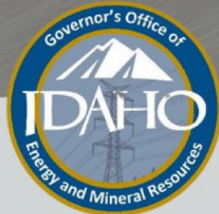




# NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE

STATE OF IDAHO | 2024

Baseline Plan Update | August 1, 2023





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# Acronyms and Abbreviations

Acronym	Definition
ADA	Americans with Disabilities Act
AFC	Alternative Fuel Corridor
CFR	<i>Code of Federal Regulations</i>
DAC	disadvantaged community
DCFC	direct current fast charger
EV	electric vehicle
EVSE	electric vehicle supply equipment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
IAWG	Interagency Working Group
ITD	Idaho Transportation Department
Joint Office	Joint Office of Energy and Transportation
kW	kilowatt(s)
LEP	limited English proficiency
MAUT	multi-attribute utility theory
MODA	multi-objective decision analysis
N/A	not applicable
NEVI	National Electric Vehicle Infrastructure
OEMR	Office of Energy and Mineral Resources
RFP	request for proposal
SFAS	Siting, Feasibility, and Access Study
TBD	to be determined
WDC	Workforce Development Council



# Executive Summary

The State of Idaho's Interagency Working Group (IAWG) is pleased to submit this second phase of the FY24 National Electric Vehicle (EV) Infrastructure (NEVI) Plan (Phase II) update to the Joint Office of Energy and Transportation (Joint Office). This updated plan incorporates and identifies relevant additions and modifications made since the prior year's plan approval. The update serves as a summary of this past year's activities and a guide to effectively deploy direct current fast charger (DCFC) infrastructure throughout the state that is compliant with NEVI and reflects changes to the plan based on public involvement coordination. Subject to successful completion of the Siting, Feasibility, and Access Study (SFAS) and to contracts signed with two pilot NEVI Site Developers in FY24, Idaho intends to gather findings and enter Phase III in 2024, as discussed in the Baseline Plan. Phase III will include the creation of a multiyear action plan for the development of contractual options and the solicitation for deployment of state NEVI funds at key locations determined by the SFAS.

Following federal guidance, the overarching goal of the FY2024 NEVI Plan is to work toward reaching "fully built out" status on the interstates and other non-interstate routes deemed significant, such as US-95 and obtain certification through meeting the following appointed criteria:

- 1) Stations are spaced along all designated EV Alternative Fuel Corridor (AFC) at a maximum distance of 50 miles apart and within 1 mile of the designated roadway, except where exceptions have been granted.
- 2) All creditable stations are operational.
- 3) All corridor termini must have a station located within 25 miles.

Building out Idaho's AFCs to include the most traveled corridors in the state, this effort establishes numerous factors necessitating a pragmatic, systematic approach to DCFC deployment under NEVI. Consequently, Idaho's targeted investment in transportation and energy infrastructure will achieve Idaho's vision and goals and comply with NEVI requirements.

Following the Baseline Plan approval, Idaho conducted a formal competitive procurement process to select a consultant to assist with Idaho's Year 2 NEVI Plan, pilot solicitation process, and SFAS. A major component of the planning process is focused on developing a robust multi-objective decision-making prioritization process to identify site locations. A gap analysis was completed to identify focus areas.

Idaho is also contracting with a public involvement consultant to assist with outreach efforts related to the NEVI Program, and the scopes of work for each consultant are included in Appendix B.



The IAWG intends to issue a request for proposal (RFP) in late 2023 to provide turnkey services for electric vehicle supply equipment (EVSE) at two pilot sites in the state. Performance metrics are considered indicators to evaluate NEVI benefits contributing toward progress on Idaho's statewide priorities. The criteria used to select locations and aid in prioritization include technical elements, site-specific requirements, and project costs.



# Introduction

This FY2024 NEVI Plan Update will describe progress made from August 2022 to July 2023.

Several federal guidelines have been updated since the Baseline Plan submittal in August 2022, including the following:

- The NEVI Standards and Requirements published on February 28, 2023
- NEVI Formula Program Guidance (Update) published on June 2, 2023, and subsequent FAQs
- Charging and Fueling Infrastructure Grant Program published in January 2023 and closed in June 2023
- AFC Round 7 Solicitation, including the proposed EV freight network
- Build America, Buy America temporary waiver published in February 2023

This plan will cover the following key updates:

- A summary of the impacts of these federal guidelines on the Idaho EV charging infrastructure planning. The federal guidelines are essential to the planning and implementation, and the initiation of plans and studies was somewhat dependent on the guidance.
- An update on the SFAS progress outlined in the previous plan. The SFAS is underway, and the process used for site selection is described below. Since the release of federal guidance in June 2023, detailed location results and siting criteria are currently being developed. The SFAS is scheduled to be completed by December 2023 and will also outline the approach to achieving fully built out status on all AFCs.
- An update on the outreach efforts related to the NEVI Program.
- Updates to existing conditions, specifically related to existing NEVI-compliant stations and any relevant current EV market data.
- An update on a proposed RFP solicitation for two pilot sites. The pilot sites will be evaluated for the effectiveness of the procurement process, efficiency of contracting, and issues with site selection and construction to inform the selection and construction of additional sites in the buildout of the AFCs.



# State Agency Coordination

## Memorandum of Understanding with Other Agencies – Interagency Working Group

The IAWG is composed of representatives from the Idaho Transportation Department (ITD), the Idaho Governor's Office of Energy and Mineral Resources (OEMR), and the Idaho Department of Environmental Quality. The parties signed a Memorandum of Understanding and an Interagency Work Agreement in December 2022 documenting the collective organizations' intent and commitment to an interagency collaboration to fully implement the NEVI Program in Idaho. Both of these documents have been previously furnished to the Joint Office.





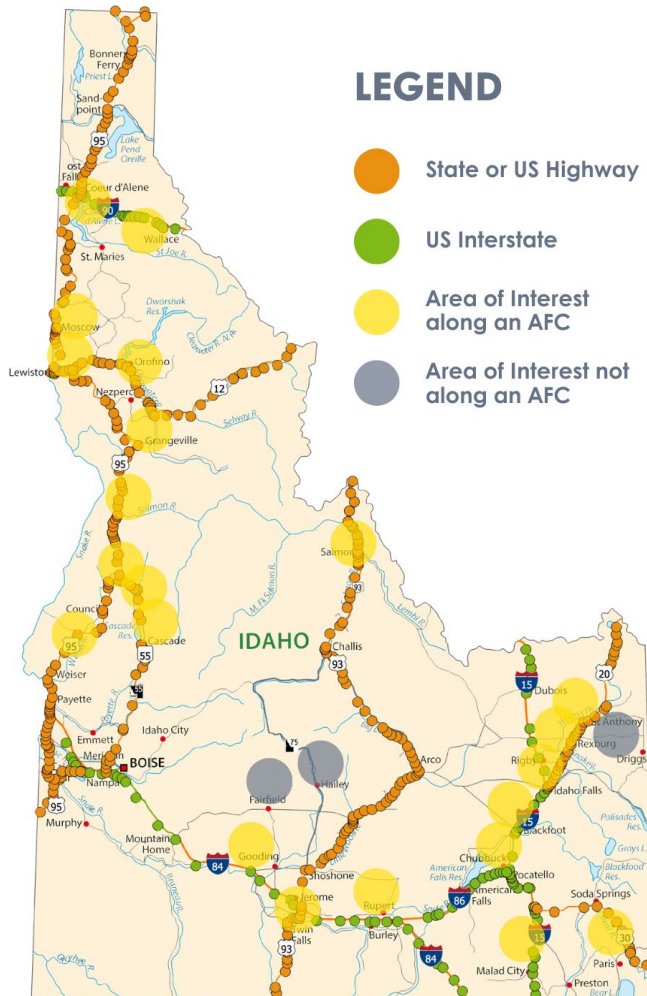
# Public Engagement

## Community Engagement Outcomes Report

### Introduction

Public involvement in federally funded formula projects, such as the NEVI Formula Program, holds immense significance in shaping the nation's transition to a sustainable transportation future. With NEVI aiming to establish a robust EV charging system nationwide, engaging the public in this endeavor is vital for its success. By actively involving Idaho residents, stakeholders, and communities in the decision-making process, we ensure that the infrastructure development is well-aligned with the needs and aspirations of the people it serves or could serve. Public input brings forth invaluable insights, promotes inclusivity, and ensures the equitable deployment of EV charging through NEVI funding. This collaborative approach fosters a sense of ownership in the public and moves the needle on the adoption of clean transportation technologies.

Ensuring public awareness and understanding of the NEVI Formula Program remained a top priority for the State of Idaho in the Idaho FY 2024 NEVI Plan, prompting a comprehensive public outreach campaign across the state. Through various tactics, the IAWG took every opportunity to provide regular status updates on the program's progress and address queries related to funding, potential site locations, desired project attributes and other essential aspects concerning EV charging infrastructure deployment in Idaho. Similar to the successful outreach efforts in 2022, the interactions with the public demonstrated an evident sense of curiosity, excitement, and eagerness for the tangible stations. Communities across Idaho displayed a strong and unwavering desire to witness the expeditious construction and availability of this infrastructure. The state's dedication to fostering open communication and inclusive involvement reflects its determination to collaboratively shape a responsible future that meets the State of Idaho's NEVI goals.



**Figure 1. Areas of Analysis Along Alternative Fuel Corridors**

The information shown Figure 1 displays areas of analysis along AFCs, overlaid with the data from feedback in 2022 of where the public expressed desire to see future charging infrastructure built in the state of Idaho. The information conveyed in this map shows the public's overall interest aligns closely with the state's planned areas of analysis for potential EV charging station sites.

Ongoing community engagement activities are still underway and are expected to continue throughout the duration of the NEVI Formula Program deployment. For the purposes of the Idaho FY 2024 NEVI Plan, the State of Idaho has successfully gathered valuable feedback from critical stakeholder groups including utilities, tribes, and location-specific entities including local businesses, environmental organizations, municipalities, and local EV drivers. These interactions have proved instrumental in gaining

diverse perspectives, insights, and concerns, enriching the decision-making process surrounding the development and deployment of EV charging infrastructure through NEVI. The valuable input received from these stakeholders has allowed the state to make informed adjustments and fine-tune the program's implementation, ensuring that it aligns more closely with the needs and expectations of those it serves. The continuous dedication to seeking and incorporating feedback exemplifies the State of Idaho's commitment to fostering a collaborative, inclusive approach to administering the NEVI Formula Program.

The following summarizes public involvement efforts by the State of Idaho in the Idaho FY 2024 NEVI Plan.



## Public Meetings

Through a series of seven public meetings to emphasize site-specific public engagement, the State of Idaho engaged with the community and gathered valuable feedback on the NEVI Formula Program. During these gatherings, citizens expressed their priorities, highlighting safety, reliability, and the number of charging stations as key factors of utmost importance. Participants emphasized the significance of ensuring that the EV charging infrastructure adheres to stringent safety standards, providing a secure and trustworthy charging experience for users. The community also stressed the need for reliable charging stations that can effectively meet the growing demand for EVs while minimizing downtime or operational issues.

Moreover, participants conveyed a strong desire for a well-distributed network of charging stations across the state. The importance of accessibility was emphasized, with residents advocating for charging stations strategically placed in convenient locations to facilitate widespread EV adoption.

Taking these vital insights to heart, the State of Idaho is dedicated to incorporating these key priorities into the NEVI Program's decision-making process. By actively listening to the public's concerns and aspirations, the state is committed to creating an EV charging infrastructure that aligns with the needs and expectations of its citizens.

