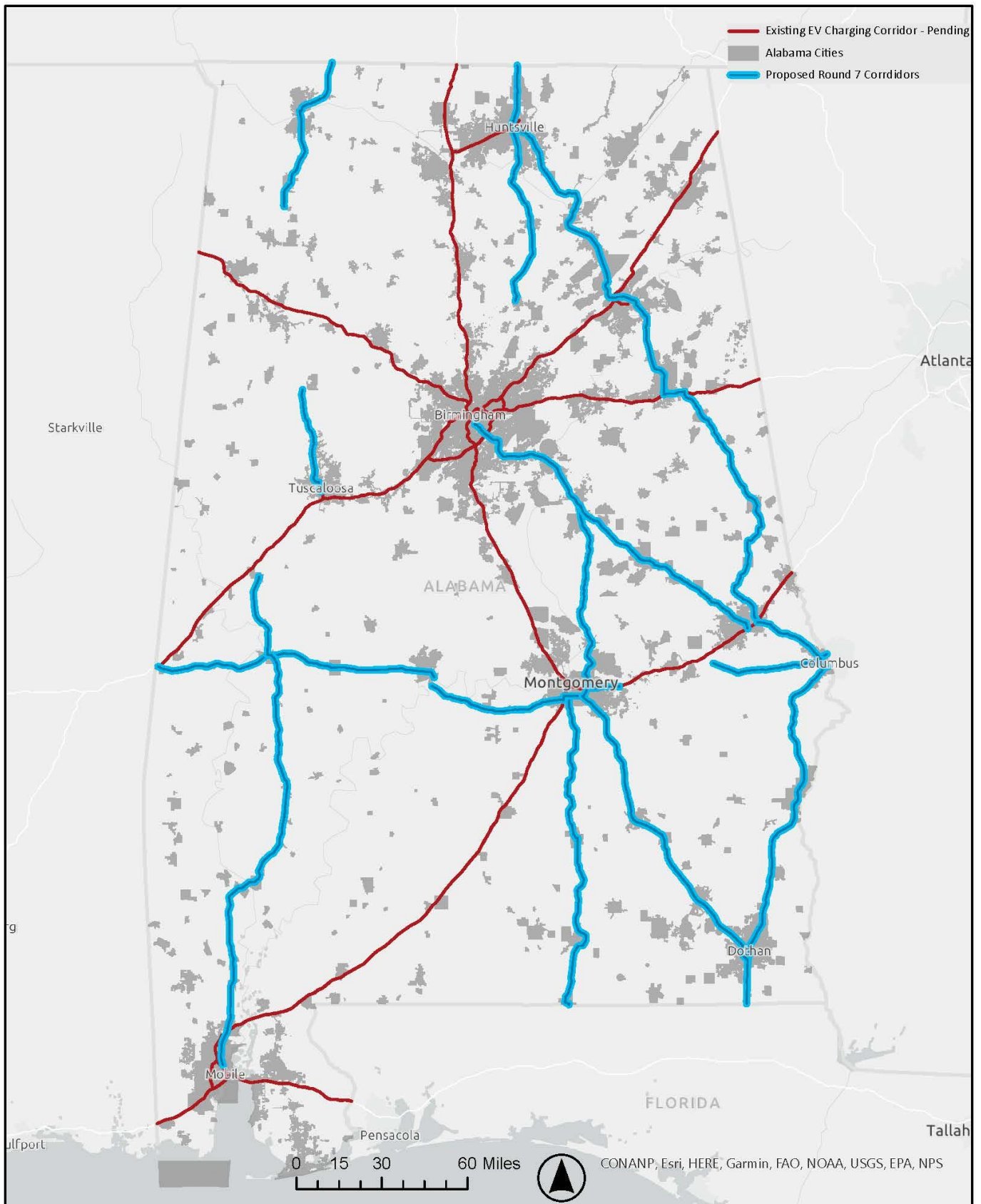
Alabama's Round 7 nomination proposed an additional 1,231.3 miles of EV Charging Corridor-Pending corridors which included the segments of US43, 80, 231, 280, 331, and 431 that are part of the National Highway System.

During each NEVI funding round, Alabama intends to accept Applications for NEVI projects at any location along any NEVI eligible corridor. Applications will be reviewed and scored against each other using a listing of required and optional project elements. Projects that fill critical gaps in EV charging along AFC's will be given high priority status for selection. The scoring process will also take into account how station redundancy may be needed in areas due to factors that could include, but will not be limited to, dense population, higher rates of EV ownership, hurricane evacuation route status, the number of designated corridors served by a station, and whether or not a proposed site is within a Justice40 area.

Before nominating any additional corridors during any future round of FHWA alternative fuel corridor nominations, Alabama will consider the estimated impact of nominating those corridors on the build out cost to achieve EV Charging Corridor – Ready status. The amount of funding expected to be available is more than sufficient to achieve this built-out status for corridors nominated during Rounds 1-7, assuming Applicant interest in siting projects along these corridors.

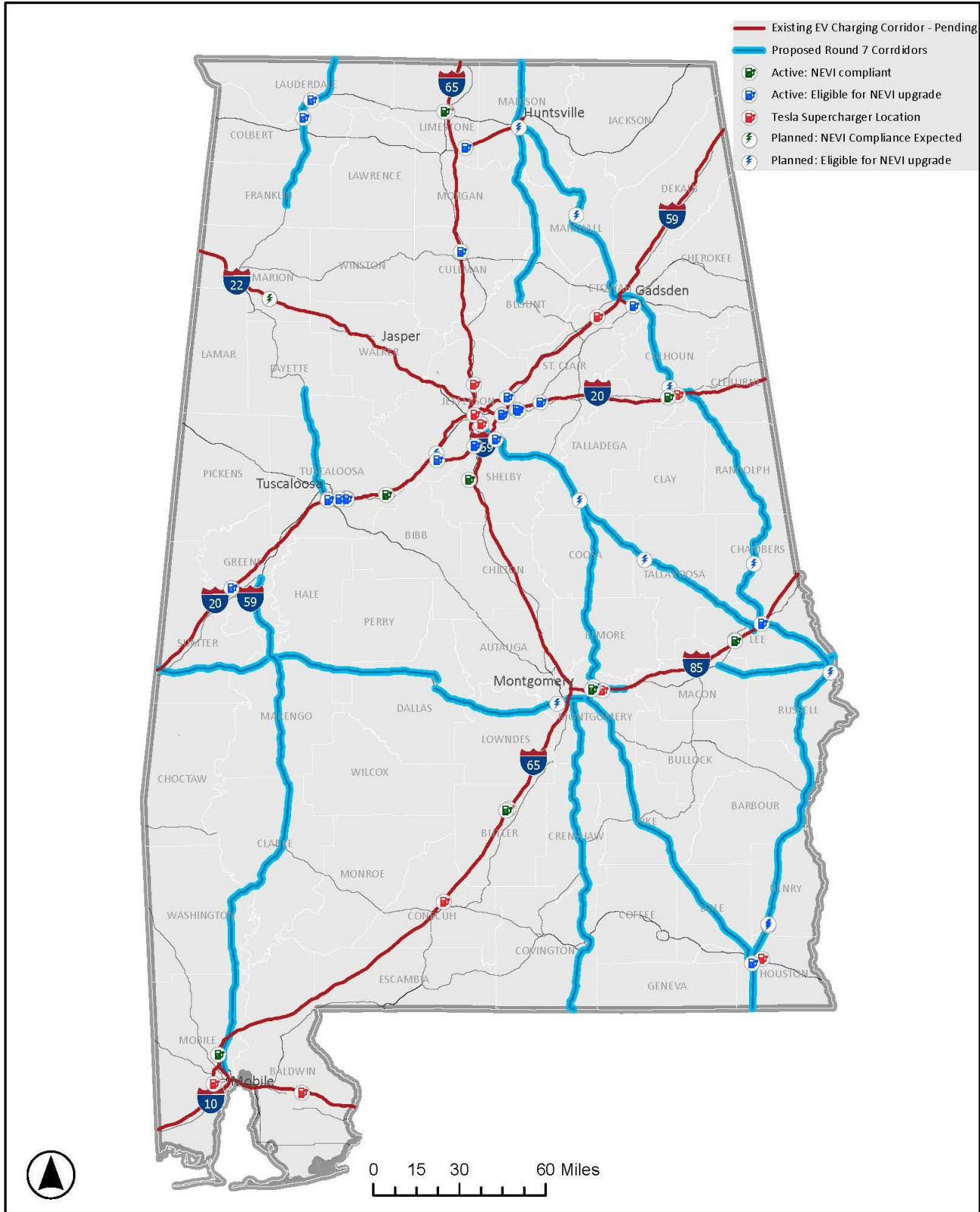
The following map depicts all existing FHWA EV Charging-Corridor Pending routes in red and Round 7 corridors recently nominated highlighted in blue.

AL EV Charging Corridors - Existing Corridors and Round 7 Nominations



Existing Charging Stations

DC Fast Chargers Near NEVI-Eligible Corridors



NEVI Corridors with High Priority Areas Highlighted

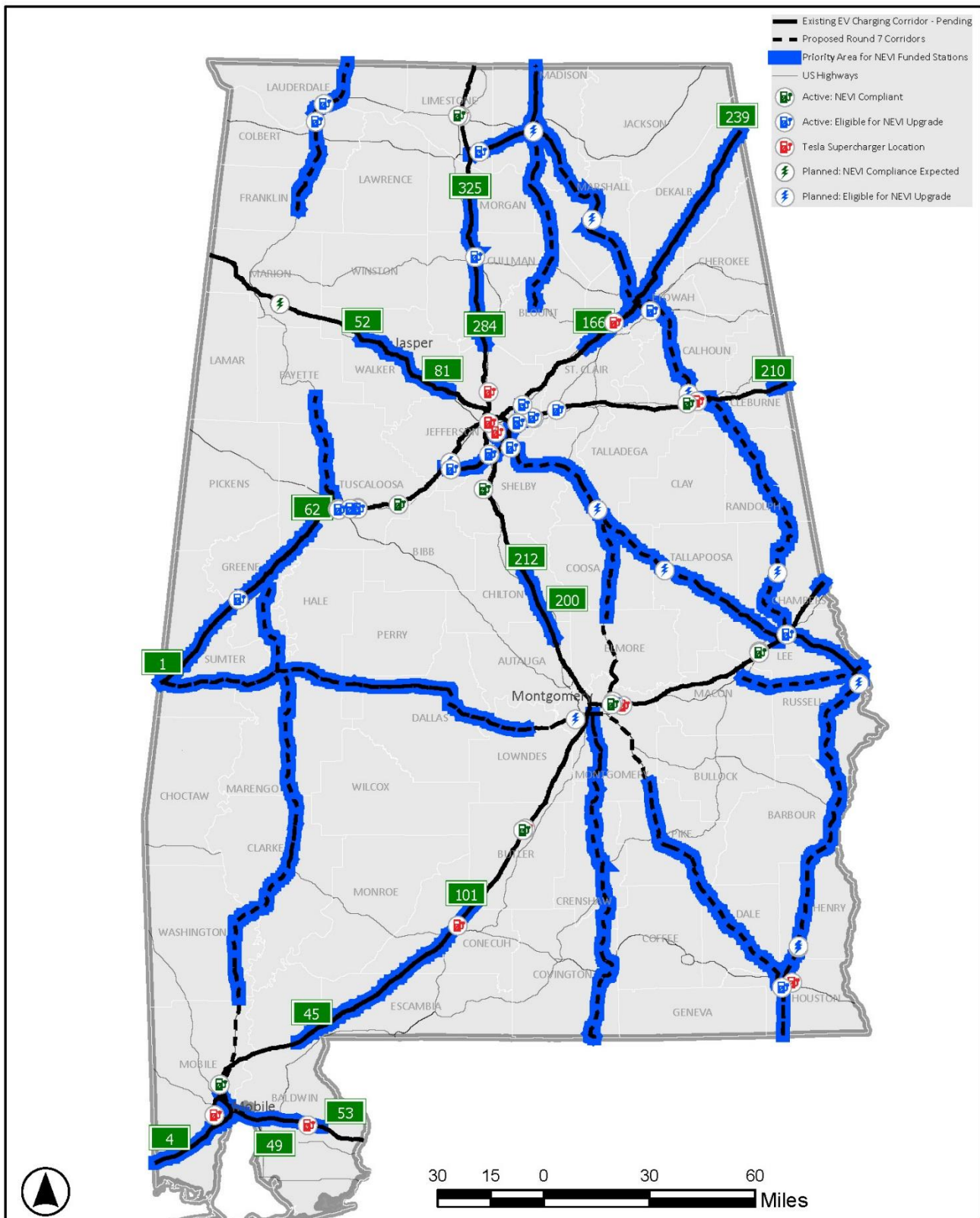


TABLE of Existing DCFC In Close Proximity to FHWA Round 1-7 Alabama EV Charging Corridors

NEVI Corridors include ALL Alabama Interstates since they were successfully designated during FHWA Rounds 1-6 of alternative fuel corridor nominations. On June 20, 2023, Alabama nominated sections of US43, US80, US280, US231, US331, and US431 listed on the National Highway System as part of Round 7. The table below lists all known DCFC located along Round 1-7 corridors as of July 10, 2023. Individual maps of each corridor follow this table. Higher resolution PDFs and map files will be made available upon emailed request to ev@adeca.alabama.gov. Applicants will be asked to calculate the driving distance from the location of any project they are proposing to the nearest stations along the same Corridor/Route as the location of the proposed project. Additional DC Fast charging stations listed on the National Alternative Fuels Data Center, or AFDC, at the time of application should also be considered. The AFDC may be accessed at afdc.energy.gov by clicking the "Locate Stations" tab. A more direct link to the DC Fast Charging inventory in Alabama follows: [AFDC Listing of DC Fast Charging Stations in Alabama](#)

Please notify EV@adeca.alabama.gov of any updates needed to the data in this table. Station owners and operators are also strongly encouraged to list their facilities on the AFDC. To add your facility, go to the following link: <https://afdc.energy.gov/stations/#/station/new>

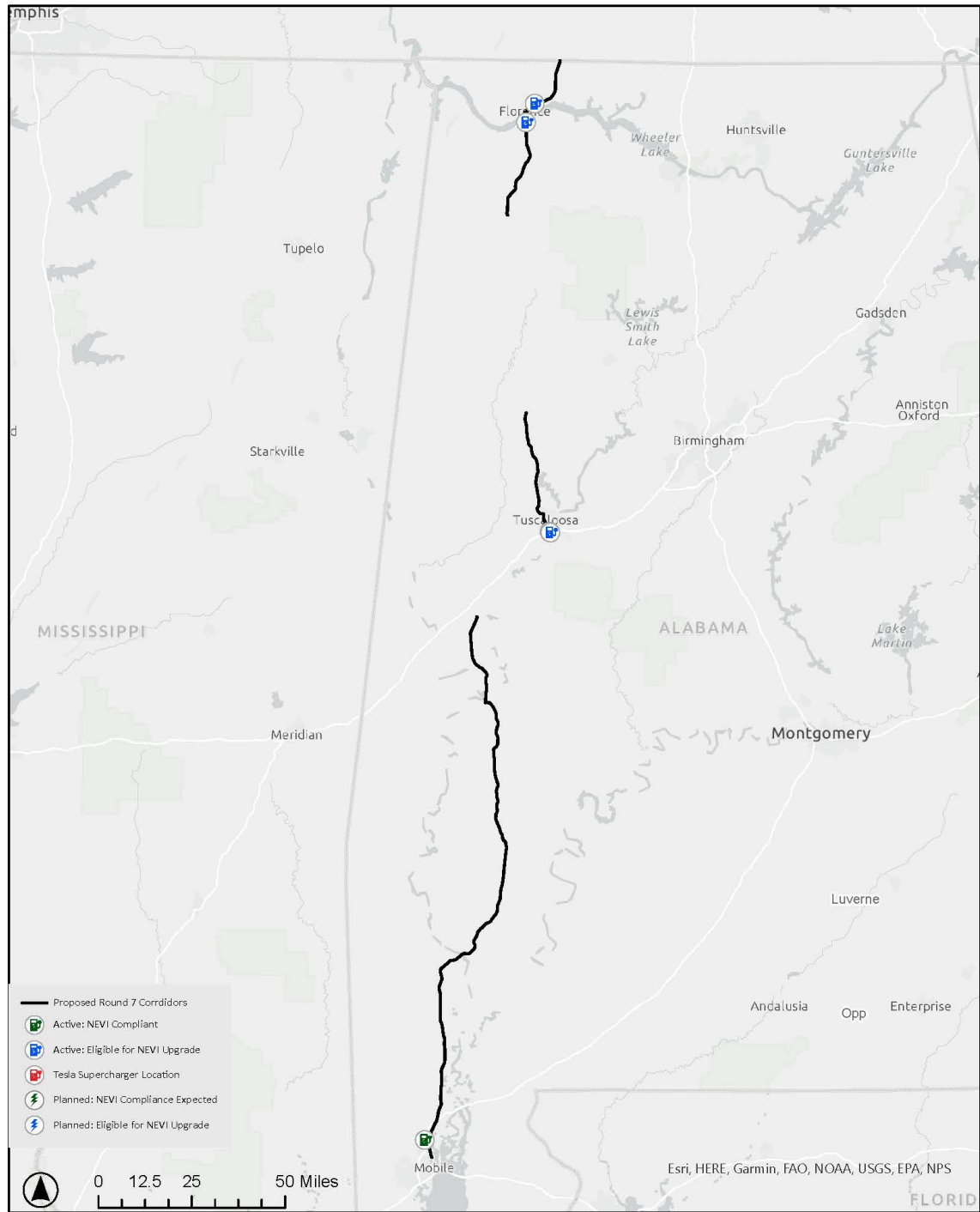
Location Unique ID	NEVI Status	City	Route	PlugShare	Street Address	CCS/SAE Ports	CHAdemo Ports	NACS Ports	J1772	EV Network (if known)	Meets 23 CFR 680?	Intended to be Counted Towards Fully Built Out Status
39852	Active: Eligible for NEVI Upgrade	Montgomery	231	Jack Ingram Motors	227 Eastern Bypass		1		2			
170323	Active: NEVI Compliant	Montgomery	231	Montgomery Sam's Club	1080 Eastern Blvd	7	1				TBD	X
236006	Active: Eligible for NEVI Upgrade	Dothan	231	Mercedes Benz of Dothan	2309 Ross Clark Cir	1	1			ChargePoint		
PS494763	Planned: Eligible for NEVI Upgrade	Huntsville	231	Pelham Avenue Parking Garage	309 Pelham Avenue SW							
1EVST2205	Planned: Eligible for NEVI Upgrade	Sylacauga	231	Allen's Food Mart	42020 US-280							
201927	Tesla Supercharger Location	Mountain Brook	280	Lane Parke Shopping Mall	1000 Jemison Lane					Tesla		
256590	Active: Eligible for NEVI Upgrade	Birmingham	280	MAPCO Convenience Store	200 Inverness Center Dr	2	2			FCN		
1EVST2205	Planned: Eligible for NEVI Upgrade	Sylacauga	280	Allen's Food Mart	42020 US-280							
1EVST2207	Planned: Eligible for NEVI Upgrade	Alexander City	280	Allen's Food Mart	4880 US-280							
PS523997	Active: Eligible for NEVI Upgrade	Opelika	280	Glynn Smith Chevrolet Buick GMC	600 Columbus Pkwy	1						
167355	Active: NEVI Compliant	Saraland	43	Walmart	1095 Industrial Pkwy	7	1			Electrify America	TBD	X

PS2054	Active: Eligible for NEVI Upgrade	Florence	43	Greenway Nissan of Florence	248 Cox Creek Pkwy	1	1						
1VW2112	Planned: Eligible for NEVI Upgrade	Tuscaloosa	43	Milo's Hamburgers	5020 Old Greensboro Road								
252562	Active: Eligible for NEVI Upgrade	Tuscaloosa	43	Julio Jones Kia	4301 Greensboro Ave	1					ChargePoint		
PS378418	Active: Eligible for NEVI Upgrade	Sheffield	43	Greenway Kia of the Shoals	4900 Hatch Blvd	1							
101977	Tesla Supercharger Location	Oxford	431	Oxford Exchange	1105 Oxford Exchange Blvd			12			Tesla		
1EVST2204	Planned: Eligible for NEVI Upgrade	Guntersville	431	Electric Board of Guntersville	440 Old Town Street								
1EVST2208	Planned: Eligible for NEVI Upgrade	Headland	431	Home Oil Co	16566 Highway 431 N	2	2						
237669	Tesla Supercharger Location	Dothan	431	Winn-Dixie	1151 Ross Clark Cir			12			Tesla		
PS494763	Planned: Eligible for NEVI Upgrade	Huntsville	431	Pelham Avenue Parking Garage	309 Pelham Avenue SW								
1EVST2204	Planned: Eligible for NEVI Upgrade	Guntersville	431	Old Town Street Parking	440 Old Town Street								
PS523997	Active: Eligible for NEVI Upgrade	Opelika	431	Glynn Smith Chevrolet Buick GMC	600 Columbus Pkwy	1							
1EVST2213	Planned: Eligible for NEVI Upgrade	Phenix City	431	Phenix City Youth Sports Complex	1501 5th Street S								
1EVST2215	Planned: Eligible for NEVI Upgrade	La Fayette	431	Not Listed	US Highway 431 Mile Marker 160								
170323	Active: NEVI Compliant	Montgomery	80	Montgomery Sam's Club	1080 Eastern Blvd	7	1					TBD	X
1EVST2214	Planned: Eligible for NEVI Upgrade	Montgomery	80	Not Listed	4445 Selma Highway								
166908	Active: NEVI Compliant	Athens	65	Walmart	1011 US Hwy 72 E	7	1				Electrify America	TBD	X
167355	Active: NEVI Compliant	Saraland	65	Walmart	1095 Industrial Pkwy	7	1				Electrify America	TBD	X
164539	Active: NEVI Compliant	Greenville	65	Walmart	501 Willow Ln	7	1				Electrify America	TBD	X
170322	Active: NEVI Compliant	Alabaster	65	Walmart	630 COLONIAL PKWY	7	1				Electrify America	TBD	X
227279	Active: Eligible for NEVI Upgrade	Cullman	65	Conoco	5982 AL-157	2	2				ChargePoint		
101972	Tesla Supercharger Location	Athens	65	Fairfield Inn	21282 Athens-Limestone Blvd.						Tesla		

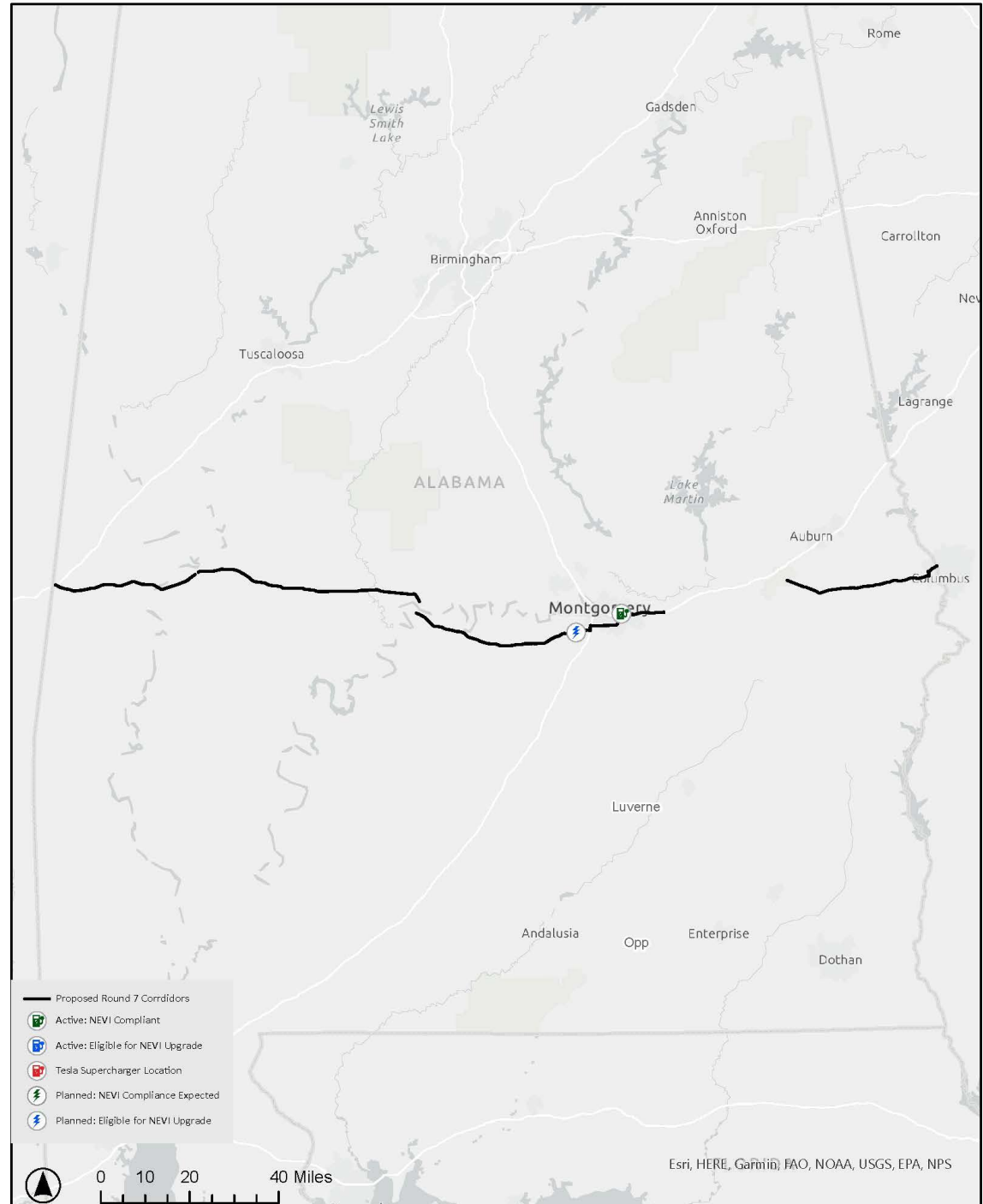
101975	Tesla Supercharger Location	Greenville	65	Hampton Inn	219 Interstate Drive			12		Tesla		
101976	Tesla Supercharger Location	Mobile	65	The Bel Air Mall	3201 Airport Blvd			8		Tesla		
237637	Tesla Supercharger Location	Evergreen	65	Piggly Wiggly	90 Liberty Hill Pl			10		Tesla		
259991	Tesla Supercharger Location	Gardendale	65	Santo's Coffee	1009 Pecan Ave			8		Tesla		
144515	Active: Eligible for NEVI Upgrade	Madison	565	Harley Davidson	15100 AL-20	1				ChargePoint		
1VW2120	Planned: Eligible for NEVI Upgrade	Oxford	20	Chevron Tang Mart	600 South Quintard Avenue	2	2					
165316	Active: NEVI Compliant	Oxford	20	Walmart	92 Plaza Ln	7	1			Electrify America	X	X
221451	Active: Eligible for NEVI Upgrade	Leeds	20	Outlet Shops of Grand River	6200 Grand River Blvd E	4	4			ChargePoint		
302066	Active: Eligible for NEVI Upgrade	Cottondale	20	Tuscaloosa Chevrolet	6500 Interstate Pkwy	1			1	EV Connect		
101974	Tesla Supercharger Location	Birmingham	20	Uptown	2221 Richard Arrington Junior Blvd.			8		Tesla		
101977	Tesla Supercharger Location	Oxford	20	Oxford Exchange	1105 Oxford Exchange Blvd			12		Tesla		
207273	Tesla Supercharger Location	Cottondale	20	Holiday Inn Express	6350 Interstate Drive			8		Tesla		
212748	Tesla Supercharger Location	Leeds	20	Buc-ee's	6910 Buc-ee's Blvd			16		Tesla		
219025	Active: Eligible for NEVI Upgrade	Moody	20	Valero Travel Center	2700 Kelly Creek Rd	2	2			CHARGELAB		
229457	Active: NEVI Compliant	Vance	20	Mercedes Benz Visitors Center	11 Mercedes Dr	6				Electrify America	TBD	X
222122	Active: Eligible for NEVI Upgrade	Boligee	20	Chevron	17619 Co Rd 20	2	2			ChargePoint		
237859	Active: Eligible for NEVI Upgrade	Tuscaloosa	20	Tuscaloosa Hyundai	3831 Hargrove Rd E	1	1			ChargePoint		
238358	Active: NEVI Compliant	Leeds	20	Buc-ee's	6900 Buc-ee's Blvd	4	4			Electrify America	TBD	X
1VW2117	Planned: Eligible for NEVI Upgrade	Bessemer	20	Milo's Hamburgers	757 Academy Drive							
261468	Tesla Supercharger Location	Guin	22	Holiday Inn	5750 Alabama Highway 44			12		Tesla		
1EVST2217	Planned: NEVI Compliance Expected (NEVI funding has not been involved in this project)	Guin	22	Holiday Inn	5750 Alabama Highway 44						X	X
1VW2117	Planned: Eligible for NEVI Upgrade	Bessemer	59	Milo's Hamburgers	757 Academy Drive							
302066	Active: Eligible for NEVI Upgrade	Cottondale	59	Tuscaloosa Chevrolet	6500 Interstate Pkwy	1			1	EV Connect		
101974	Tesla Supercharger Location	Birmingham	59	Uptown	2221 Richard Arrington Junior Blvd.			8		Tesla		