The State of Idaho hosted public meetings in-person and virtually to give Idaho residents, potential contractors, utilities and underrepresented groups the opportunity to receive information on the NEVI Program and to provide feedback on how they would prioritize certain selection criteria for potential sites. These meetings were held at the following locations:

- **June 13** | Nampa, ID | Hispanic Cultural Center (meeting marketed for Spanish-speaking populations)
- **June 14** | Boise, ID | Library! at Cole & Ustick
- **June 20** | Idaho Falls, ID | Idaho Falls Activity Center
- **June 21** | Twin Falls, ID | College of Southern Idaho
- **June 27** | Lewiston, ID | Lewiston Public Library
- **June 28** | Coeur d'Alene, ID | North Idaho College
- **July 10** | Virtual

These meetings were promoted through the following channels and tactics:

- Media pitching on press releases
- Following up with media the day before public meetings
- Posting to community calendars
- Sharing content with Chambers of Commerce
- Ad sets on the ITD Facebook page



- Social posts on the ITD Facebook page and the OEMR's LinkedIn, Facebook, and Twitter pages
- Direct emails to stakeholder lists

The public attending the in-person meetings was asked to offer feedback and prioritize criteria based on Federal Highway Administration (FHWA) guidance as follows:

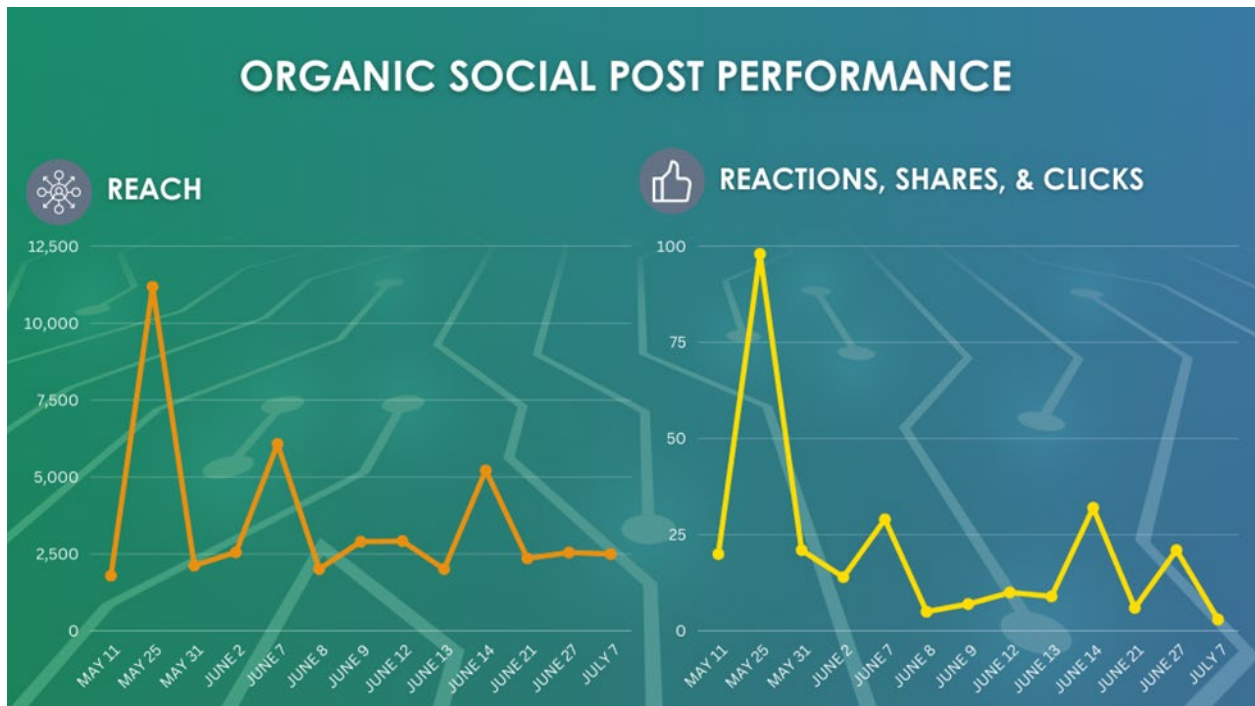
- **Sustainability** – How a site host plans to use supplemental renewable energy sources and onsite energy storage to reduce grid demand.
- **Future-Proofing** – How a site host has planned for future developments in technology and installation of additional conduit lines and higher capacity transformers.
- **Equity & Workforce** – If a potential site is located in a disadvantaged or rural community and/or how they intend to use a workforce from businesses certified as minority, veteran, or women-owned.
- **Site Amenities** – The site plan includes desired attributes as expressed by Idahoans in the Phase I feedback, such as dining, retail, seating areas, and shelter.
- **Cost Effectiveness** – The site host can demonstrate how they intend to be efficient with the investment of public dollars and are able to maximize the overall impact of funding for expansion of EV infrastructure.

### Social Media

To expand outreach and raise awareness of the NEVI Program in Idaho, the State of Idaho actively shared social content about the Phase II work. Using ITD's and the Idaho OEMR's robust social media presence (Figure 2), the state effectively disseminated information to the public through 17 social posts and strategically placed 7 targeted social ads between May and July of 2023.

During these engagements, some comments reflected frustration regarding the allocation of tax dollars toward EV infrastructure. It became evident from some comments that there might be a misconception among certain residents, with ongoing opportunities to educate the public on the NEVI Program.

In light of this feedback, the State of Idaho recognizes the importance of addressing and clarifying any misconceptions surrounding the NEVI Program's funding sources. By providing transparent information and engaging in open dialogue with the public, the state aims to foster a better understanding of the program's financial mechanisms and the benefits it brings to the community and the environment. Education and clear communication will play a pivotal role in garnering support and broadening acceptance for the NEVI Program among Idaho residents.



**Figure 2. Public Meeting Ad and Social Post Performances**



## Survey

The State of Idaho is currently in the process of launching an extensive survey initiative, scheduled to take place from July 24 through August 18, 2023, to gather crucial data points and seek additional feedback on the attributes, location, and prioritization of criteria for potential EV charging sites. Recognizing the importance of inclusive community engagement, the State of Idaho has meticulously designed a comprehensive marketing strategy to ensure widespread participation in the upcoming survey.

Recognizing the importance of inclusivity and ensuring broad participation, the State of Idaho is committed to offering the upcoming survey on EV charging infrastructure in Spanish. By providing the survey in Spanish, the state aims to reach and engage with the Spanish-speaking communities across Idaho, allowing them to actively contribute their valuable feedback and perspectives. This bilingual approach reflects the state's dedication to breaking language barriers and creating a welcoming environment for all residents to have a voice in shaping the future of EV charging infrastructure. Through this effort, the State of Idaho seeks to foster a more diverse and representative survey process.

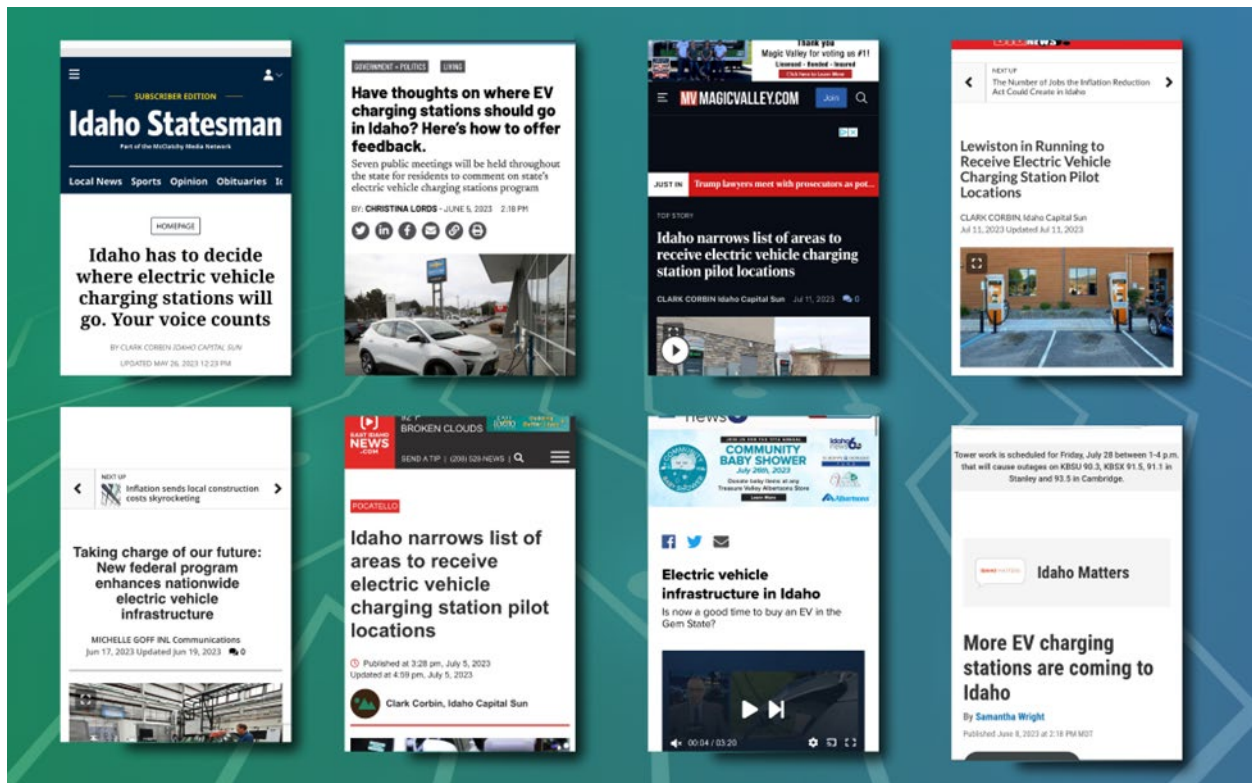
To ensure robust participation, the State of Idaho plans to use the power of social media by crafting informative and engaging posts across various platforms. This approach aims to reach a diverse audience and encourage individuals from different communities to actively participate in shaping the future of EV charging infrastructure in the state. Additionally, the State of Idaho will be issuing media alerts to local news outlets, creating anticipation, and raising awareness about the survey's launch to capture the community's attention.

With a commitment to involving critical stakeholders, the State of Idaho will initiate personalized email outreach to local Chambers of Commerce, requesting their invaluable support in sharing the survey with their respective networks. By forging collaborative partnerships with these influential groups, the survey is expected to reach a wider demographic and garner feedback from various sectors. The survey will also be thoughtfully integrated into the Governor's OEMR newsletter, further extending its reach and ensuring that it becomes a prominent part of official communications and announcements for the State of Idaho.

Through this multifaceted marketing approach, the State of Idaho aims to create an inclusive, transparent, and participatory survey process, allowing Idaho's communities to actively shape the future of EV charging infrastructure in the state. By listening to diverse voices and incorporating their insights, the State of Idaho endeavors to foster a sustainable transportation ecosystem that truly reflects the needs and aspirations of its citizens.



## Earned Media



**Figure 3. Earned Media**

The State of Idaho took proactive measures to notify the media and seize opportunities for impactful storytelling, sharing updates on the progress of the NEVI Program and outlining its plan for the second phase of work. The media was engaged to highlight the significance of this sustainable transportation initiative and its potential impact on the state's communities and environment. Several stories were published as part of these efforts, providing the public with comprehensive information about the program's developments and goals.

These earned media stories (Figure 3) play a crucial role in raising awareness about the NEVI Program throughout the state. By leveraging the media's reach and influence, the State of Idaho can effectively communicate the program's benefits, funding sources, and strategic plans to a broader audience. The power of earned media lies in its credibility and objectivity, as it is perceived as independent coverage from reputable news sources. This kind of exposure fosters public trust and confidence in the program, encouraging further engagement and support from residents, businesses, and stakeholders.

Through these published stories, the State of Idaho can address any misconceptions or concerns that may exist among the public. It provides an opportunity to clarify the sources of funding for the NEVI Formula Program, alleviating any doubts about the use



of taxpayer dollars. The following stories were published because of the State of Idaho's outreach efforts:

- Post Register | May 16, 2023 | Idaho to Complete Study for EV Fast Charging Deployment | [Article Here](#)
- Idaho Capital Sun\* | May 22, 2023 | Soon, you can help decide where Idaho's Electric Vehicle Charging Stations Will Go | [Article Here](#)
- KIVI Channel 6 | May 23, 2023 | Electric Vehicle Infrastructure in Idaho | [Article Here](#)
- Idaho Statesman | May 23, 2023 | Idaho Has to Decide Where Electric Vehicle Charging Stations Will Go. Your Voice Counts | [Article Here](#)
- Idaho Capital Sun\* | June 5, 2023 | Have Thoughts On Where Electric Vehicle Charging Stations Should Go? Here's How to Offer Feedback | [Article Here](#)
- Idaho Matters (KBSX) | June 8, 2023 | More EV Charging Stations Are Coming to Idaho | [Article Here](#)
- Idaho Press | June 10, 2023 | Have Thoughts on Where EV Charging Stations Should Go? | [Article Here](#)
- Post Register | June 20, 2023 | Taking Charge of Our Future | [Article Here](#)
- KMTV | June 21 2023 | NEVI Program Meeting | [Interview Here](#)
- Idaho Capital Sun\* | June 30, 2023 | Idaho Narrows List of Areas to Receive Electric Vehicle Charging Station Pilot Locations | [Article Here](#)
- BoiseDev | July 5, 2023 | Federally-Funded Electric Vehicle Charging Stations Could Come to Three Idaho Cities | [Article Here](#)
- Post Register | July 5, 2023 | Idaho Narrows List of Electric Vehicle Charging Station Pilot Site Locations | [Article Here](#)
- Ground News | July 5, 2023 | Idaho Narrows List of Areas to Receive Electric Vehicle Charging Station Pilot Locations | [Article Here](#)
- East Idaho News | July 5, 2023 | Idaho Narrows List of Areas to Receive Electric Vehicle Charging Station Pilot Locations | [Article Here](#)
- Cherokee Tribune\* | July 11, 2023 | Idaho Narrows List of Electric Vehicle Charging Station Pilot Site Locations | [Article Here](#)
- Magic Valley News\* | July 11, 2023 | Idaho Narrows List of Electric Vehicle Charging Station Pilot Site Locations | [Article Here](#)
- Big Country News\* | July 11, 2023 | Lewiston in the Running to Receive Electric Vehicle Charging Stations | [Article Here](#)

*\*These outlets serve underserved communities and/or are a digital news outlet with readers statewide, including underserved communities.*

## Outcomes

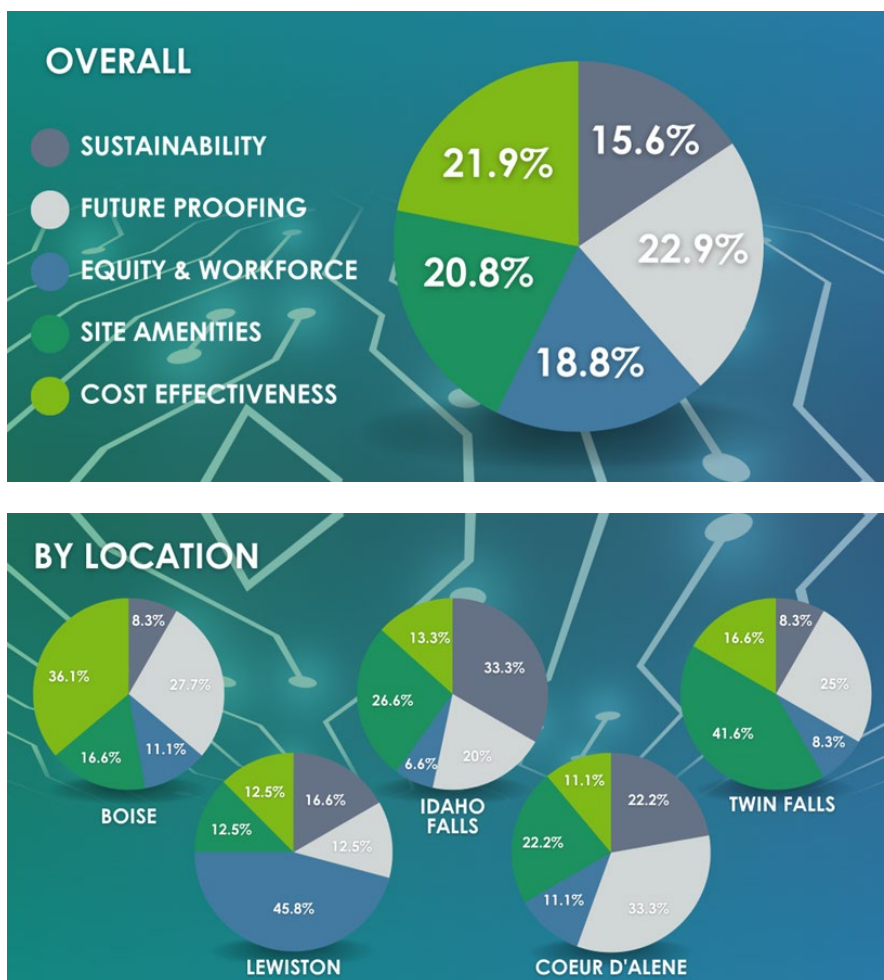
Participants from the in-person public meetings were asked to offer discussion and give three votes on the criteria that they felt was the most important. Depending on the





location of the meeting, some criteria were of higher importance than others (Figure 4). For example, in Boise, 36% of attendees valued sustainability, whereas Eastern Idaho residents valued cost effectiveness and site amenities more. While overall there was a relatively even split, each location's priorities on selection criteria varied—this usually correlated with the communities' unique needs or the sentiment of the area around change, green energy, or government spending.

For example, in Twin Falls, where there is a passionate and active group of EV drivers, the chief concern heard is whether stations would provide certain amenities and if those stations could mirror set ups like existing truck stops and/or gas stations. However, in Lewiston, a common refrain among the group was the desire to see a station built in rural areas in Valley County around New Meadows or McCall to better connect them to the southern part of the state. This likely led to participants ranking Equity and Workforce higher to ensure locations in rural areas are given a higher priority than those in metropolitan areas. All locations expressed similar concerns on the ability to future-proof these stations to ensure the longevity of the investment.



**Figure 4. Feedback from In-Person Meetings**



Valuable location insights were shared during public involvement efforts that were reflective of the data collected from the 2022 public outreach campaign, which focused largely on the preferred locations for EV charging stations. The public expressed a strong desire to actively participate in suggesting future charging station locations, underscoring a primary focus of Idaho's NEVI Program deployment to effectively deploy universal and publicly available EV charging infrastructure along Idaho's major travel corridors at intervals that provide EV drivers the confidence to travel throughout the state while meeting community and economic needs. This continued feedback and emphasis on specific locations underscores the need for Idaho to prioritize building infrastructure along state and U.S. highways, extending beyond just interstates, to ensure comprehensive accessibility.

Moreover, the interactions and comments from the public during these meetings and on social media platforms demonstrate a growing interest in and hunger for information about NEVI. As the program progresses, it becomes increasingly essential to continue educating communities on EV charging, its implementation, and funding opportunities. Fostering ongoing education will play a crucial role in ensuring the program's success and garnering support from residents in the coming years. By maintaining an open and transparent dialogue with the public, Idaho can better align the NEVI Program with the needs and aspirations of its citizens.

### **Targeted Stakeholder Outreach**

While general feedback is inherently valuable to programs like NEVI, gathering insight and feedback from specific stakeholders across various industry groups and organizations has been and will continue to be critical in forming the more technical aspects of the rollout of this infrastructure in Idaho. During these one-on-one meetings, the State of Idaho provided information on the status of the NEVI Program and answered questions from stakeholders. These meetings and outreach efforts took place with the following groups:

- Idaho Tribes
  - Nez Perce
  - Shoshone-Bannock
  - Shoshone-Paiute
  - Coeur d'Alene
  - Kootenai
- Idaho Power
- Idaho Association of Realtors
- Idaho National Laboratory
- Idaho Trucking Association
- Electrify America
- Idaho Broadband Task Force
- Association of Idaho Cities
- Idaho Clean Cities Coalition
- Chambers of Commerce



## **Tribal Engagement**

Among the crucial stakeholders were the Indigenous tribes of Idaho, whom the State of Idaho prioritized in fostering meaningful dialogue and information sharing.

With a deep appreciation for the cultural and environmental significance of tribal lands, the State of Idaho contacted the Coeur d'Alene Tribe, the Shoshone-Bannock Tribe, the Shoshone-Paiute Tribe, the Nez Perce, and the Kootenai Tribe for the opportunity to have a one-on-one meeting with the State of Idaho regarding NEVI. Through direct email outreach, the state extended invitations to tribal representatives, seeking to inform them about the upcoming Pilot Program and create an open platform for input and feedback.

Of the five federally recognized tribes in Idaho, two accepted the invitation for a one-on-one meeting regarding the NEVI Formula Program. The Shoshone-Bannock Tribe in Eastern Idaho and the Shoshone-Paiute Tribe in Southwestern Idaho provided the State with feedback.

Notably, the engagement with the Shoshone-Bannock Tribe yielded significant interest in learning about the RFP and the potential to host EV charging stations. Recognizing the importance of inclusion and collaboration, the State of Idaho extended a specific invitation to the tribe to participate in the Industry Day, further promoting their active involvement in the program.

The State of Idaho's dedicated follow-up outreach ensured that the Shoshone-Bannock Tribe remained informed about the Pilot Program's RFP opening, reaffirming the state's commitment to maintaining transparent and continuous communication throughout the process.

By proactively engaging with tribal communities, the State of Idaho recognizes the intrinsic value of tribal perspectives and contributions to the NEVI Program's success. The State of Idaho's emphasis on meaningful engagement with tribes underscores its commitment to honoring their sovereignty, protecting their interests, and forging collaborative partnerships in deploying NEVI formula funds.

## **Utility Engagement**

The collaboration and insights provided by entities such as Idaho Power, Avista, Rocky Mountain Power/PacifiCorp, Idaho Falls Power, Fall River Electric Cooperative, Clearwater Power, and Idaho Consumer-Owned Utilities Association play a pivotal role in informing the successful rollout of the NEVI Program in Idaho. Each of the aforementioned utilities were invited to participate in public meeting discussions and will be engaged at a deeper level ongoing through Advisory Groups to be held in August and September 2023.

Idaho's electric utilities bring invaluable expertise in managing and distributing electricity, essential for optimizing the EV charging infrastructure's reliability and efficiency. Their understanding of grid capacity and load management will aid in



strategically locating charging stations and ensuring the grid can support the growing demand for EVs. Additionally, their experience with regulatory processes should expedite approvals and permitting for charging station installations, streamlining the program's implementation. Moreover, these entities provide critical insights into innovative solutions such as time-of-use pricing and demand response programs, fostering smarter grid integration and promoting sustainable charging practices. Their partnership and support will be instrumental in creating a comprehensive, resilient, and user-friendly EV charging network.