101978	Tesla Supercharger Location	Steele	59	Love's Travel Stop	905 Steele Station Road			8		Tesla		
207273	Tesla Supercharger Location	Cottondale	59	Holiday Inn Express	6350 Interstate Drive			8		Tesla		
229457	Active: NEVI Compliant	Vance	59	Mercedes Benz Visitors Center	11 Mercedes Dr	6				Electrify America	X	X
222122	Active: Eligible for NEVI Upgrade	Boligee	59	Chevron	17619 Co Rd 20	2	2			ChargePoint		
237859	Active: Eligible for NEVI Upgrade	Tuscaloosa	59	Tuscaloosa Hyundai	3831 Hargrove Rd E	1	1			ChargePoint		
251946	Active: Eligible for NEVI Upgrade	Birmingham	59	Serra Hyundai	1503 Gadsden Hwy	2	2			ChargePoint		
1VW2112	Planned: Eligible for NEVI Upgrade	Tuscaloosa	359	Milo's Hamburgers	5020 Old Greensboro Road							
226816	Active: Eligible for NEVI Upgrade	Vestavia Hills	459	Shell	1643 Montgomery Hwy	2	2			ChargePoint		
194633	Active: Eligible for NEVI Upgrade	Birmingham	459	Mercedes Benz Birmingham-Irondale	4539 Grants Mill Trail	1	1			ChargePoint		
194634	Active: Eligible for NEVI Upgrade	Birmingham	459	Mercedes Benz Birmingham-Irondale	4517 Grants Mill Trail	1	1			ChargePoint		
39849	Active: Eligible for NEVI Upgrade	Birmingham	459	Benton Nissan	1640 Montgomery Hwy	1	1			Non-Networked		
234994	Active: Eligible for NEVI Upgrade	Bessemer	459	Allen's Food Mart	2197 Eastern Valley Rd	4	4			ChargePoint		
251946	Active: Eligible for NEVI Upgrade	Birmingham	459	Serra Hyundai	1503 Gadsden Hwy	2	2		2	ChargePoint		
46688	Active: Eligible for NEVI Upgrade	Gadsden	759	Nissan of Gadsden	1701 Rainbow Dr	1	1		1	Non-Networked		
170323	Active: NEVI Compliant	Montgomery	85	Montgomery Sam's Club	1080 Eastern Blvd	7	1				X	X
156169	Active: NEVI Compliant	Auburn	85	Walmart	1717 S College St	7	1			Electrify America	X	X
197422	Tesla Supercharger Location	Montgomery	85	Target	2567 Berryhill Road				12	Tesla		
218655	Tesla Supercharger Location	Auburn	85	Tiger Crossing Shopping Center	1617 South College Street				12	Tesla		
216368	Tesla Supercharger Location	Robertsdale	10	Buc-ee's	20403 Co Road 68				16	Tesla		

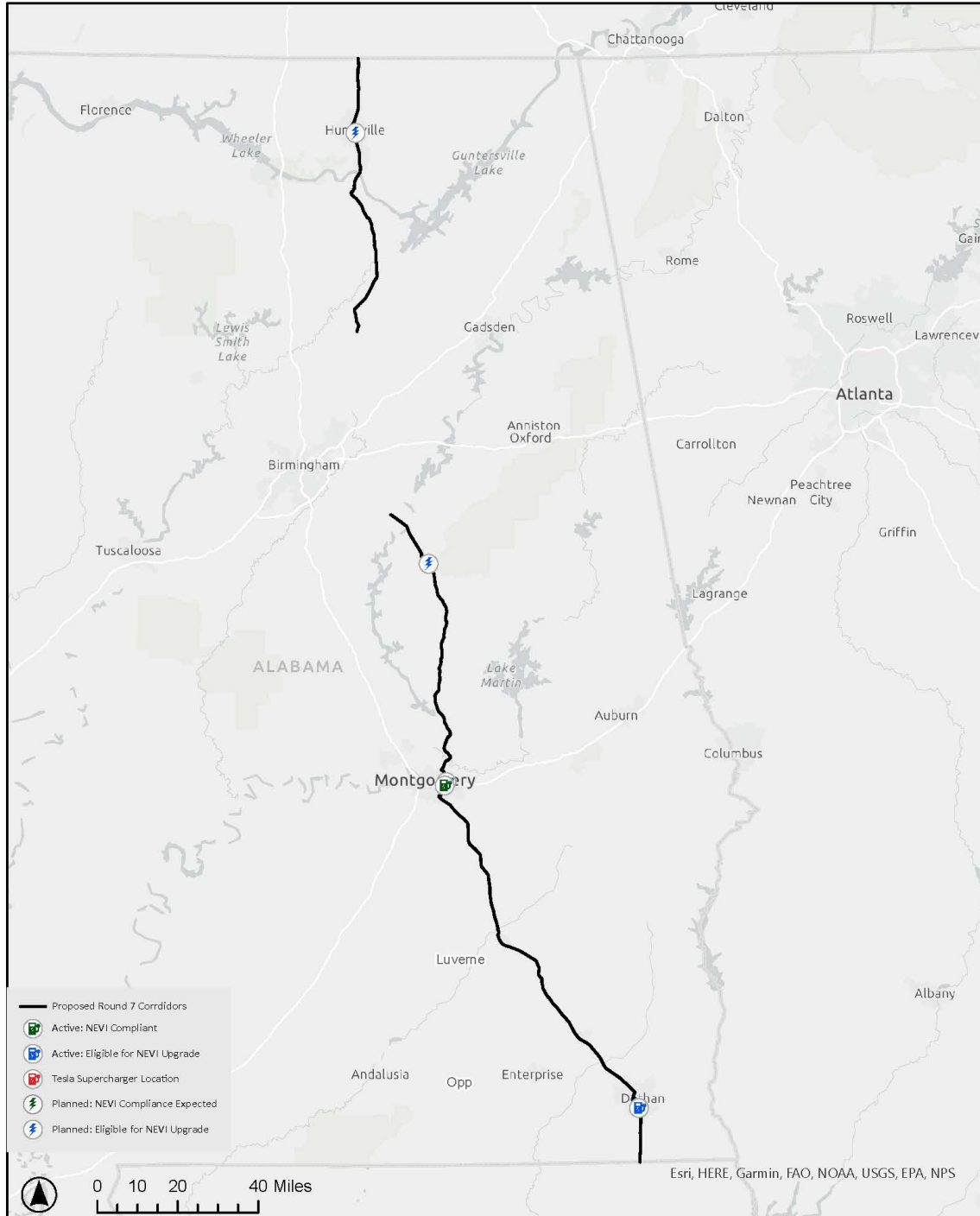
Highway 43 Corridor



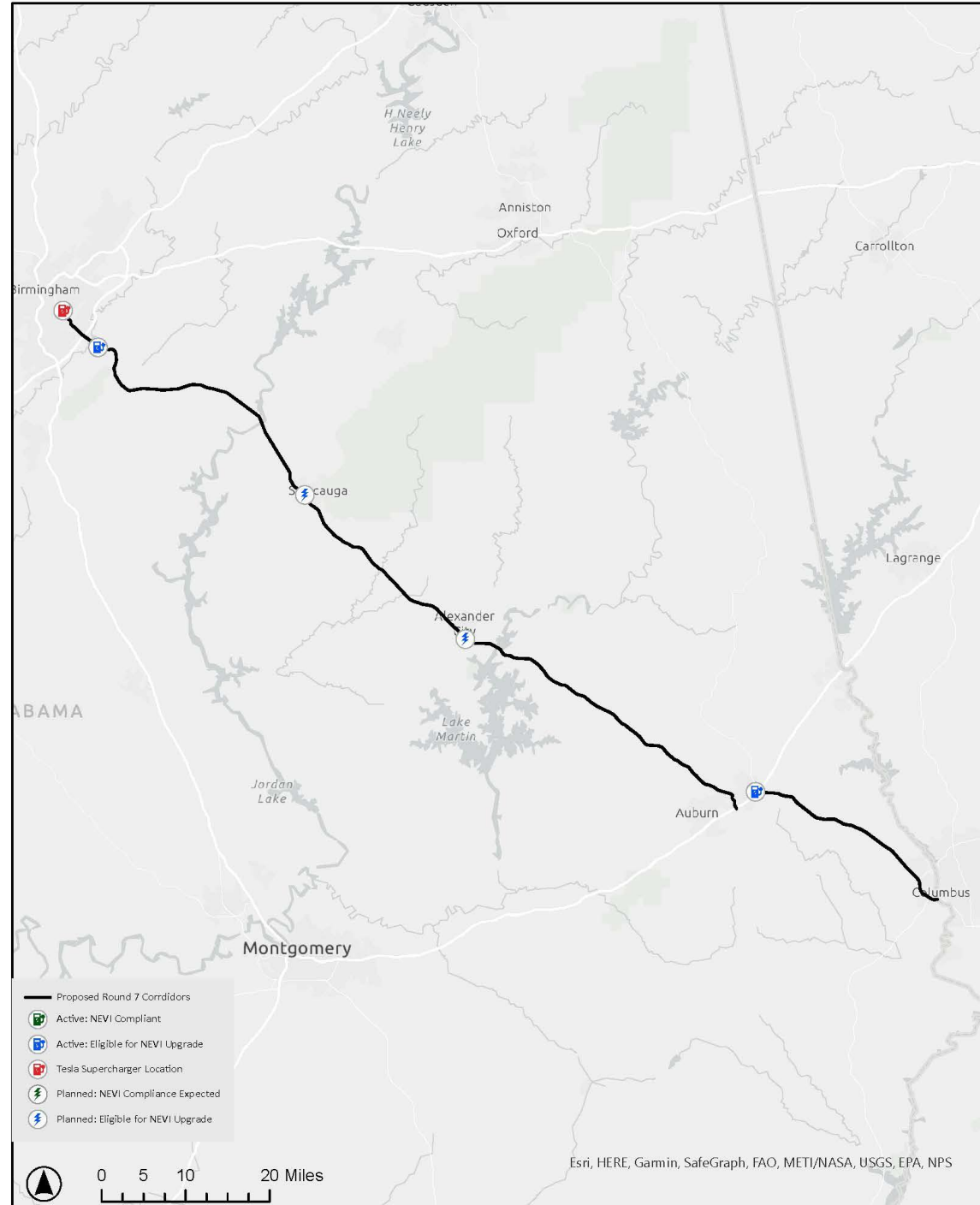
Highway 80 Corridor



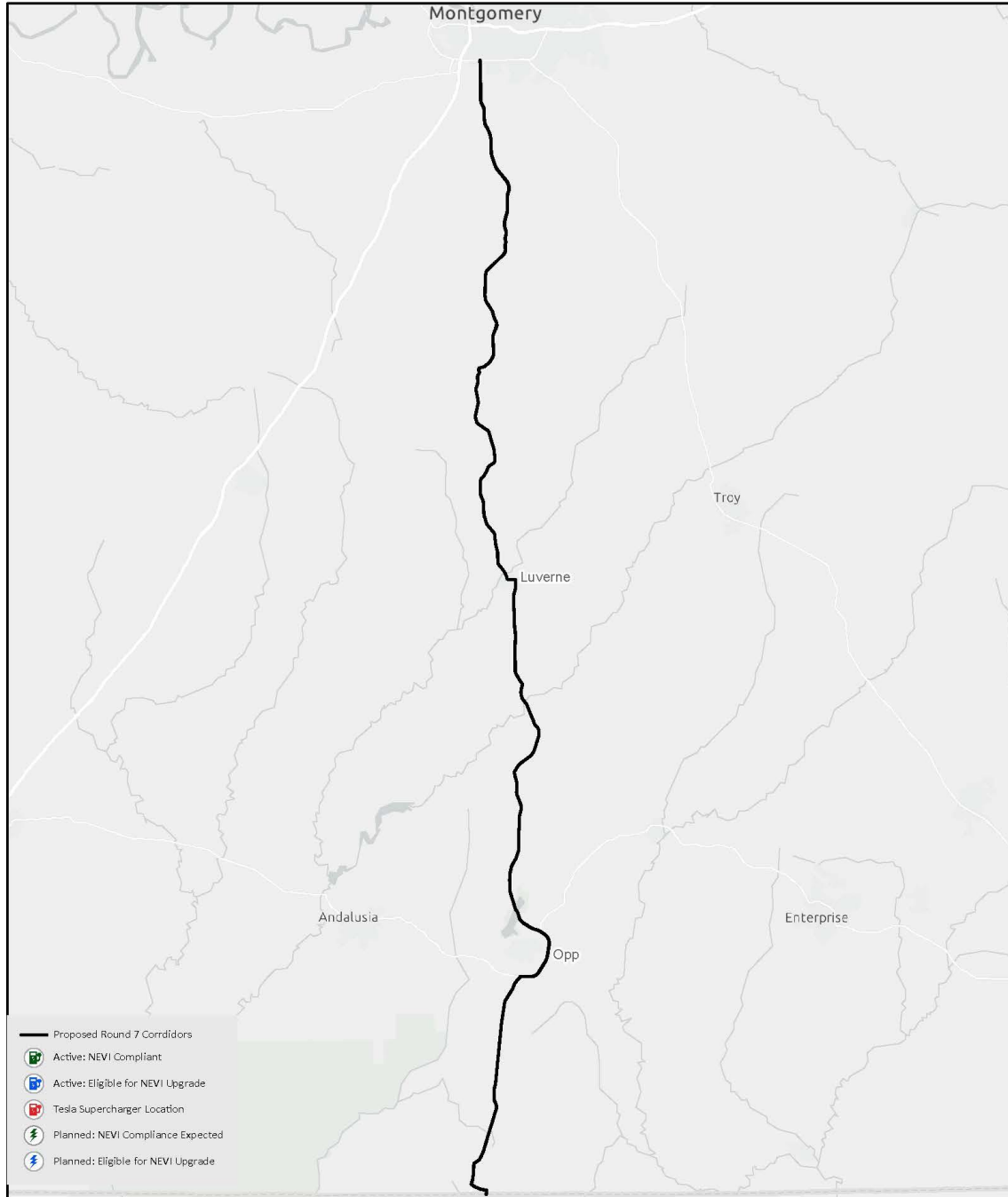
Highway 231 Corridor



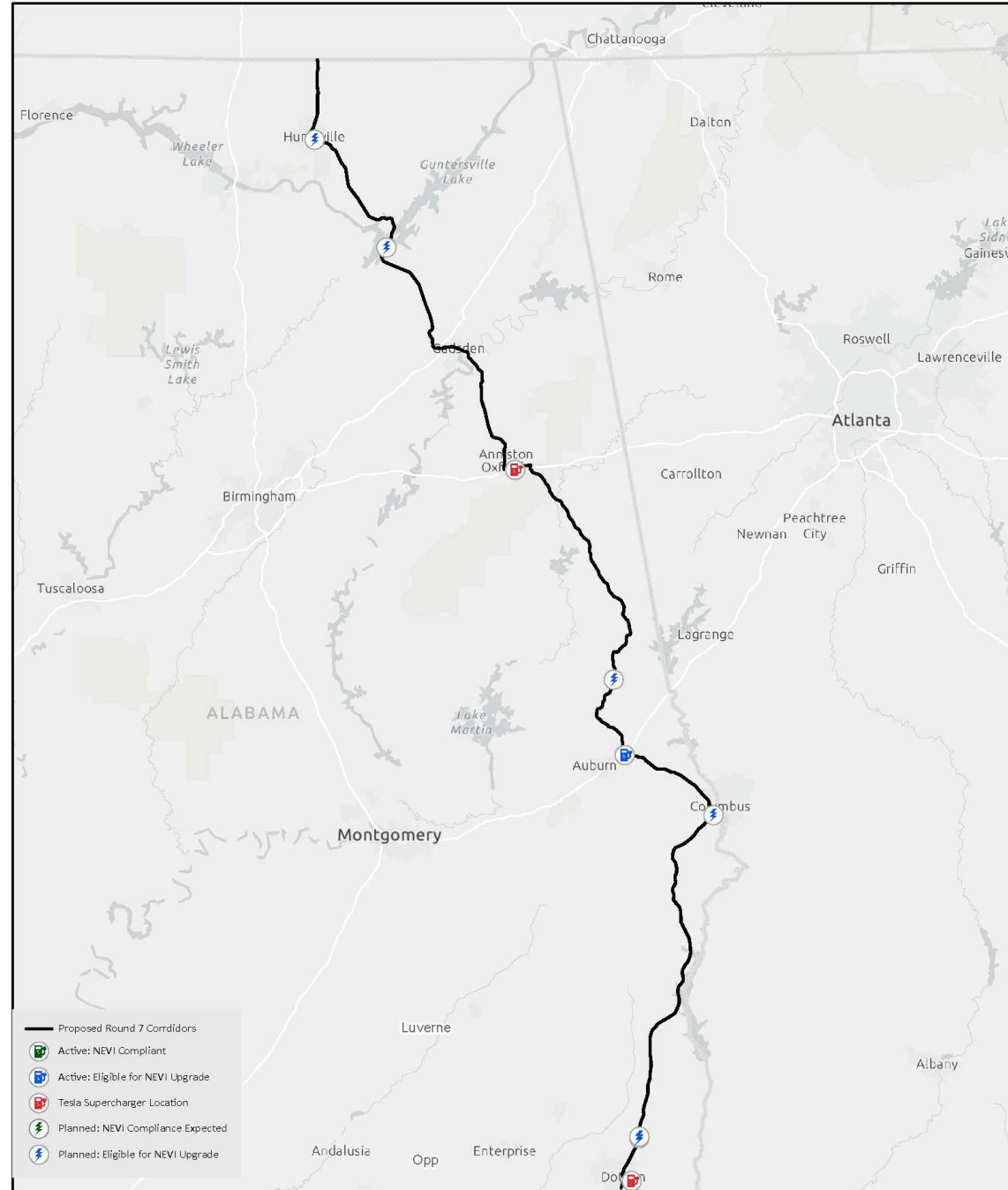
Highway 280 Corridor



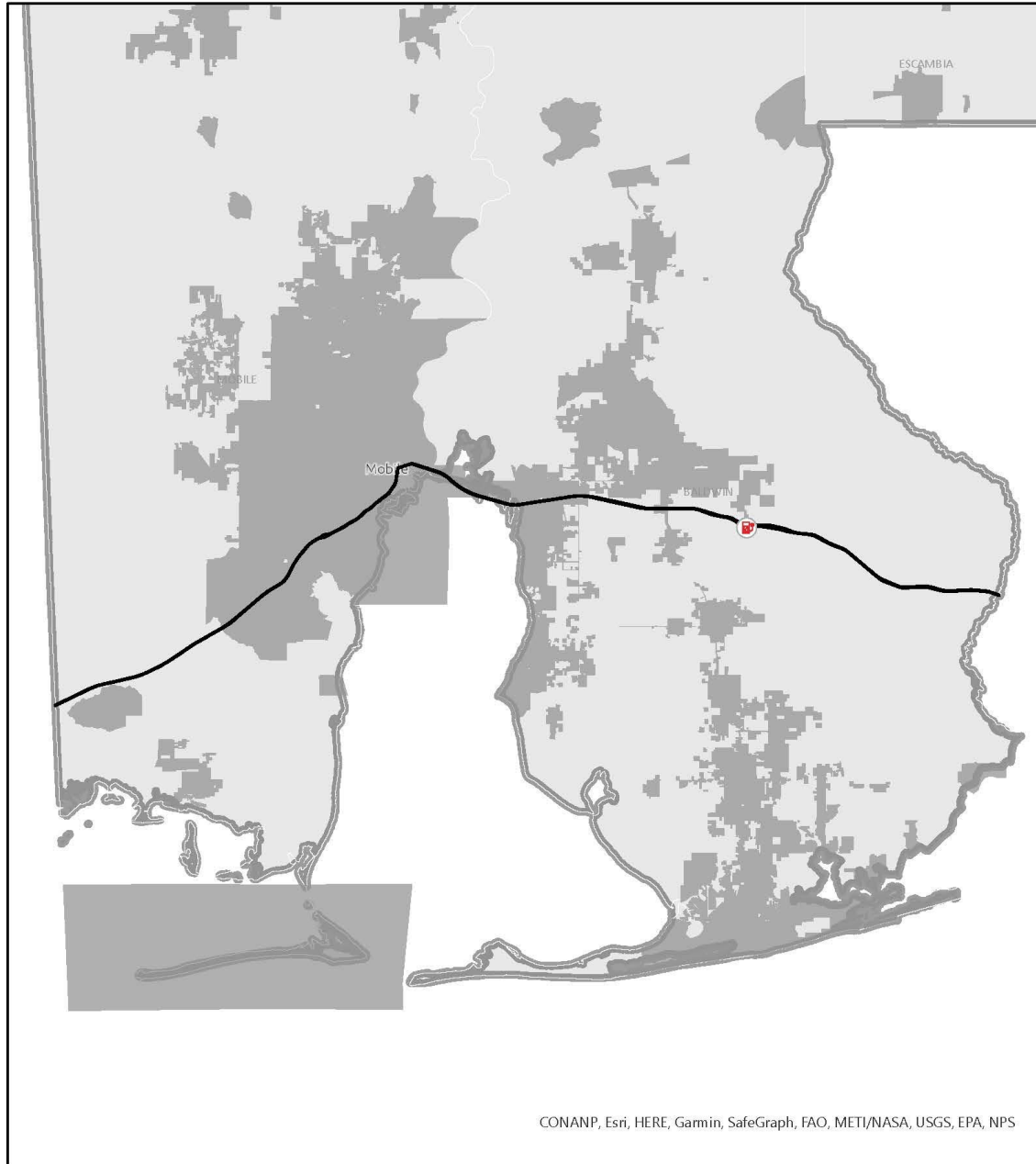
Highway 331 Corridor



Highway 431 Corridor



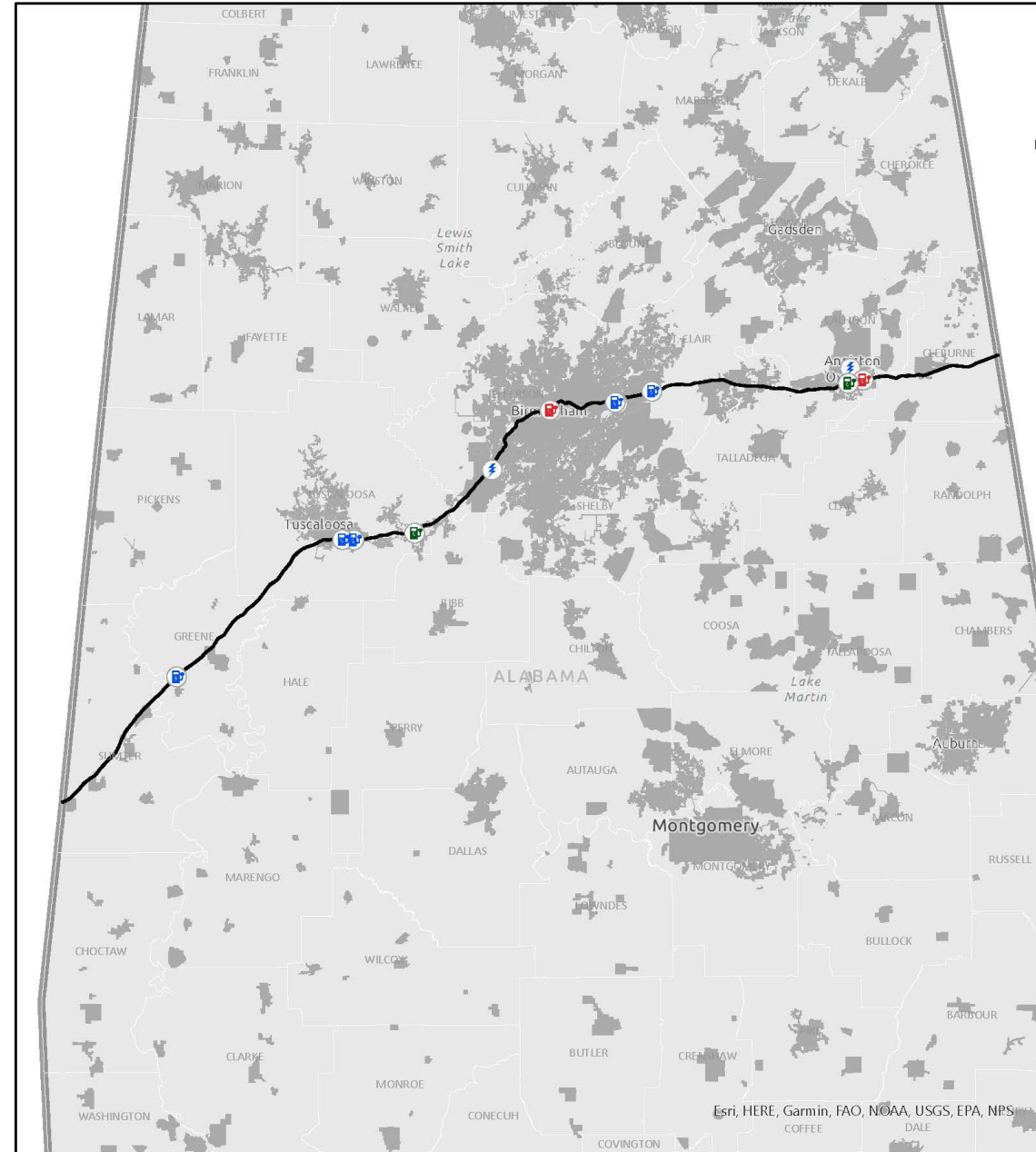
I-10 Corridor



0 3.5 7 14 Miles

-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

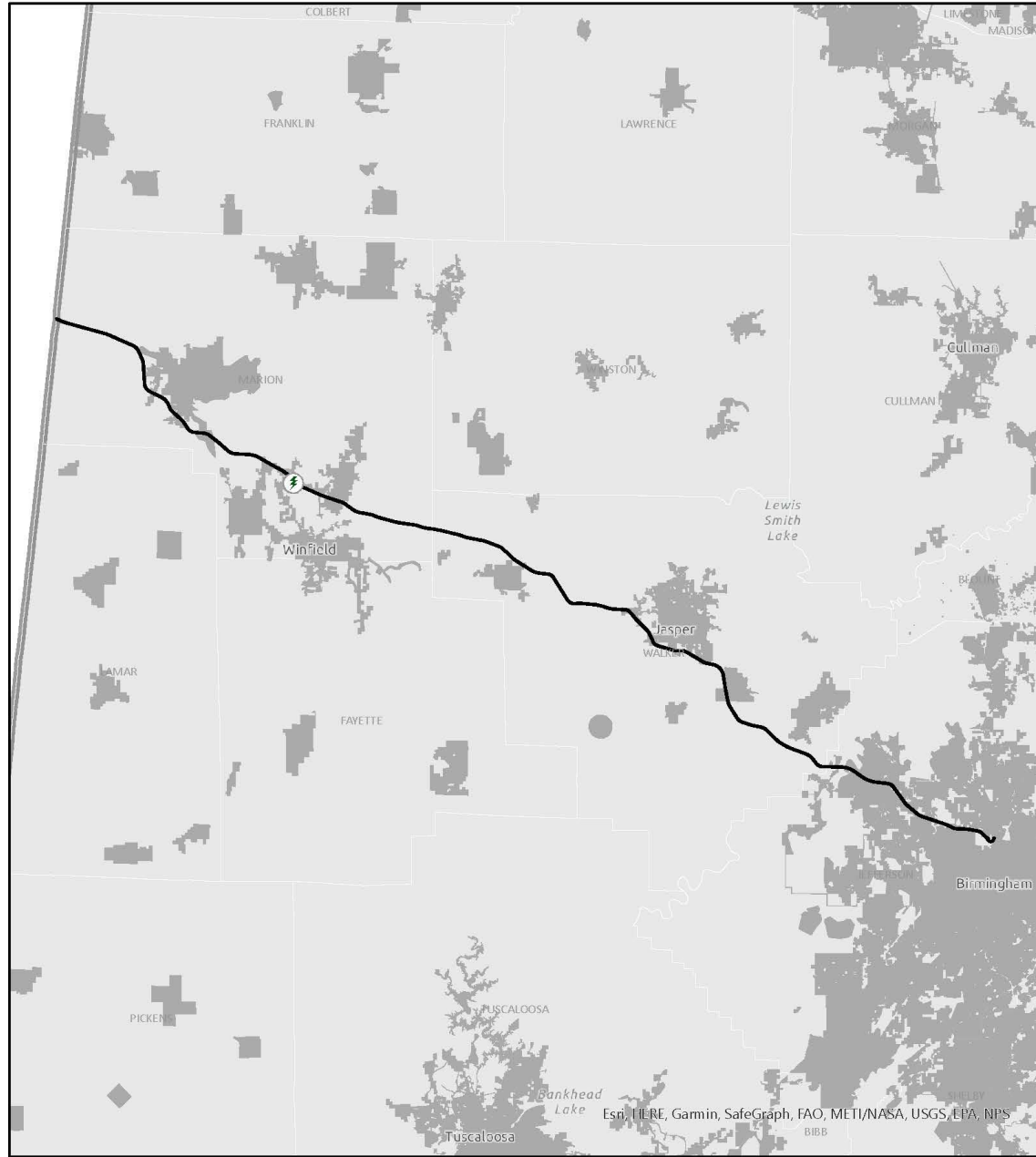
I-20 Corridor



0 10 20 40 Miles