Engaging electric utilities has been of paramount importance in the success of the NEVI Program for several critical reasons. For example, electric utilities play a central role in providing the necessary electrical infrastructure to support the widespread adoption of EVs. Their expertise in managing and distributing electricity is essential to ensure that the charging infrastructure is robust, reliable, and capable of meeting the increasing demand from EV owners. Additionally, electric utilities possess valuable insights into grid capacity and load management. As the popularity of EVs grows, their integration into the power grid requires careful planning to avoid overloading and maintain grid stability. By involving electric utilities in the NEVI Program, the State of Idaho can develop a coordinated approach to infrastructure deployment, optimizing charging station locations and their connection to the power grid.

Each of the aforementioned utilities have been engaged in the public involvement efforts during 2023 and will continue to be through the next year and beyond.

## **Site-Specific Public Engagement**

To ensure the NEVI Program in Idaho maintains forward momentum and collects valuable insight from various experts in the state, the State of Idaho's Phase II outreach and collaboration efforts will continue into the end of 2023.

### **Advisory Groups**

As part of its commitment to garnering comprehensive insights and expertise, the State of Idaho took a proactive approach by forming an Advisory Group comprised of representatives from diverse industries and organizations across the state. This strategic initiative ensures that the NEVI Program benefits from a wide range of perspectives, knowledge, and experiences, leading to a more cohesive and successful rollout.

The process of identifying Advisory Group members commenced with targeted outreach to representatives from a variety of organizations. By involving stakeholders from entities such as:

- Planning Organizations
  - Bonneville Metropolitan Planning
  - COMPASS
  - Kootenai Metropolitan Planning
  - Lewis Clark Valley Metropolitan Planning
  - Bannock Transportation Planning
  - Treasure Valley Clean Cities Coalition



- Yellowstone-Teton Clean Cities Coalition
- Power Utility Companies and Cooperatives
  - Idaho Power
  - Avista
  - Rocky Mountain Power/PacifiCorp
  - Idaho Falls Power
  - Fall River Electric Cooperative
  - Clearwater Power
  - Idaho Consumer-Owned Utilities Association
- Economic Development
  - Idaho Department of Commerce
  - Idaho Economic Development Association
  - Boise Valley Economic Partnership
  - Clearwater Economic Development Association
  - Panhandle Area Council
  - Western Alliance Economic Development
  - Idaho Hispanic Chamber
- Government Agencies
  - Workforce Development Council
  - Idaho National Guard
  - Idaho Department of Labor
  - Office of Tourism
  - Office of Emergency Management
  - Idaho Department of Parks & Recreation
  - Public Utilities Commission
  - Idaho Council on Indian Affairs
- Minority and Underrepresented Groups
  - Hispanic Caucus
  - Department of Hispanic Affairs
  - Idaho Tribal Council

By bringing together stakeholders from these diverse backgrounds and specialties, the State of Idaho will be capable of facilitating focused and in-depth discussions. Each member can contribute their unique insights, knowledge, and expertise, leading to a more holistic understanding of the challenges and opportunities associated with the NEVI Program's rollout. Through these interactive dialogues, the State of Idaho can gain a deeper understanding of the varying needs and requirements of different regions and communities throughout the state, allowing for a more tailored and effective approach in implementing EV charging infrastructure.

After the initial rounds of meetings, members from groups who express a high interest in being involved with or staying informed on the NEVI Program will receive an invitation from the State of Idaho to participate in a single, ongoing Advisory Group for the duration of the program. The goal and purpose of a combined, single Advisory Group is



to allow groups and organizations from differing backgrounds to provide perspective and insight on the implementation of the NEVI Program. This diversity in industry and experience will create more dynamic discussions and feedback for the State of Idaho to draw from for the remaining years of NEVI.

### **Public Education**

Using common feedback and questions received during public meetings, the State of Idaho will continue to develop materials that provide additional education to the public. These materials will cover the following topics:

- **Funding** – Explaining the allocation of federal dollars from the Bipartisan Infrastructure Law
- **Buy America** – Explaining the requirement that materials used for constructing EV charging stations should be acquired from U.S.-based companies
- **Alternative Fuel Corridors** – Defining AFCs and explaining why Idaho included certain state and U.S. highways
- **Workforce Development** – Explaining the requirement that site hosts must use EVSE certified contractors for building and maintenance
- **Private v. Public** – Explaining why NEVI-compliant charging stations will be built on privately owned businesses
- **Qualified Sites** – Explaining who qualifies for NEVI funds

Additionally, the State of Idaho will send monthly updates via email to those who provided their email addresses and expressed an interest in being kept up to date on the status of the program. Updates could include the following:

- Pilot Program Site Selections
- Idaho's Updated Plan
- The SFAS
- Workforce Development Opportunities

Lastly, the State of Idaho will host a Virtual Town Hall meeting in the late fall where they will give an overview of the work done during the Phase II of the NEVI Program in the state and potential next steps for the coming year. This will provide the public a final opportunity to ask questions and receive information on EV charging infrastructure.



## Plan Vision and Goals

The Baseline Plan established Idaho's vision and goals. The vision remains the same:

The State of Idaho's vision is to effectively deploy universal and publicly available EV charging infrastructure over a multiyear period along Idaho's major travel corridors at intervals that provide drivers the confidence to travel throughout the state while meeting community and economic needs.

The Baseline Plan goals are still goals of Idaho's NEVI Program, and they are summarized as follows, with additional details in the Baseline Plan:

- Enhanced transportation experience.
- Improved clean transportation access through the location of chargers while increasing parity in clean energy technology access and adoption.
- Enhanced EV connectivity within the region.
- Improved air quality and decreased energy burden and environmental exposure.
- Increased access to low-cost capital, possibly leading to increased equitable adoption of clean energy technologies and deeper investments within disadvantaged communities.
- Increased clean energy job pipeline, job training, and enterprise creation.
- Increased involvement in energy issues/decision-making.



# Contracting

## Status of Contracting Process

The IAWG plans to issue a solicitation in late 2023, to provide turnkey services for EVSE at two pilot sites in the state. These services include site acquisition, design, permitting, purchase, construction, installation of hardware (and accompanying EVSE management software), operations, maintenance, and reporting. NEVI site developers will be selected based on several criteria, including general technical requirements, site-specific elements, and pricing. Additional details can be found in the EV Charging Infrastructure Deployment section of the report. The RFP will follow the FHWA Title 23 CFR guiding federal aid funding. All NEVI site developers shall comply with the terms, conditions, constraints, deadlines, and other requirements of the solicitation.

## Awarded Contracts

IAWG will contract for the development of two pilot sites. These pilot sites allow the state and industry to work together and understand potential challenges, opportunities, and risks. The IAWG will implement modifications for future projects as necessary. The IAWG will review proposals for the Pilot projects in 2023 and is expecting to award contracts in late 2023, contingently. The successful bidder for the Pilot projects will provide turnkey services that include site acquisition, design, permitting, purchase, construction, installation of hardware (and accompanying EVSE management software), operations, maintenance, and reporting. The IAWG is developing an evaluation process that weighs the technical approach and project costs. The solicitation will require NEVI site developers to coordinate with utility companies and provide written documentation that estimates power costs and schedule impacts.

## Scoring Methodologies

The IAWG is in the process of developing scoring methodology and criteria to evaluate proposals. The IAWG will finalize those criteria in the coming months, but currently is considering the following evaluation criteria:

- Technical Elements
  - Program understanding and general approach
  - NEVI site developer qualifications and experience, including experience implementing Title 23 funded projects
  - Processes and procedures related to data collection, sharing, cybersecurity, and data management
  - Safety approach
  - Workforce training approach
- Site-specific Elements
  - How the site meets the intent of FHWA and IAWG goals
  - Infrastructure needs and assessment





- Sustainability approach
- Future-proofing the site
- Equity and workforce development
- Inclusion of site amenities
- Project Costs
  - Amount required for all turnkey EVSE services, including development, design, construction, operations, and maintenance

## **Plan for Compliance with Federal Requirements**

Procurement and contractual requirements shall comply with all applicable state and federal law for contracting, auditing, and payments. The IAWG agreement with selected NEVI site developer will include the requirements and specifications of the Final Rule Making, including the following:

- [National Electric Vehicle Infrastructure Formula Program Guidance \(pdf\)](#)
- [FHWA NEVI Program Frequently Asked Questions \(pdf\)](#)
- [Federal Register: NEVI Formula Final Federal Rule \(website\)](#)

All contractors must be licensed to work in the State of Idaho. The IAWG will continue coordinating with FHWA to confirm NEVI requirements are included in future solicitations and contracts. In addition, the IAWG will coordinate with FHWA to ensure an effective approach (for example, donation, easement, lease, permit, license, etc.) to providing access to sites for purposes of the IAWG inspections and audits throughout the agreement term.



## Civil Rights

Since the Baseline Plan, the U.S. Access Board has provided some clarification on standards that already apply to EV charging stations and (as of June of 2023) is in the process of developing rulemaking specific to EV charging stations. In the May 2023 webinar,<sup>1</sup> the U.S. Access Board clarified that certain aspects of charging stations are already subject to Americans with Disabilities Act (ADA) and Architectural Barriers Act guidance, including the following:

- Cables, payment systems, connectors, and other aspects of charging stations are classified as “operable parts” to which certain reach requirements (for example, height, curb access) and accessible floor space requirements already apply.
- Accessible EV charging spaces are not allowed to be used to count toward the required number of accessible parking spaces located in the same lot (even if an existing accessible parking space later has a charging station added).
- Signage for accessible spaces is already covered under the ADA and would similarly apply to an accessible charging station.

The U.S. Access Board affirms that it will consider submitted comments while finalizing rulemaking. Several advocacy groups have provided public comments on the Notice of Proposed Rulemaking for the NEVI Formula Program standards and requirements, including the National Disability Rights Network and Paralyzed Veterans of America. These groups highlighted a need for the rulemaking to include minimum standards to ensure that electric charging stations are built in compliance with ADA accessibility standards. They observed that disabilities might take many forms, and it is common to experience more than one at the same time, including mobility, hand dexterity, technological skill, English proficiency, colorblindness, hearing ability, strength, communication mode (for example, sign language, verbal communication), and others. Onsite and/or remote customer service could help address many of these challenges.

The U.S. Access Board further recommends the following other design elements that may be included in the final rulemaking:

- “Use last” signage may be used to help direct drivers to use an accessible EV charging station for parking/charging only when all other parking/charging locations are in use.
- Certain accessibility standards may apply to all charging stations in a location (for example, communication standards), while some standards may apply only to a certain percentage of total stations (for example, mobility standards).
- Where a person with a disability needs to navigate along sidewalks or curbs to reach their destination or access the charging infrastructure, care should be taken to limit the additional necessary travel and avoid further obstructions. For example,

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<sup>1</sup> Joint Office of Energy and Transportation. Webinar: Designing for Accessible EV Charging Stations · Joint Office of Energy and Transportation. <https://driveelectric.gov/webinars/accessibility>.



suppose a charging station is located at on-street parking along a curb. In that case, the charging station should be located at the end of the street (to make curb ramps more accessible), and the charging station should not be placed in the middle of the adjacent sidewalk.

The IAWG has considered these proposed requirements and will update the required design specifications following the final rulemaking.

Other activities to ensure compliance with the ADA, Title VI of the Civil Rights Act of 1974, Section 504 of the Rehabilitation Act remain unchanged from the 2022 State of Idaho Electric Vehicle Infrastructure Baseline Plan. The State of Idaho will follow all applicable federal, state, and local laws, regulations, and statutes. As with the Baseline Plan, the State of Idaho complying with Executive Order 13166 and will work to ensure that those who speak with limited English proficiency (LEP) have meaningful access to materials and services produced in this plan. The State will also ensure that the public has meaningful opportunities to comment on programs, policies, and activities of the plan, particularly people who may be classified as minority or low income.