-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

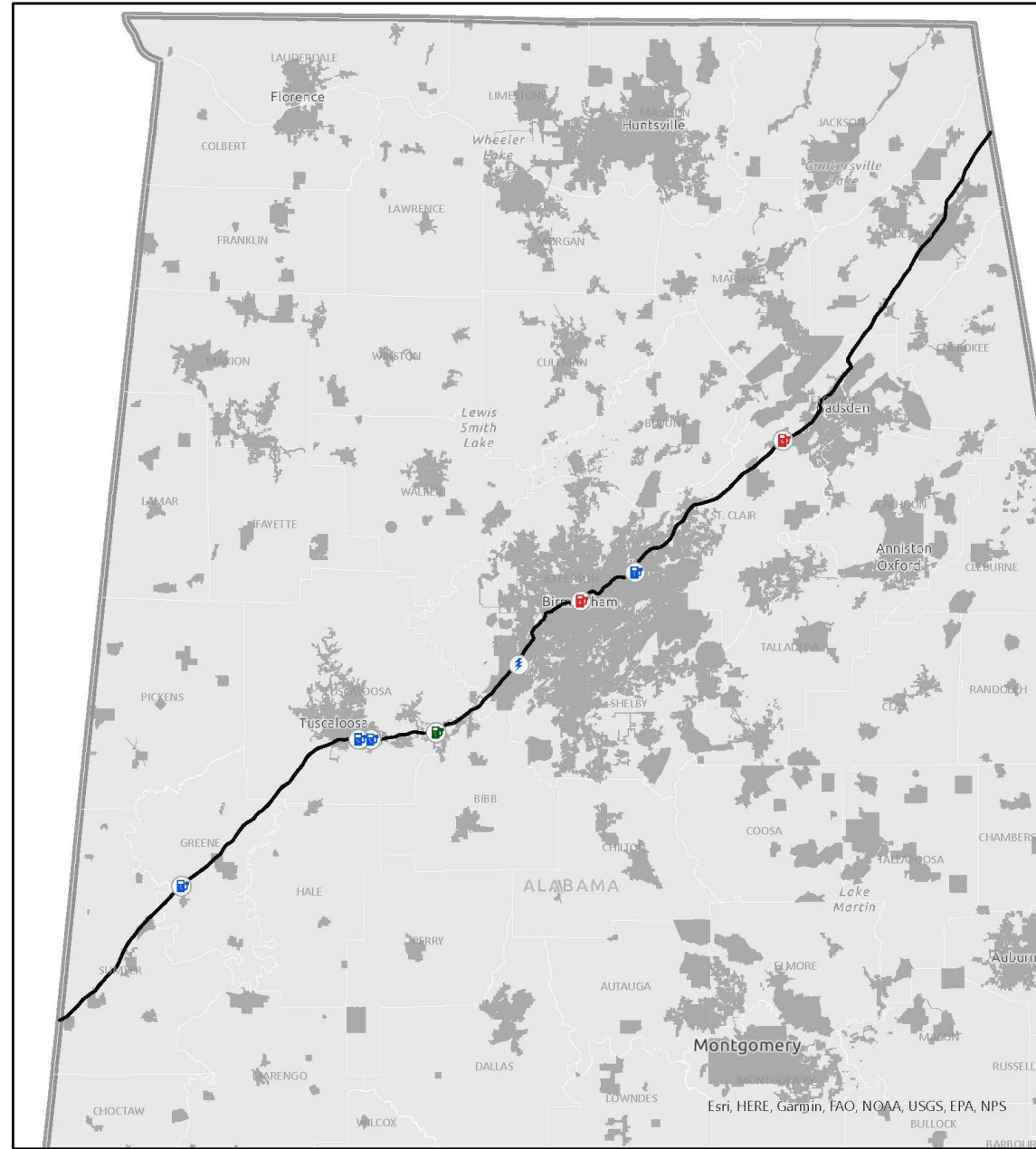
I-22 Corridor



0 5 10 20 Miles

-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

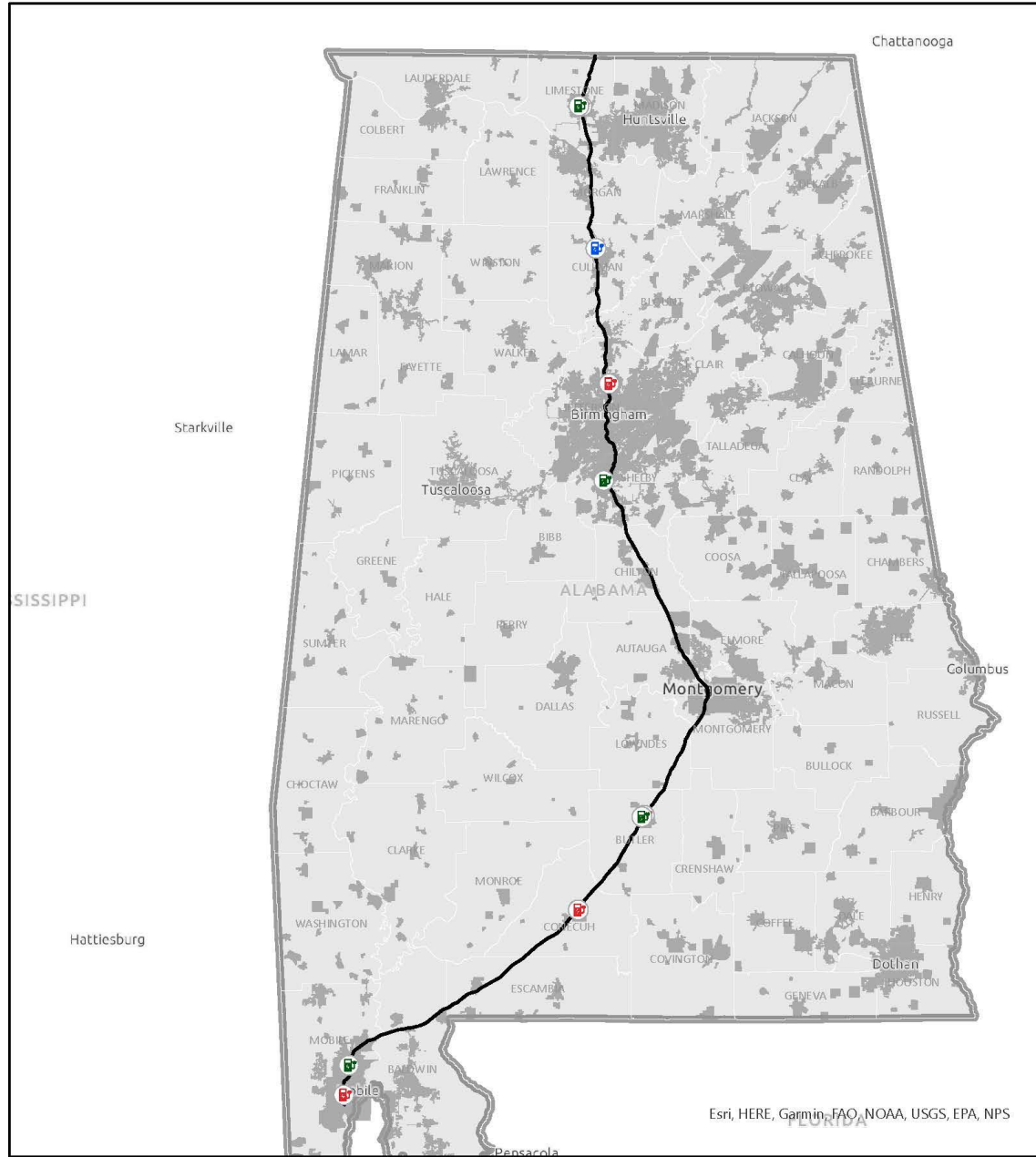
I-59 Corridor



0 10 20 40 Miles

-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

I-65 Corridor



Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS



0 15 30 60 Miles

-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

I-85 Corridor



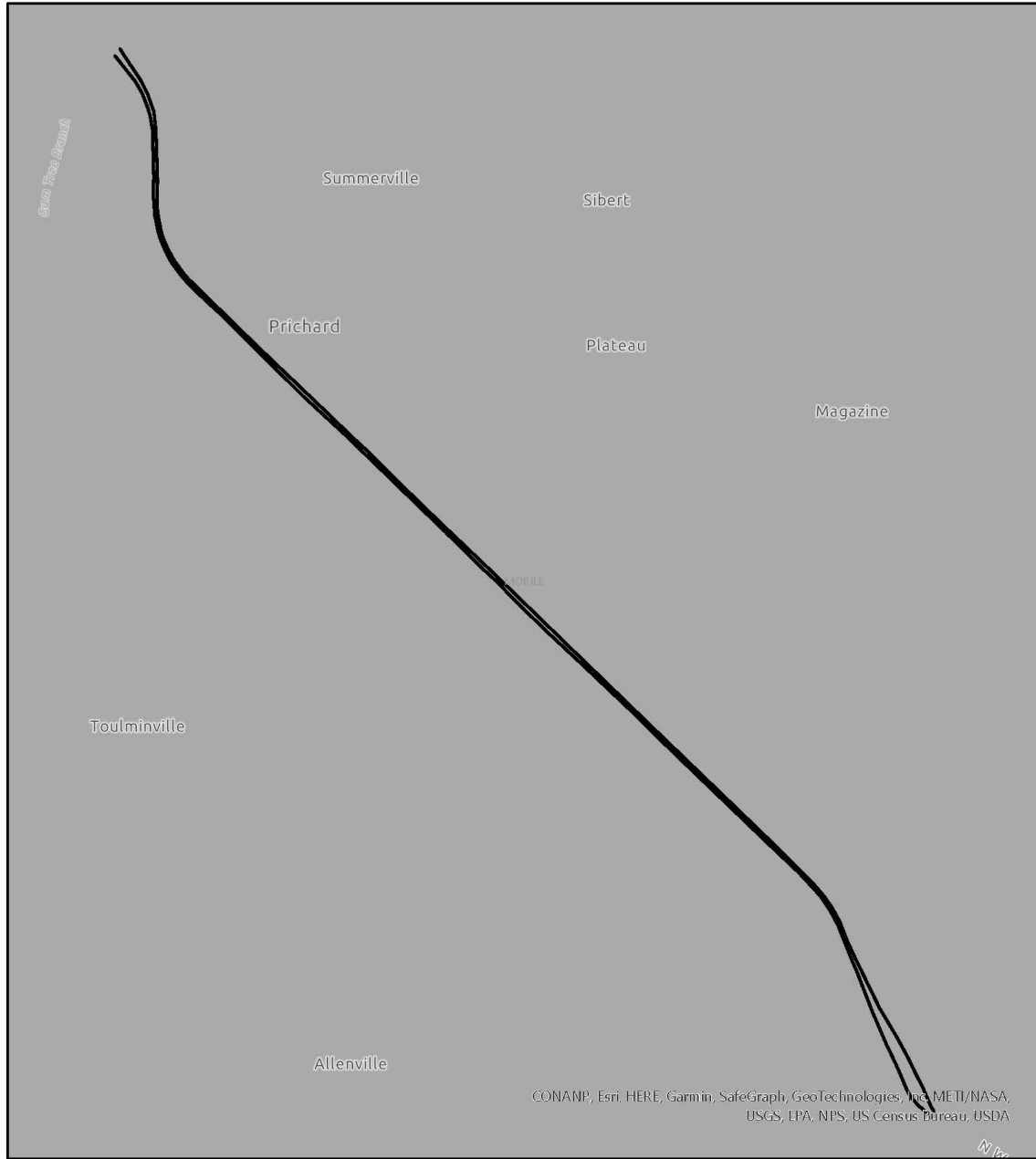
Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS



0 4 8 16 Miles

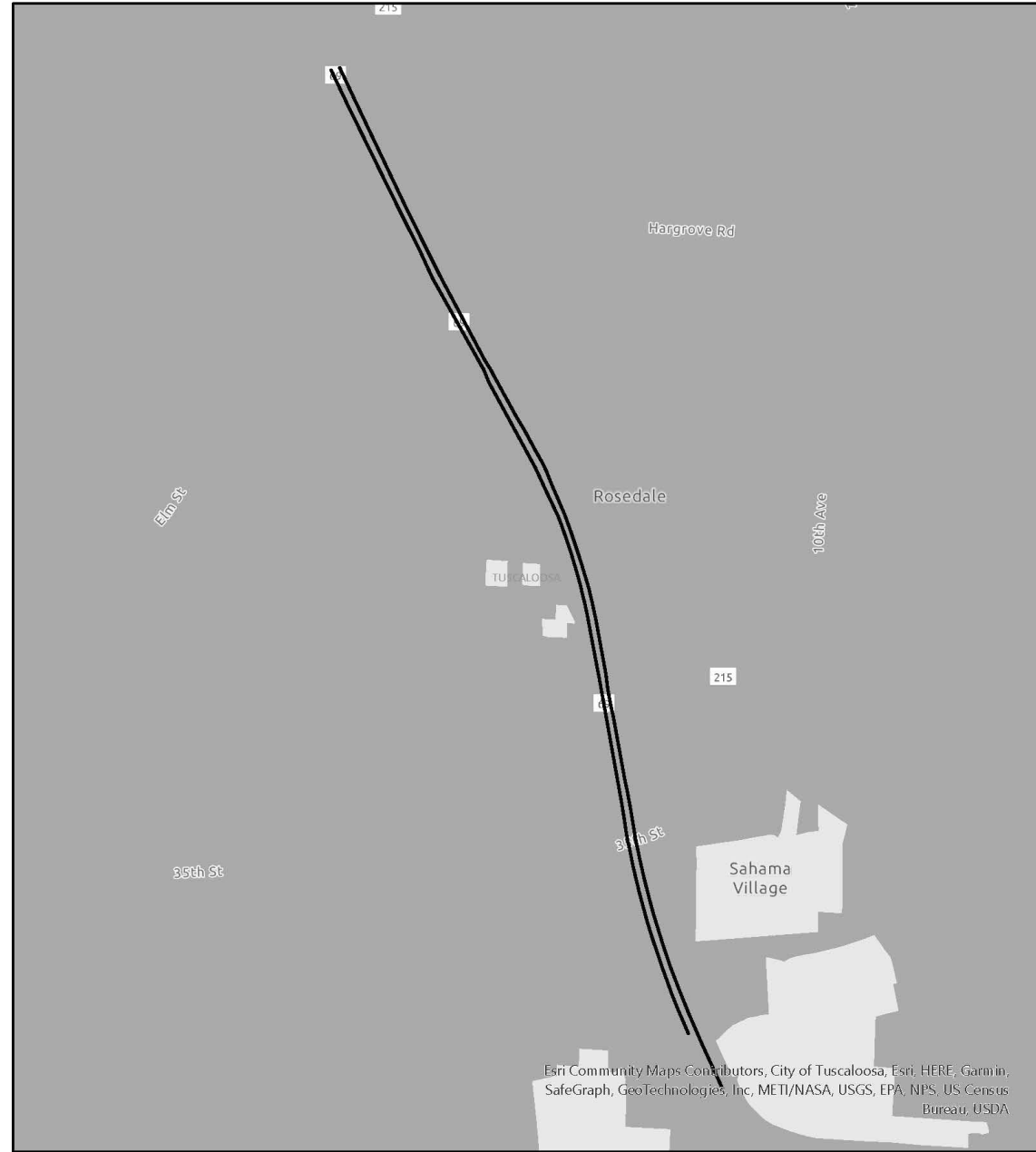
-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

I-165 Corridor



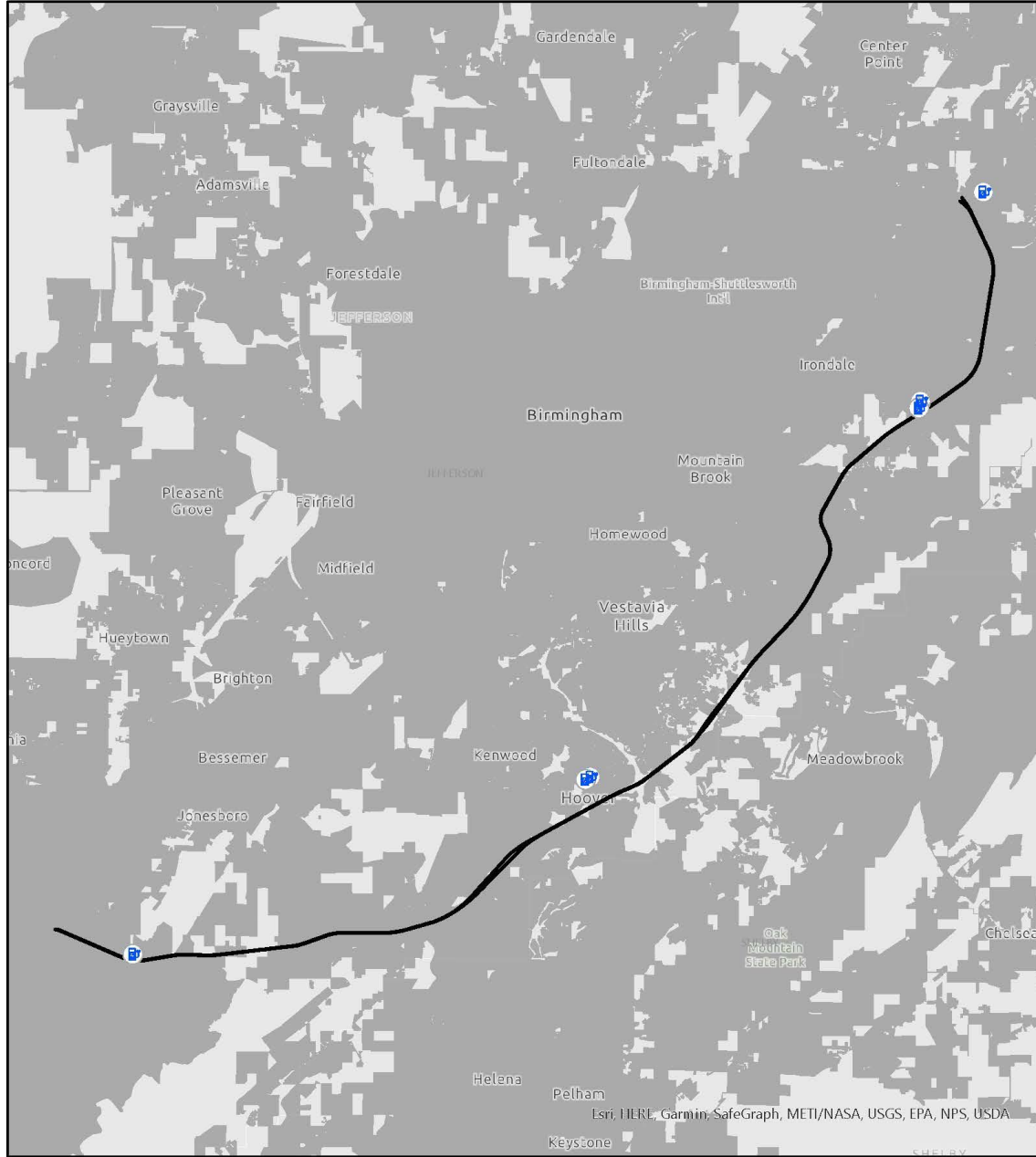
-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

I-359 Corridor



-  EC Charging Corridor - Pending
-  Alabama Cities
-  Active: NEVI Compliant
-  Active: Eligible for NEVI Upgrade
-  Tesla Supercharger Location
-  Planned: NEVI Compliance Expected
-  Planned: Eligible for NEVI Upgrade

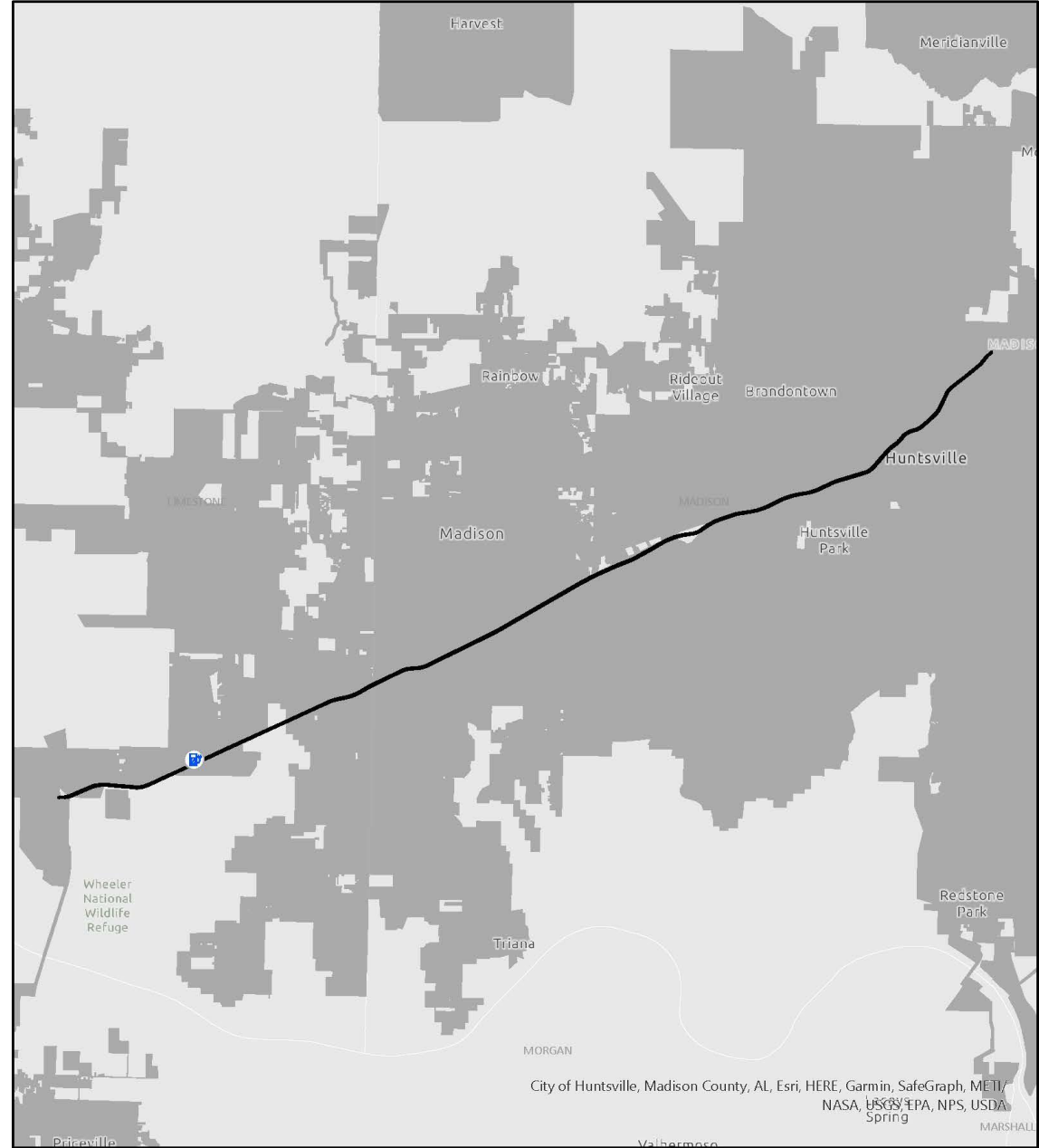
I-459 Corridor



- EC Charging Corridor - Pending
- Alabama Cities
- Active: NEVI Compliant
- Active: Eligible for NEVI Upgrade
- Tesla Supercharger Location
- Planned: NEVI Compliance Expected
- Planned: Eligible for NEVI Upgrade



I-565 Corridor

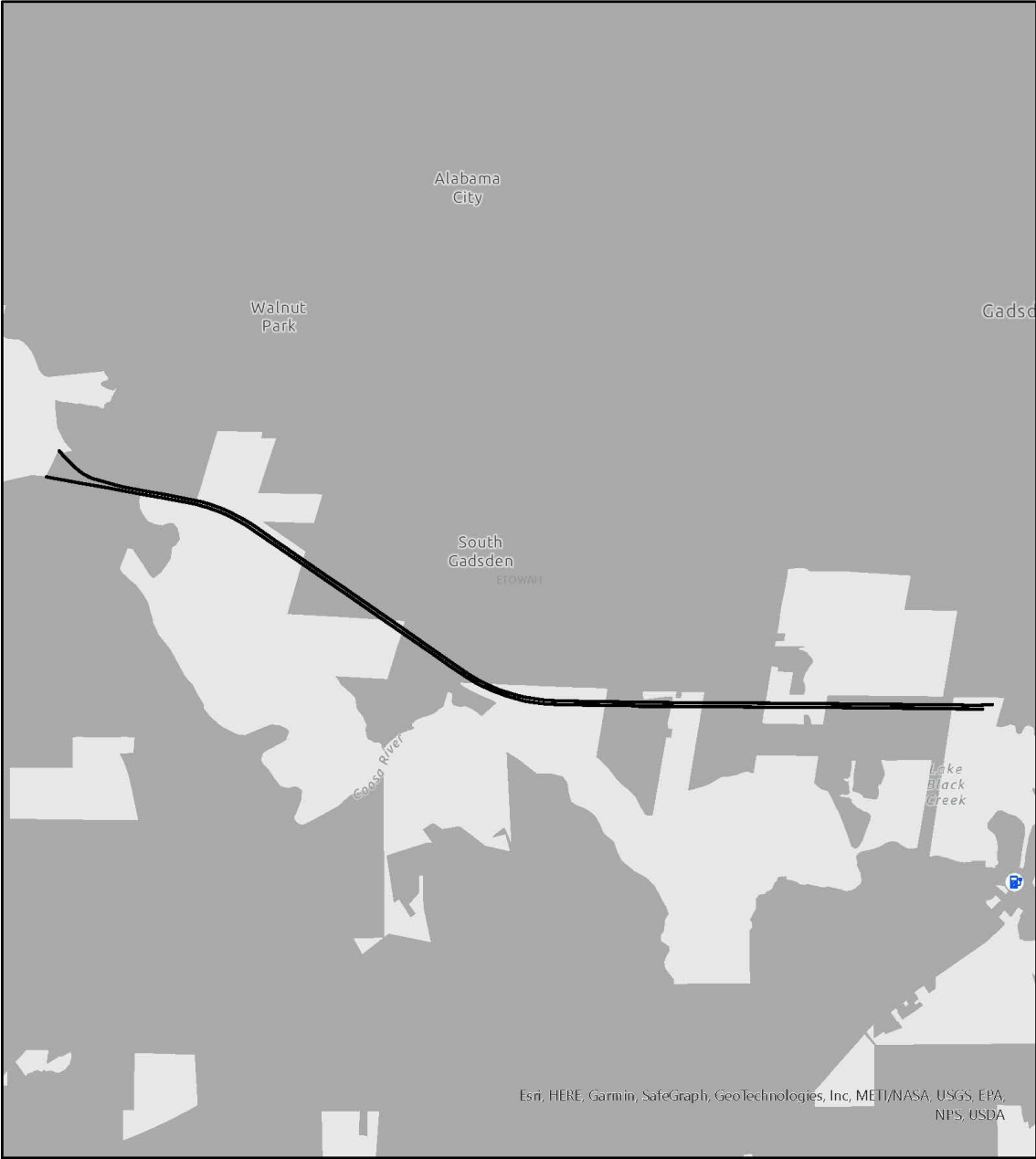


- EC Charging Corridor - Pending
- Alabama Cities
- Active: NEVI Compliant
- Active: Eligible for NEVI Upgrade
- Tesla Supercharger Location
- Planned: NEVI Compliance Expected
- Planned: Eligible for NEVI Upgrade



City of Huntsville, Madison County, AL, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

I-759 Corridor



0 0.25 0.5 1 Miles

EV Charging Infrastructure Deployment

Successful Applicants will be required to provide minimum matching funding of not less than 20% of Project Eligible Costs, and 100% of Ineligible Costs. Anything over a match of 20% of Project Eligible Costs may result in additional scoring points. For the avoidance of doubt, funding of Ineligible Costs cannot be used as the required 20% match.

Eligible match sources will include, but not be limited to, cash, loans, other (non-federal) grants, in-kind contributions, or capital assets dedicated to the Project.

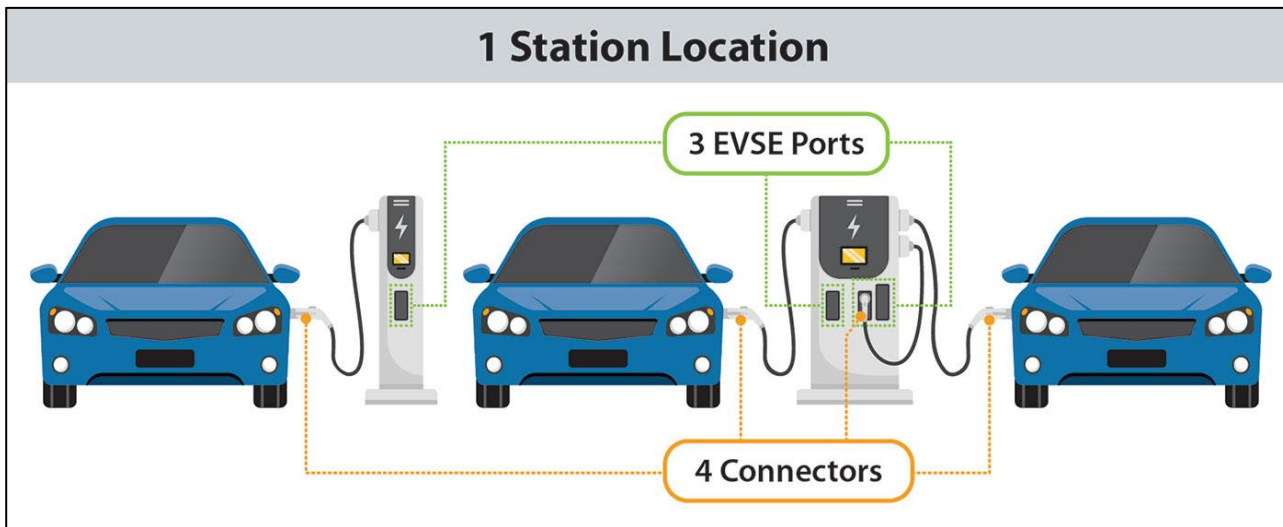
All Eligible Funds claimed for a Project must be supported with documentation that demonstrates the Eligible Funds are available. Applicants will be required to detail their approach to design and permitting for permits that could include air/land use, electrical, structural, zoning, local agency, environmental, etc.

Planned Charging Stations

No stations are currently under construction or planned that utilize NEVI program funds. Alabama will include all eligible corridors as eligible project locations during each future round of NEVI Applications.

Each NEVI-supported charging station located along and designed to serve users of designated AFCs must have at least four network-connected Society of Automotive Engineers Combined Charging System (CCS) Type 1 connectors and four network-connected North American Charging Standard (NACS) connectors and be capable of simultaneously charging at least four (4) EVs. Each DCFC port must be capable of charging CCS-compliant and NACS-compliant vehicles (but not simultaneously), and each DCFC port must have at least one permanently attached CCS Type 1 connector (Type 1 Connector) and one NACS connector. In addition, not more than one permanently attached CHAdeMO (www.chademo.com) connector can be provided using only FY2022 NEVI Program funds.

A graphic from the Alternative Fuels Data Center is pasted below to illustrate and differentiate between 'ports', 'connectors', and 'stations.' Applicants may reference this image to ensure they are depicting the correct numbers of ports and connectors at each station.



Planning Towards a Fully Built Out Determination

Alabama will have approximately 2,300 miles of NEVI eligible corridors. If NEVI projects are approved along every corridor at least every 50 miles, approximately 46 stations would be necessary. This number would be reduced by stations serving multiple corridors. This number would also increase after accounting for areas where additional capacity (redundancy) may be deemed appropriate.

Alabama's NEVI scoring process will be designed to fill critical gaps as the highest priority and to meet any redundancy needs as another high priority. Redundancy may be needed for reasons that could include but will not be limited to, dense population, higher rates of EV ownership, hurricane evacuation route status, the number of designated corridors served by a station, and whether or not a proposed site is within a Justice40 area.

Implementation

To ensure ongoing operations and maintenance of EV charging infrastructure, beginning in 2024, successful Applicants will be required to submit a maintenance and repair report for each operational NEVI-supported charging station for the previous year.

The charging infrastructure must also have a minimum manufacturer's hardware warranty of five (5) years and continually be in full working order to the extent possible. Manufacturers and/or suppliers under these specifications will be required to provide warranties covering a minimum of five (5) years for all chargers and equipment from the time of Notice of Acceptance.

Project materials and manufactured components employed in the construction of charging stations, transformers, connectors, and other project components shall be certified in accordance with an approval process adopted by ADECA, which shall include but not be limited to, certification by the manufacturer and testing performed by the contractor or manufacturer. Any materials or manufactured components delivered/installed in the project that are not certified and approved will be subtracted from any progress payment until such requirements are met.

Should repair or replacement be necessary, the charging station shall be fully operating within 72 hours of equipment issue/breakdown to ensure an average 97% annual uptime guarantee. Exceptions include outages that are outside of the charging station operator's control (provided the charging station's operator can demonstrate that the charging port and related connectors would otherwise be operational) including: electric utility service interruptions, failure to charge or meet the EV charging customer's expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters.

Evacuation needs are addressed in more detail in the Existing and Future Conditions Analysis section of this plan.

Costs for manufacturer's hardware warranties and software network and scheduled maintenance agreements may be Eligible Costs; provided all Eligible Costs not incurred prior to the Notice of Acceptance desired to be reimbursed must be reasonably estimated in good faith at the time the Application is submitted.

Equity Considerations

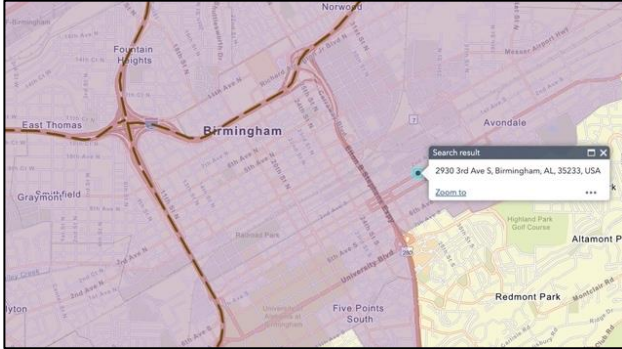
Identification and Outreach to Disadvantaged Communities (DACs) in the State

The State of Alabama continues to make outreach to Justice40 areas in the state a priority. The following are just some examples of how the State is ensuring 40% of the benefits of NEVI funds will reach those in Justice40 communities.

- Equity Considerations Subcommittee – As part of the EV Advisory Group's work, ADECA established an Equity Considerations Subcommittee in 2022 to oversee our work and to ensure that Justice40 considerations were at the forefront of all of our NEVI plans. This subcommittee includes the Director of Alabama Governor's Office of Minority Affairs, the President/CEO of the Creek Indian Enterprises Development Authority (CIEDA), a team member from the Economic Development Partnership of Alabama, the Executive Director of Conservation Alabama, the Interim Executive Director of the Alabama Transportation Institute, the President-Elect of Grow Southeast Alabama, the Lead Equity and Environmental Justice team member for the Alabama Clean Fuels Coalition, and the newly added Community Engagement Liaison for the Black Belt Region of Alabama from the Alabama Clean Fuels Coalition.
- Community Engagement Liaison for the Black Belt Area – As the EV consultant for the State of Alabama, the Alabama Clean Fuels Coalition recognized the need for outreach in the Black Belt region of our state. The following are some statistics to support ACFC's addition of an engagement liaison in the Black Belt: the labor force participation rate has been 20 percentage points lower than the rest of Alabama for nearly three decades; the unemployment rate has been several points higher than the rest of Alabama for decades; the counties in the Black Belt region have lower than state average internet access rates; the Black Belt has the highest population

in the state with only a high school education (39% compared to 31% statewide); and due to the mostly rural aspect of the Black Belt, people in this region generally have to drive much longer distances to access healthcare. Due to the high concentration of Justice40 communities in this region of the state, increased engagement will provide us the opportunity to engage on both EVs and workforce development in the EV realm.

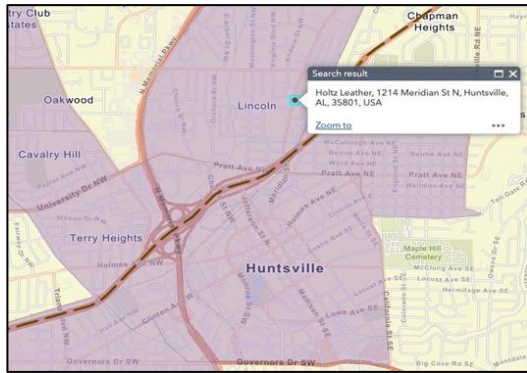
- In the Community Engagement Outcomes Report section of this plan, there is a comprehensive list of EV showcase events that have been held in the state. Multiple of these locations are in Justice40 areas in Alabama. These include events held in Birmingham, Huntsville, the greater Montgomery area, and Mobile. Below are several maps showing these locations in relation to Justice40 areas.