The State of Idaho does not and will not exclude from participation in or deny the benefits of its programs or activities; or subject anyone to discrimination or treat persons unfavorably based on race, color, religion, national origin, sex (pregnancy, sexual orientation, and gender identity), age, genetic information, disability, veteran status, LEP, or economic status. In addition, the State of Idaho will not retaliate against any person who complains of discrimination or who participates in an investigation of discrimination.

The State of Idaho will ensure that no person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program, including the NEVI Program. The State of Idaho will comply will all Title VI requirements in the implementation of the NEVI Program.



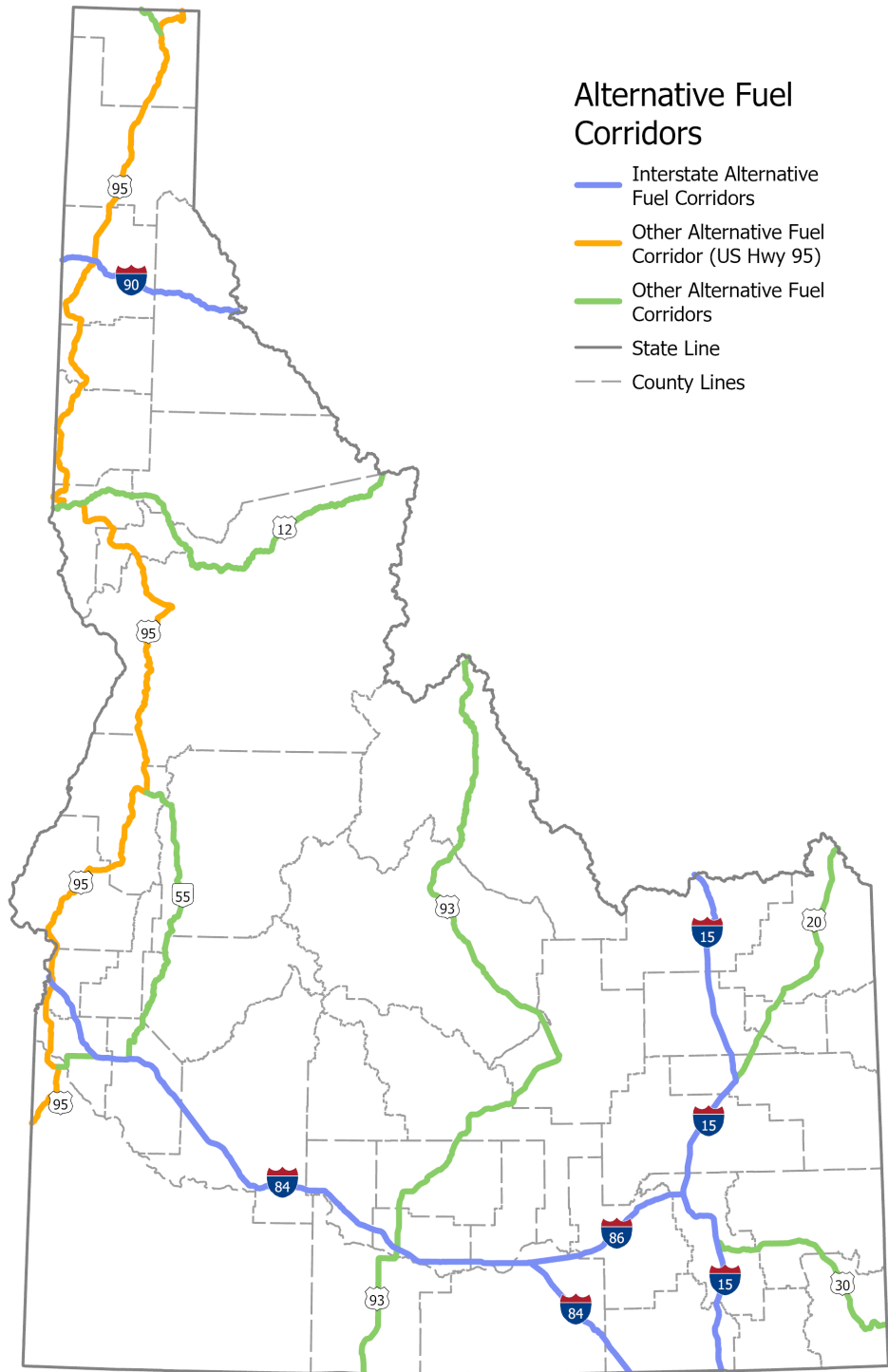
# Existing and Future Conditions Analysis

The majority of this section remains the same as the Baseline Plan. The primary updates in this section include updated data to reflect the most recent charging station information, updates to reflect the most recent federal guidance, and the impact on the analysis.

## Alternative Fuel Corridor Designations

Idaho's AFC designations remain unchanged. There were no new corridors proposed as part of Round 7, and there were no proposed Freight EV Corridors (Figure 5).

Planning efforts for EV charging infrastructure are focusing on interstates, as recommended through the federal guidance. Because of the significance of US-95 to the State of Idaho for moving goods and people within the state and based on public feedback, this corridor has been valued the same as interstates to enable initial buildout.

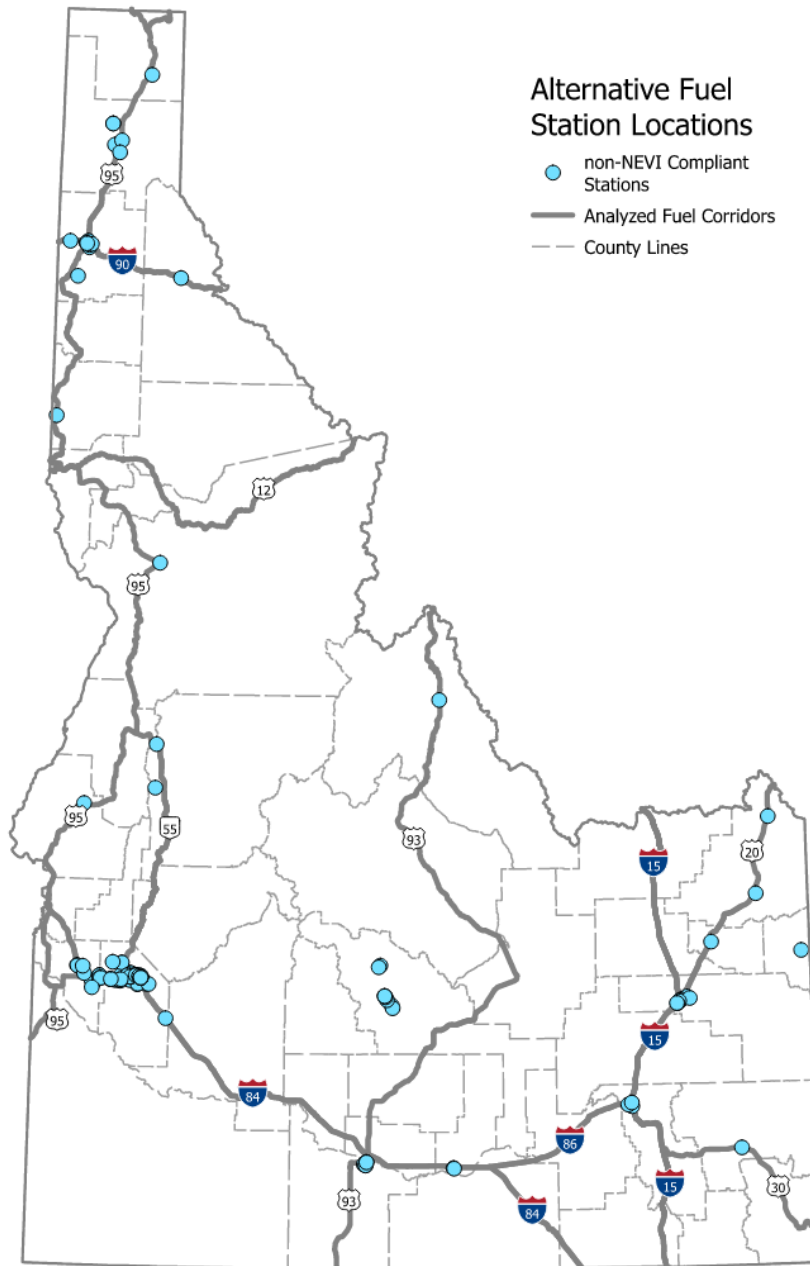


**Figure 5. Alternative Fuel Corridors**

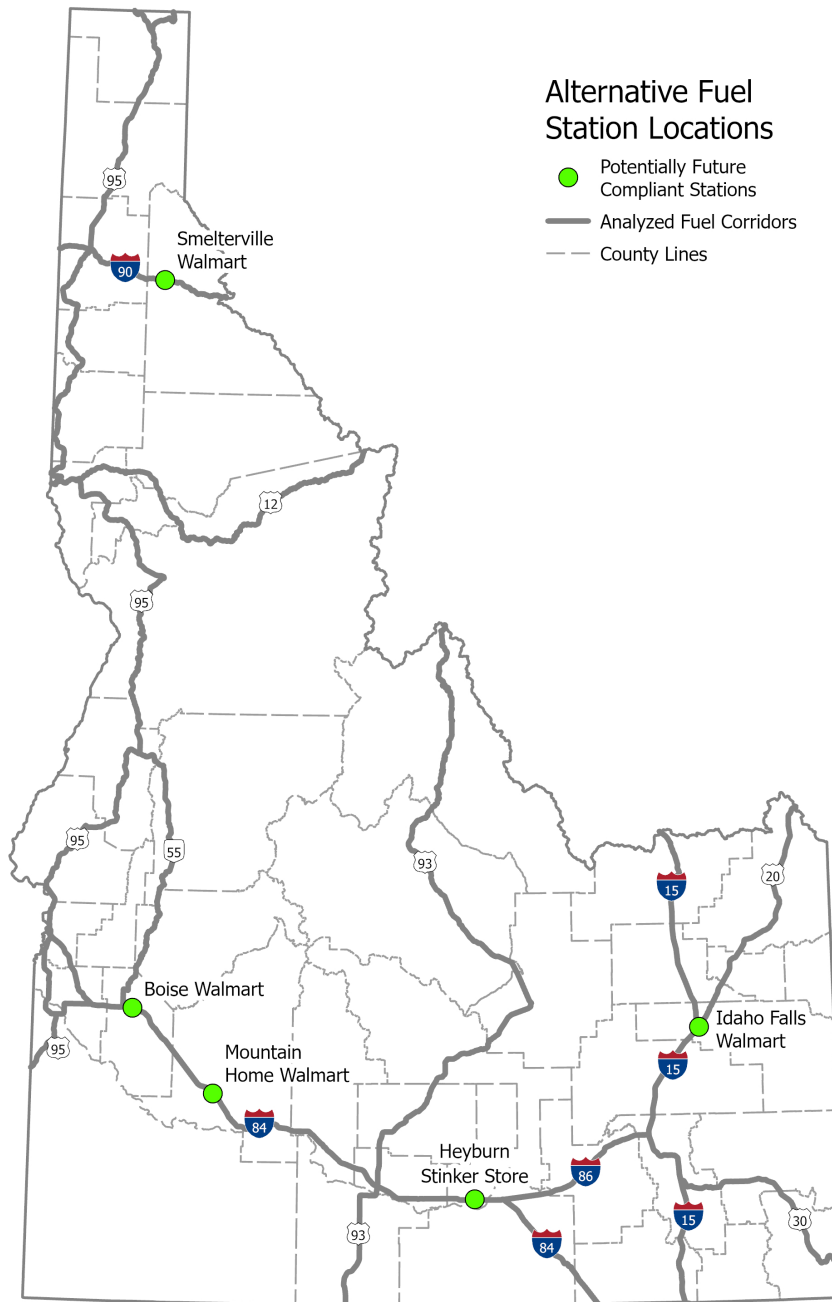


## Existing Charging Stations

The following figures identify the existing charging stations within the state. Figure 6 identifies all existing stations, while Figure 7 identifies the “potentially future compliant stations.” Each of the potentially future compliant stations were installed by Electrify America. Given the recent federal guidance requiring existing stations to meet the minimum standards in 23 CFR Part 680 to be credible for fully built out status, none of the stations meet the requirements for compliance at this time. However, on July 11, 2023, Electrify America represented to the IAWG that these stations meet, or will soon meet, requirements in 23 CFR 680.106, 680.108, 680.110, 680.114 and 680.116. It is important to recognize that these stations serve the overall national network. The IAWG intends to work with existing station owners to develop a path toward compliance, while still prioritizing the investment of NEVI funds in alignment with the Plan vision and goals. It is assumed that many existing, noncompliant stations will be upgraded to a compliant level over time.



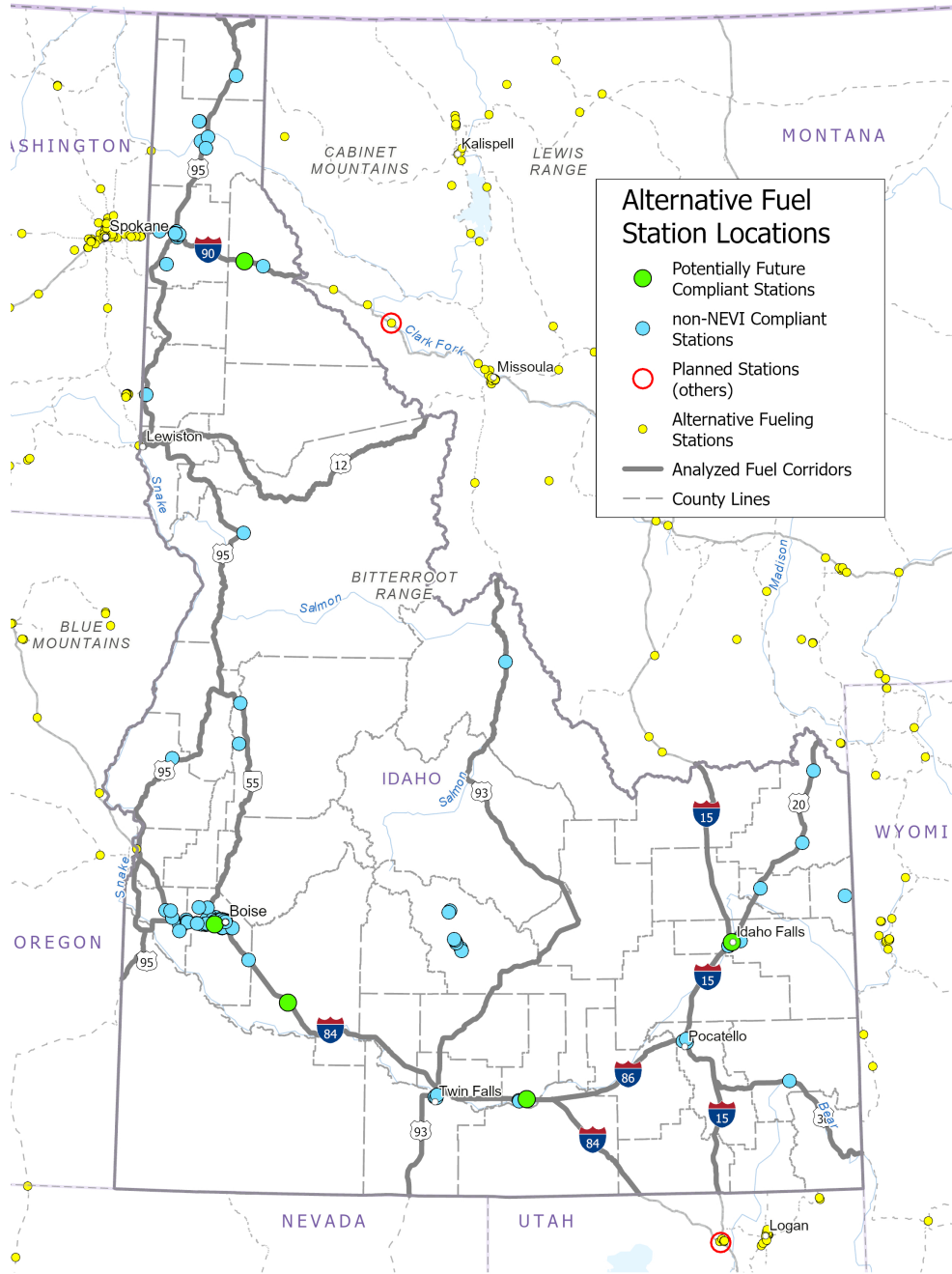
**Figure 6. Existing Noncompliant Chargers**



**Figure 7. Potentially Future Compliant Stations**

These stations were overlaid with existing and planned stations for neighboring states to determine the charging needs along the borders (Figure 8).





**Figure 8. Neighboring States’ Existing Conditions and Planned Stations**

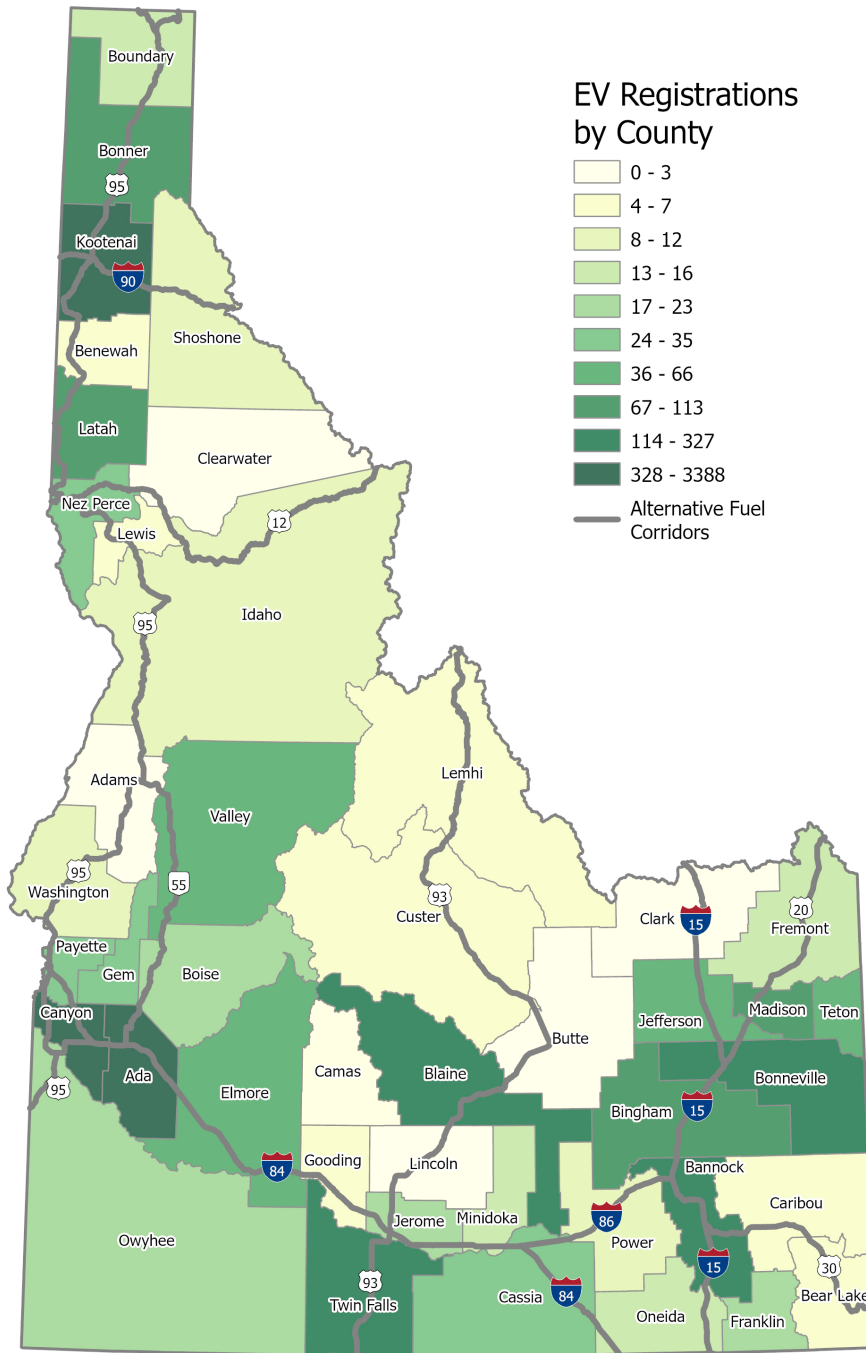
The table of all existing stations can be found in Appendix A.



## **Idaho Electric Vehicle Registrations**

EV registrations were obtained for each ZIP code in Idaho. The total EV registration count was 6,213 across the state, which is a dramatic increase compared to the 3,500 registrations in 2021. By comparison, neighboring western state registrations are significantly greater, including 67,000 in Washington, 30,000 in Oregon, and 17,000 in Nevada (in 2021).

As shown on Figure 9, Ada County around Boise has over half of the state's EV registrations at 3,388, and neighboring Canyon County has an additional 479 registrations. Kootenai County is the second highest EV registration count in northern Idaho with a total of 581 registrations.