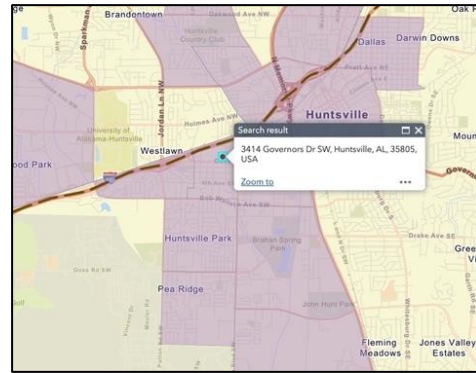
Market at Pepper Place, Birmingham, AL



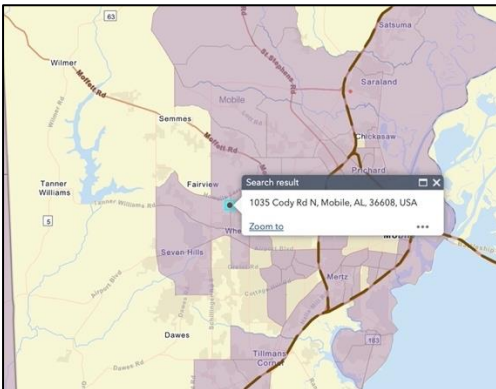
The Worship Center Christian Church, Birmingham, AL



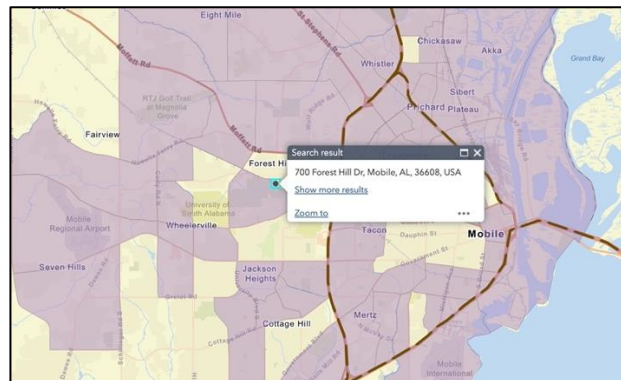
Holtz Leather, Huntsville, AL



Stovehouse, Huntsville, AL



Fairgrounds, Mobile, AL

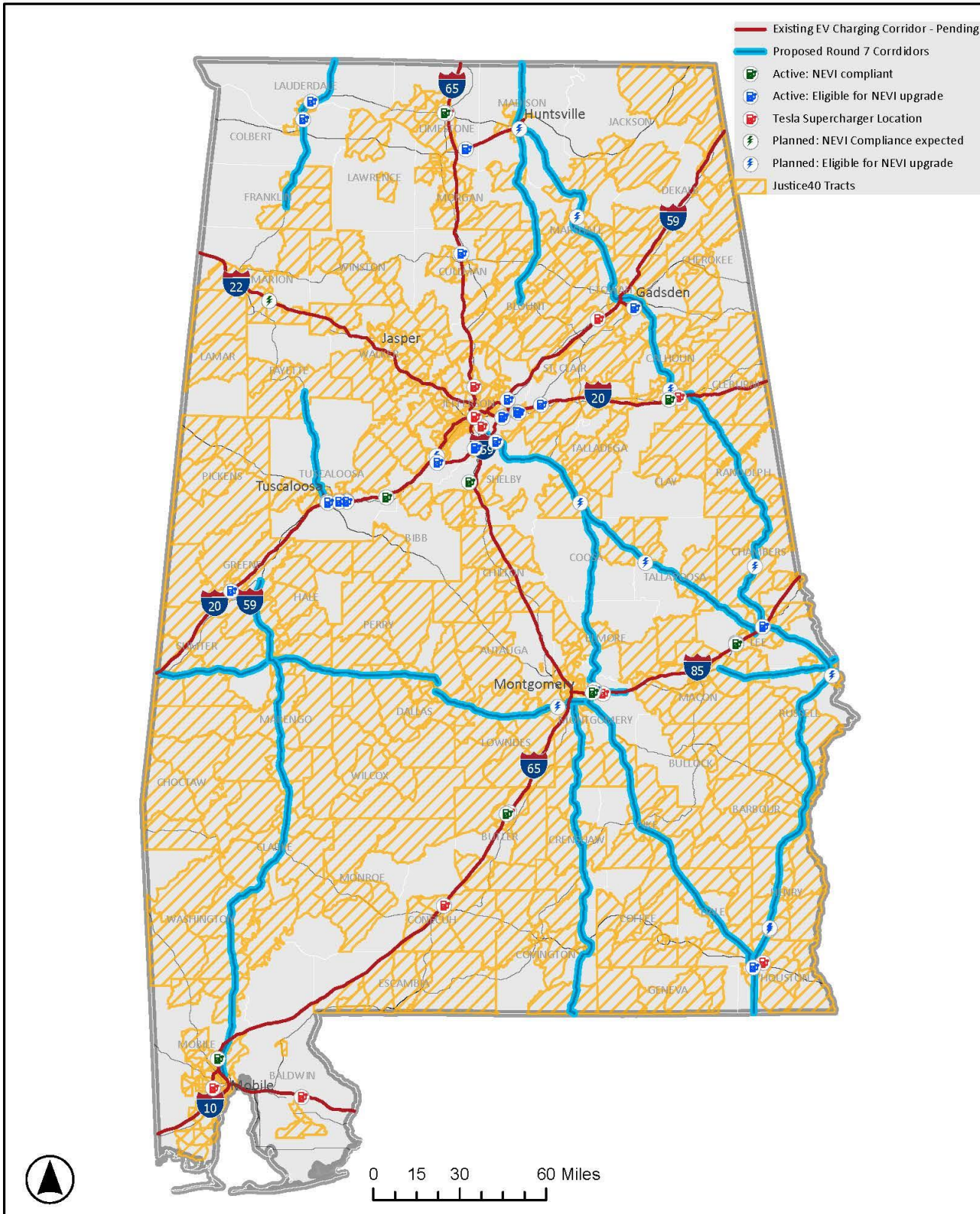


Japanese Gardens, Mobile, AL
(Adjacent to Justice40)

- Rural Resource Call – the State holds Rural Resource calls every week to ensure rural municipalities and counties are up to date on things going on in the state. During the April 2023 call, the Alabama Clean Fuels Coalition spoke on this call to reach rural communities regarding the State’s plans for NEVI and an EV charging network.
- Nomination of EV-pending corridors in Justice40 areas to add NEVI chargers in Justice40 areas – The map

below shows the Round 7 corridor nominations for Alabama. This map is overlaid with the Justice40 area map of the state. These nominations were strategic in reaching Justice40 areas in our state that could not be reached by Interstate corridors alone.

FHWA Round 1-7 Corridors (Justice40 Map)



- If a charging station project is located in or adjacent to a Justice40 area, the Application will receive more points in Alabama’s NEVI scoring process.
- As part of our in-depth discussions with the Equity Considerations Subcommittee, the State will be holding NEVI-specific lunch and learns and other outreach events in locations across the state to provide updates regarding the NEVI program and to seek ongoing feedback on the State’s NEVI plan.

Process to Identify, Quantify, and Measure Benefits to DACs

Benefits Category	Strategy for Tracking Benefits
<p>Improve clean transportation access through the location of chargers</p>	<p>Chargers located in or adjacent to Justice40 (J40) tracts will deliver access to the clean transportation system. Application documents will clearly identify these specific areas and additional points will be awarded to projects meeting J40 location criteria.</p> <p>A hyperlink to the data source to determine whether a specific location falls within a Justice40 area follows: Electric Vehicle Charging Justice40 Map.</p>
<p>Decrease the transportation energy cost burden by enabling reliable access to affordable charging</p>	<p>EVs are more energy-efficient compared to internal combustion engine vehicles, thereby requiring less energy to travel the same distance. This increased energy efficiency translates to cost savings for EV owners, as they spend less on fuel and maintenance.</p> <p>Enabling reliable access to charging infrastructure that reduces range anxiety will create new opportunities for citizens in disadvantaged communities to adopt electric transportation.</p> <p>Alabama intends to incentivize projects in Justice40 areas by awarding additional project scoring points during the application review process. As projects are implemented, Alabama will evaluate how well the station operators are providing reliable access to charging through the NEVI program.</p>
<p>Reduce environmental exposures to transportation emissions</p>	<p>Transportation is a major contributor to air pollution in Alabama, releasing harmful greenhouse gases and pollutants that have adverse effects on both the environment and human health. Electric vehicles produce zero tailpipe emissions, meaning they do not release any pollutants or greenhouse gases during operation. Transitioning to electric vehicles drastically reduces our carbon footprint and improves air quality in our Alabama communities.</p> <p>Exposure to transportation emissions can have detrimental effects on respiratory and cardiovascular health, leading to increased rates of respiratory diseases and premature deaths. By driving electric vehicles, we can minimize our exposure to these harmful pollutants and improve our citizens’ overall well-being.</p> <p>Electric vehicles offer a sustainable and efficient solution to reducing exposures due to transportation emissions. By transitioning to EVs, we can significantly decrease our carbon footprint, improve air quality, and protect the health of Alabama citizens.</p> <p>As more EV’s are on the roadway, emissions will be reduced since EVs are zero-emission vehicles. Alabama will develop a methodology to assess NEVI charging stations and emissions reductions that should be associated with charging that occurs at these stations. Alabama is interested in knowing about any relevant evaluation tools made available to States through the NEVI program.</p>

<p>Increase parity in clean energy technology access and adoption;</p>	<p>The adoption of electric vehicles (EVs) has a significant impact on advancing parity in clean energy technology access. Alabama is administering its NEVI program in a manner that will lead to equitable and inclusive distribution of program benefits to ensure that all areas of the state have opportunities to access NEVI funded charging infrastructure.</p> <p>EVs are powered by electricity, which is generated in Alabama primarily from renewable or other cleaner sources such as hydro, (compressed) natural gas and some solar and wind. As more people switch to EVs, the demand for clean energy sources increases, leading to greater investment in renewable energy infrastructure. This, in turn, creates new job opportunities and potentially drives down the cost of clean energy technology in our state, making it more accessible to communities.</p> <p>EV adoption can play a critical role in advancing parity in transportation by reducing the harmful emissions that contribute to poor air quality and respiratory illnesses and health costs in disadvantaged communities.</p> <p>Alabama Round 7 EV Charging Corridor – Pending nominations added multiple new corridors to the Interstates that had been nominated in previous Rounds 1-6. As demonstrated on the map titled “FHWA Rounds 1-7 Corridors (Justice40 Map)” above, creating eligibility for NEVI projects along these corridors will significantly expand opportunities for charging infrastructure to be located directly in Justice40 areas.</p> <p>It is expected that most charging stations funded through the NEVI program will fall in Justice40 areas of Alabama. As stations become operational, Alabama will assess how well this metric is being met.</p>
<p>Increasing gallons of petroleum displaced by the availability of chargers</p>	<p>The availability of electric vehicle chargers plays a crucial role in reducing our dependence on petroleum. By increasing the gallons of petroleum displaced (GGE) through the widespread adoption of electric vehicles, we can realize numerous benefits for our environment, economy, and overall quality of life in Alabama.</p> <p>Alabama will assess NEVI charging stations and GGE reductions that can be associated with charging that occurs at these future stations. Alabama is interested in knowing about any relevant evaluation tools to assist with this measurement that is or will be made available to States through the NEVI program.</p>

Labor and Workforce Considerations

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 Electric Vehicle Supply Equipment must receive certification from the Electric Vehicle Infrastructure Training Program (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.

Alabama workforce development experts are involved in the EV planning process through participation in Alabama’s EV Advisory Group and its Labor and Workforce Considerations and Utility Subcommittees. To ensure the workforce is trained in high quality training programs like the Electric Vehicle Infrastructure Training Program (EVITP) or otherwise comply with the qualified technician requirements in 23 CFR 680.106(j), it has been determined a significant need exists to further electrical worker training related to the installation and maintenance of EV charging infrastructure in Alabama. NEVI program FAQs were updated on 07/17/23 in response to an inquiry to the Joint Office from Alabama asking for confirmation of specific NEVI-eligible workforce development state-level activities. Based on this affirmation, Alabama is now considering its next steps to implement a program that may include, but not necessarily be limited to, the following types of activities:

- (1) to cover registration expenses associated with electrical workers who complete a 20-hour online EVITP training course.

(2) to install EV charging infrastructure for training purposes at state-based learning facilities where the charging infrastructure will be a critical component of electrical worker upskilling that is directly related to the proper installation, operation, and maintenance of electric vehicle charging infrastructure.

(3) to develop capacity at a state college level to deliver localized and in-person electrical worker upskilling directly related to the proper installation, testing, certification, operation and maintenance of electric vehicle charging infrastructure across the state. Any such training could only be utilized in place of the EVITP if and when such programs are approved by the Department of Labor per the 23 CFR 680.106(j).

(4) to pay direct expenses to cover costs associated with electrical workers taking the in-person training contemplated in #3 above.

(5) to work with a third party to develop inspection capacity to confirm NEVI project installations are compliant with the NEVI program requirements.

All electricians installing, operating, or maintaining EVSE (electric vehicle supply equipment) must meet one of the following requirements:

(i) Certification from the [Electric Vehicle Infrastructure Training Program](#) (EVITP); or

(ii) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.

For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.

All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required.

Electrical contractors may apply for a reimbursement grant through the Alabama Construction Industry Craft Training Board (CICTB) that will cover the training program fee for their employees that need to be trained. Click on the following link to apply [Alabama Construction Industry Craft Training \(alcict.com\)](#). Please note the CICTB opportunity for electrical contractors does NOT involve any funding from Alabama or the NEVI program, it is a privately sponsored opportunity. Please also note that grant approval must be in place with CICTB before electrical contractor employees apply/pay for the training program. Utility co-ops and municipalities cannot apply for CICTB grants as they are not electrical contractors. Co-ops and municipalities have existing mechanisms through which they support the training needs of their employees.

Physical Security & Cybersecurity

Successful Applicants will be required to implement physical and cybersecurity strategies to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid. Physical security strategies should include topics such as lighting, siting, and station design to ensure visibility from onlookers, driver and vehicle safety, video surveillance, emergency call boxes, fire prevention, charger locks, and strategies to prevent tampering and illegal surveillance of payment devices. Cybersecurity strategies should include the following topics: user identity and access management; cryptographic agility and support of multiple PKIs; monitoring and detection; incident prevention and handling; configuration, vulnerability, and software update management; third-party cybersecurity testing and certification; and continuity of operation when communication between the charger and charging network is disrupted. EV charging infrastructure should be operated and maintained with a focus on public road safety, including the provision of adequate lighting, fire protection, and other traffic safety features. Potential conflicts with non-motorized and public transportation travel in multi-modal corridors should be addressed through safe design and countermeasures.

Program Evaluation

Alabama is committed to continuing to monitor and report progress annually in updated state plans. Alabama will also collect all other data and information required by the program. Alabama is considering options to establish a more formal process to conduct site visits during project installation and throughout the term of each NEVI-supported station to evaluate whether installations and maintenance efforts are conducted in accordance with program requirements.

Discretionary Exceptions

Alabama has no current requests for discretionary exceptions. When sites are identified that meet or exceed program goals, they will be considered and submitted for approval using the exception request form provided by the Joint Office.