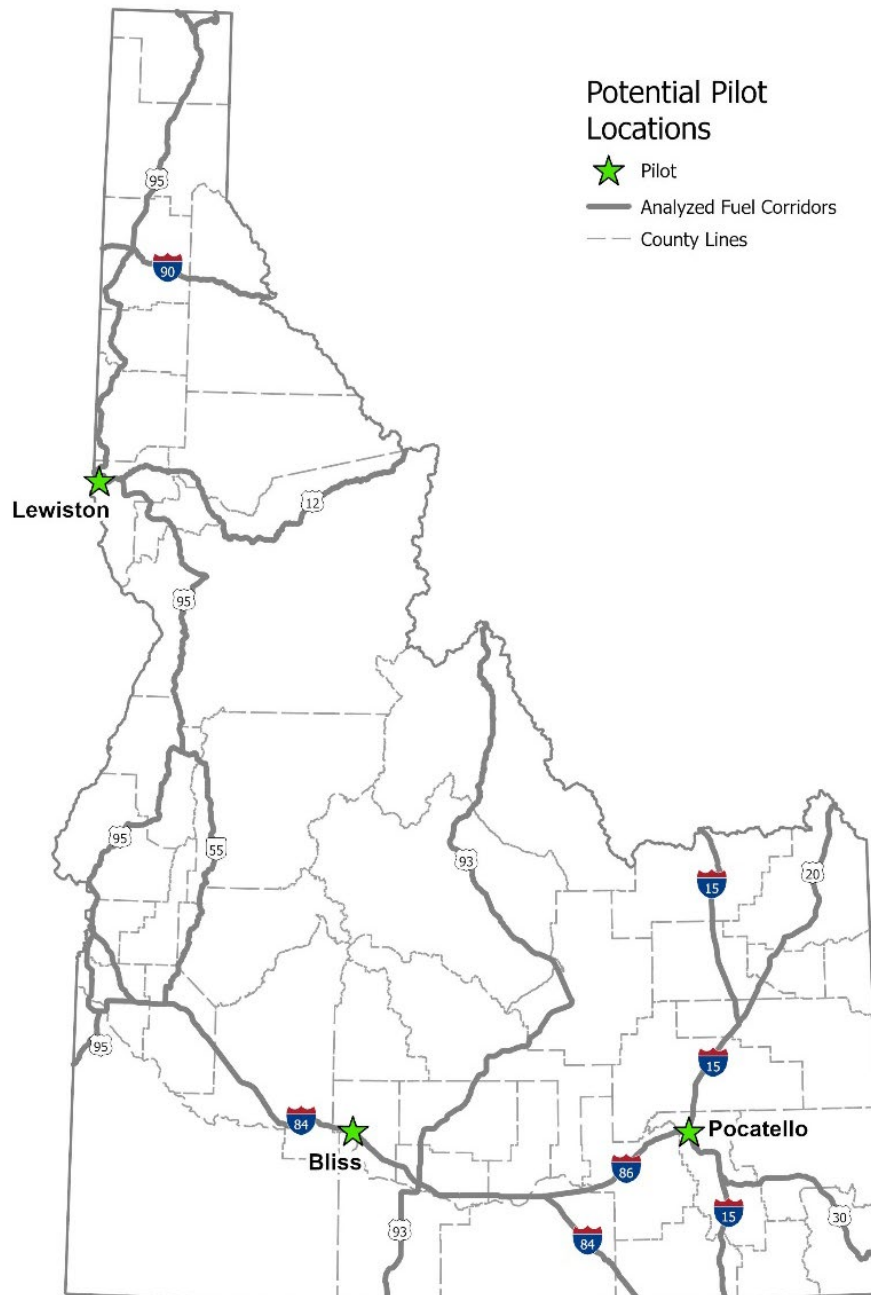
**Figure 9. EV Registration Count by County**



# Electric Vehicle Charging Infrastructure Deployment

The State of Idaho's vision is to effectively deploy universal and publicly available EV charging infrastructure along Idaho's major travel corridors over a multiyear time frame at intervals that provide drivers the confidence to travel throughout the state while meeting community and economic needs. This comprehensive planning process ensures that the state coordinates and synchronizes actions to support EV infrastructure.

To progress on this vision, Idaho will advance two pilot locations. The goal of advancing these two pilot locations is to gain insight on building EV infrastructure and in administering the NEVI Program effectively. The IAWG has identified three potential locations (with the intent of advancing two of them). Figure 10 indicates the proposed pilot locations, and the final locations to advance will be determined by late 2023.

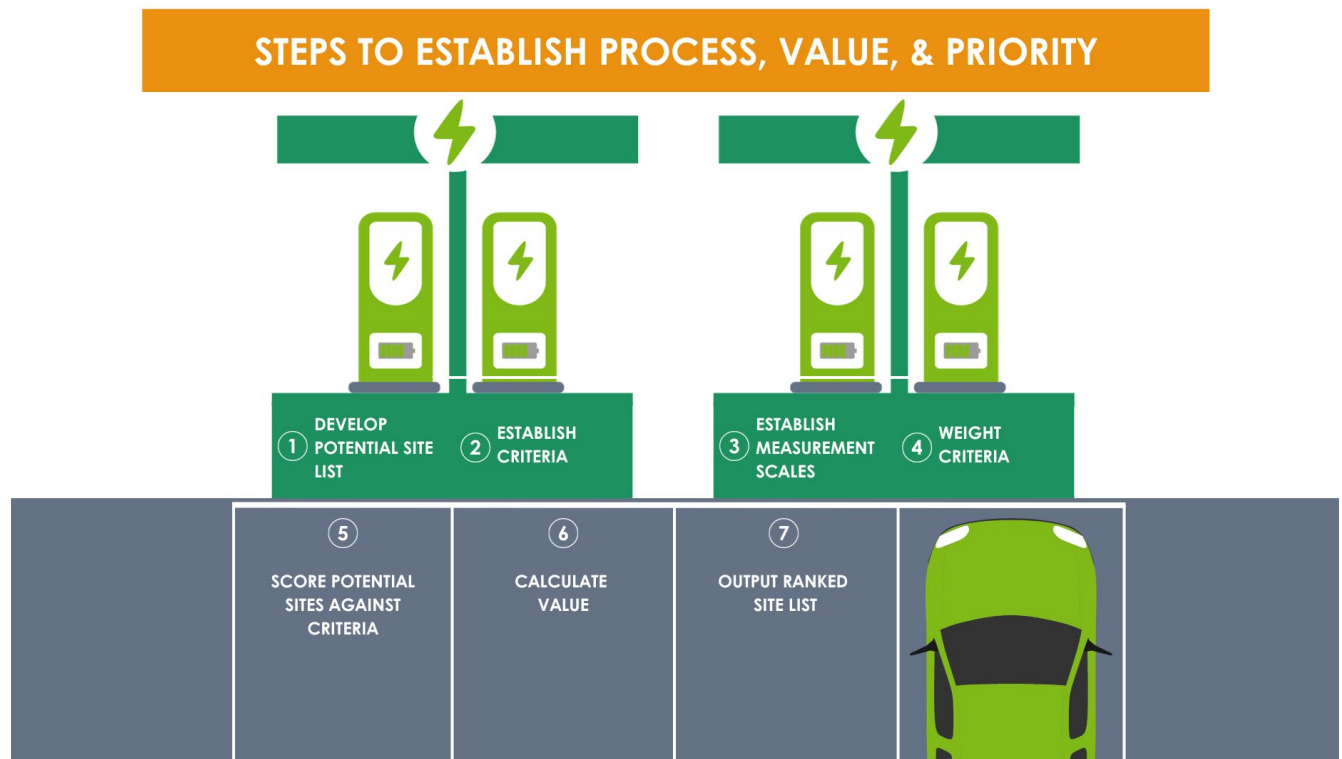


**Figure 10. Potential Pilot Site Locations**

These pilot site locations were identified based on preliminary findings of Idaho's SFAS. These sites were areas of interest during the previous rounds of public input, they serve gaps along the interstates and US-95, and Lewiston and Pocatello serve tribal communities and they all serve disadvantaged communities. The SFAS is meant to inform and document the siting selection process and results and is expected to be completed by the end of 2023.



Within the SFAS, potential EV charging site locations will be analyzed and prioritized based on a data-driven decision-making process called multi-objective decision analysis (MODA). MODA is a shorthand term for a simplified variation known in decision analysis literature as multi-attribute utility theory (MAUT). MAUT relies on the basic von Neumann-Morgenstern axioms of preference (von Neumann and Morgenstern 1947), which allows the comparison of risky outcomes through the computation of expected utility. The theory and practice of MAUT has advanced through the years and has wide application in many fields. Figure 11 is a graphic that describes the MODA process steps used to prioritize potential sites.



**Figure 11. MODA Process**

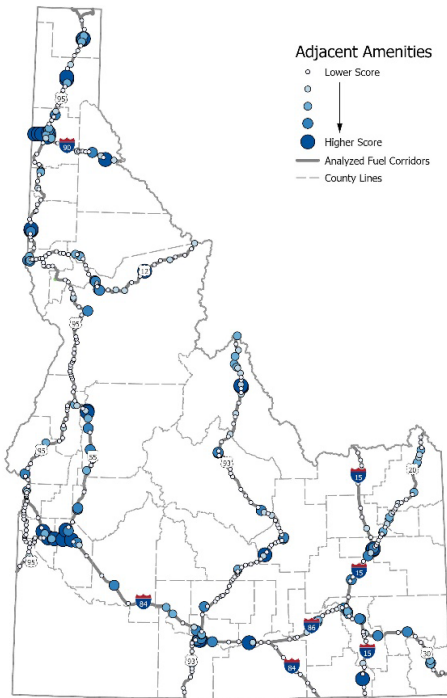
A preliminary set of criteria and their scoring methodology for the SFAS has been established and can be found in Table 1. The potential pilot site locations were analyzed for all the criteria listed and the three locations scored highly, given all criteria being weighed equally. The final SFAS will further analyze which criteria are the best indicators of success in meeting the stated plans and goals and the weighting between different criteria informed by feedback on priorities from the public and key stakeholders. Visualizations of some of the considered criteria can be found on Figure 12, Figure 13, Figure 14, and Figure 15.



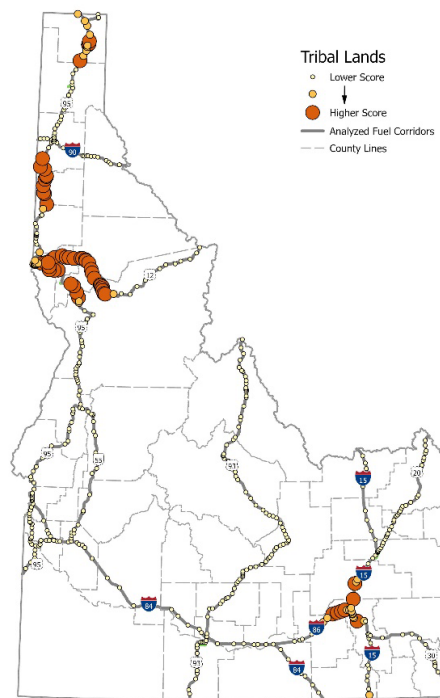
**Table 1. Criteria Considered in SFAS**

Criteria	Scoring Methodology
<b>Disadvantaged Community</b>	Potential station locations that lie within a Justice40 identified EV disadvantaged community will score the highest. Stations nearby will receive a medium score. Stations not adjacent will receive no score.
<b>Tribal Lands</b>	Potential station locations that lie within a Tribal community will score the highest. Stations nearby will receive a medium score. Stations not adjacent will receive no score.
<b>Area of Interest</b>	Potential station locations that are within a community that indicated interest for an EV charger in the Year 1 plan will receive a score. Stations not within will receive no score.
<b>Proximity to Electrical Substation</b>	Potential station locations that are closer to an existing electrical substation will receive a higher score. Stations located further will score lower.
<b>Low-Income Roadway Users</b>	Potential station locations with a higher percentage of drivers with a household income of less than \$40K will receive a higher score. Stations with a lower percentage will score lower
<b>FEMA Risk Index</b>	Potential station locations located within an area that FEMA assigned a high natural disaster risk will score lower. Stations with less disaster risk will score higher.
<b>Adjacent Amenities</b>	Potential station locations with a higher number of amenities within a 1-mile radius (for example, convenience stores, hotels, restrooms, etc.) will score higher. Stations with lower adjacent amenities will score lower.
<b>Population</b>	Potential station locations with a higher adjacent population will score higher. Stations with a lower adjacent population will score lower.
<b>EV Registration</b>	Potential station locations with a higher number of EVs registered in that jurisdiction will score higher. Stations with less registrations will score lower.
<b>Adjacent Gas Stations</b>	Potential station locations with a higher number of existing gas stations (max three) within a 1-mile radius will score higher. Stations with fewer existing gas stations will score lower.
<b>Roadway Classification</b>	Potential station locations on an interstate corridor will score higher. Stations on other AFCs will score lower.
<b>Distance to NEVI-Compliant Stations</b>	Potential station locations that are further away from an existing compliant station will score higher. Stations closer to existing compliant stations will score lower.
<b>Distance to Non-NEVI-Compliant Stations</b>	Potential station locations that are further away from an existing noncompliant station will score higher. Stations closer to existing noncompliant stations will score lower.
<b>Connectivity Node</b>	Potential station locations at the intersection of two AFCs will score the highest. Stations at the intersection of an AFC and a highway will receive a medium score. Stations not at and intersection of highways will receive the lowest score.
<b>Average Daily Traffic Volume</b>	Potential station locations with high adjacent traffic volumes will receive a higher score. Stations with a lower adjacent traffic volume will receive a lower score
<b>Trip Length</b>	Potential station locations with a higher percentage of drivers traveling 50 miles or greater "long-distance" will receive a higher score. Stations with a lower percentage of long-distance travelers will score lower.

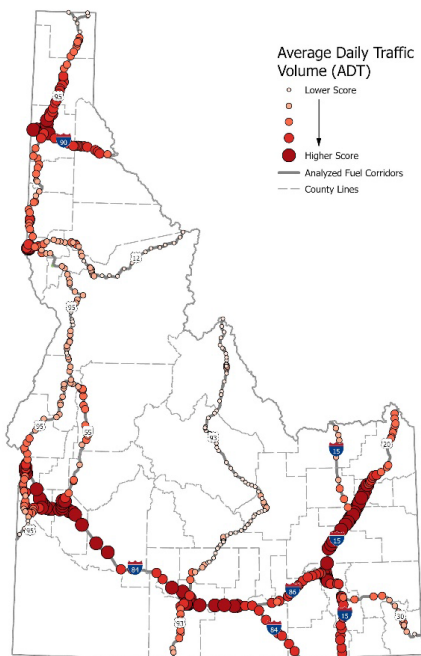
FEMA = Federal Emergency Management Agency



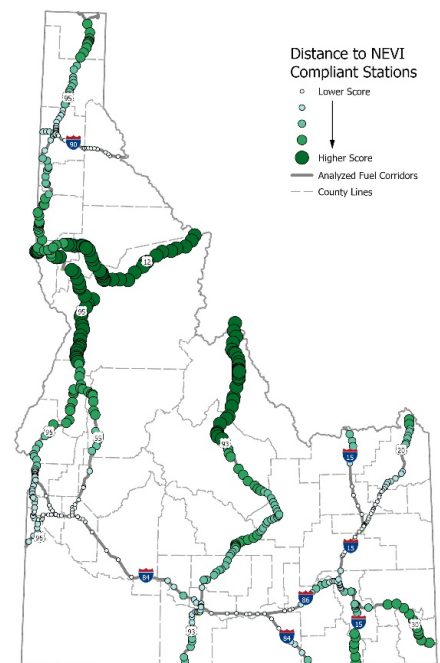
**Figure 12. SFAS Considered Criteria: Adjacent Amenities**



**Figure 13. SFAS Considered Criteria: Tribal Lands**



**Figure 14. SFAS Considered Criteria: Average Daily Traffic Volume**



**Figure 15. SFAS Considered Criteria: Distance to NEVI-Compliant Stations**





Federal cost-share for NEVI projects is 80%. Stations built through the NEVI Program are expected to be funded through public-private partnerships. As of July 2023, no source of state funding dedicated to EV charging could provide match for NEVI. The SFAS will develop a strategic approach to funding EV charging station deployment that aligns with the vision and goals of Idaho's program.

Zoning verification and permitting are covered under the Contracting Section. Contract regulations require NEVI site developers to comply with current zoning and permitting requirements. Education is covered under the Outreach Section.

### Planned Charging Stations

As discussed earlier in the EV Charging and Infrastructure Deployment section, Idaho has yet to construct NEVI funded EV charging stations, as reflected in Table 2. Idaho intends to have signed agreements with developers to construct two pilot sites by the end of the calendar year. Detailed information requested in Table 3 will be available upon site selection. The planned pilot stations will meet all the criteria within 23 CFR 680 and have a minimum of four ports with 150 kilowatts (kW).

**Table 2. Stations Under Construction**

State EV Charging Location Unique ID	Route (note if AFC)	Location (street address, if known)	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A = not applicable

**Table 3. Planned Stations**

State EV Charging Location Unique ID	Route (note if AFC)	Location (street address, if known)	Number of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade?
TBD	TBD	Pilot 1	4	2025	TBD	FY22/FY23	Either
TBD	TBD	Pilot 2	4	2025	TBD	FY22/FY23	Either

TBD = to be determined

### Planning Toward a Fully Built Out Determination

The intent is to achieve fully built out status across all of Idaho's AFCs, with NEVI used as a foundation and catalyst to spur private investments to complete the network.

A gap analysis was completed to identify focus areas for achieving fully built out status. Table 4 discusses an initial evaluation of sites that would contribute toward a fully built out determination, including existing and pilot stations. The priority of filling the gaps along these corridors will be determined during the SFAS.



No exceptions are being requested at this time; however, the SFAS may justify and lead to future exception requests.

This approach assumes that all existing stations that meet the NEVI charging requirements (four ports, public combined charging system connectors, 150 kw, and within 1 mile of an AFC) will be creditable toward fully built out certification. Pending further guidance on the Title 23 requirements, this may change the approach; but for now, the investment focus will be away from these existing stations unless there is a known and documented reliability issue.

**Table 4. Approach to Fully Built Out Status for Interstates**

Alternative Fuel Corridor	Status of Existing Stations
I-84	<ul style="list-style-type: none"> <li>• Oregon Border to Boise: 50 miles.</li> <li>• Boise has a potentially future compliant station.</li> <li>• Boise to Mountain Home: 2 potentially future compliant stations.</li> <li>• Mountain Home to Bliss: 46 miles, compliant with pilot station.</li> <li>• Bliss to Heyburn: 70 miles.</li> <li>• Heyburn has a potentially future compliant station. Heyburn to the Utah border: 70 miles.</li> </ul>
I-86	<ul style="list-style-type: none"> <li>• Heyburn to Pocatello: 62 miles. Pocatello has a potentially future compliant station (assuming the power and uptime can be met) and is a candidate for an upgrade through the pilot solicitation.</li> </ul>
I-15	<ul style="list-style-type: none"> <li>• UT border to Pocatello: 72 miles. There is a planned station in Tremonton, Utah, which is 92 miles from Pocatello.</li> <li>• Pocatello has a potentially future compliant station.</li> <li>• Pocatello to Idaho Falls: 50 miles.</li> <li>• Idaho Falls to the Montana border is 78 miles. There is an Electrify America station in Dell, Montana, 24 miles past the border.</li> </ul>
I-90	<ul style="list-style-type: none"> <li>• I-90 is 73 miles across the state. There is a potentially future compliant station in Smeltonville, 47 miles from the Washington border and 57 miles from the existing compliant station at Walmart in Spokane Valley to the west.</li> <li>• Smeltonville to Montana Border is 25 miles but 78 miles to planned station in Montana.</li> </ul>

I = Interstate

In its efforts to achieve fully built out status, the State of Idaho must overcome, among other challenges, geographical constraints and large rural segments. Interstates are an important connection, not only throughout the state but also to surrounding states. Accordingly, interstates are prioritized in Idaho and the goal is to allow travelers to safely re-charge their vehicles without facing interruptions along their commutes. Stations are proposed that meet the criteria of federal guidance in a cost-effective and coherent manner for popular routes. In equal measure of importance to achieving a fully built out determination is connecting Idahoans, including tribal and disadvantaged communities, commerce, and tourism through EV-connected corridors north to south



and east to west throughout the state. U.S. highways fill this crucial role much the way interstates do across the country.

Table 5 lists the preliminary potential future U.S. highway summaries, and an exception approach will be informed by the SFAS.

**Table 5. Approach for Fully Built Out for Non-Interstates**

US Route	Summary of Analysis
US-95	US-95 stretches across the state from north to south and the entirety of the route is in Idaho. Currently, there are no existing potentially future compliant stations located along US-95.
US-93	US-93 stretches more than 1,300 miles from north to south, from Arizona to the U.S.-Canada border near Montana and passes through several states including Nevada, Idaho, and Montana. The segment of US-93 located entirely in Idaho is approximately 350 miles.
US-12	US-12 is located entirely in Idaho and stretches 175 miles from the Washington state line to the Montana state line, going from east to west.
US-20	US-20 is located in Central Idaho and stretches from east to west connecting the state to the borders of Oregon and Wyoming, respectively.
US-30	US-30 stretches for approximately 455 miles within Idaho and has major junction intersections with I-84 and I-15.
US-1	US-1 runs for approximately 12 miles from the Canadian border in Idaho to US-95.
SR-55	SR-55 is an approximately 150-mile-long segment that connects to US-95 in both its north end and south end.



# Implementation

The strategy for ensuring ongoing operations and maintenance of EV charging infrastructure will refer to the minimum requirements in the NEVI Final Rulemaking from FHWA. In the submitted Idaho Baseline Plan, the framework for implementation strategies addressed the need for flexibility as considerations are limited to federal requirements. EV charging locations will continue to be prioritized through an effective strategy that considers approved selection criteria established through the SFAS process. The criteria used to select locations and aid in prioritization include technical elements, site-specific requirements, and project costs.

To comply with federal regulations, the installation, maintenance, and ownership will be the responsibility of the NEVI site developer. Furthermore, NEVI site developers and contractors will be required to submit emergency response plans and processes to follow in cases of extreme weather as part of their solicitation submittals to the IAWG. Examples of potential strategies for operations and maintenance outlined in the Baseline Plan including signage indicating the availability of EV charging and customer support service, remain the same.



# Equity Considerations

This update to the plan supports objectives identified in the February 10, 2022, Memorandum on NEVI Formula Program Guidance<sup>2</sup> and Executive Order 14008: *Tackling the Climate Crisis at Home and Abroad*, which established the Justice40 initiative.<sup>3</sup> By this initiative, 40% of the benefits of the NEVI Program should flow to disadvantaged communities (DACs): disadvantaged, underserved, and disproportionately impacted communities.

The project team considered important factors of EV deployment that support equitable distribution of benefits informed both by Executive Order 14008 and NEVI guidance, including increasing access or adoption to the following benefits:

- Access to chargers
- Affordable charging
- Clean transportation
- Clean energy jobs, training, and enterprise creation
- Reduced environmental exposure as a result of poor air quality
- Chargers for transit and shared-ride vehicles
- Energy resilience and grid access
- Reduced displacement through gentrification
- Economic participation
- Low-cost capital

The most recent environmental justice plan completed for the ITD, the Idaho Transportation Department Environmental Justice Plan 2017-2019, identifies that the demographic profiles of Title VI and Environmental Justice communities vary throughout the state. Project sponsors are instructed that, when conducting a Title VI or Environmental Justice analysis, that the nature of the project, size, location, and special characteristics of the study area will influence the population studied.

In the Baseline Plan, Idaho identified a need to particularly target rural communities, which experience environmental burdens that include unemployment, limited health care, extreme high cost of housing, transportation costs relative to income, access to food sources, and linguistic barriers.

With this update, the plan identifies two strategies that provide benefit to DACs (Table 6). The first strategy is to increase access to chargers by building charging stations in DACs. Note that the stations are located in rural locations as well. With the second strategy, the plan is to identify benefits of chargers in DACs by ensuring that other charger features (such as affordability, environmental exposure, and clean energy jobs) will be prioritized. This will initially be informed by a survey to be distributed in Year 3 of

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<sup>2</sup> FHWA. 2022. INFORMATION: The National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance. [https://www.convenience.org/Media/Daily/2022/Feb/11/1-WhiteHouse-Release-5-Billion-Plan-EV-Charging\\_GR/90d\\_nevi\\_formula\\_program\\_guidance\\_Feb2022.pdf](https://www.convenience.org/Media/Daily/2022/Feb/11/1-WhiteHouse-Release-5-Billion-Plan-EV-Charging_GR/90d_nevi_formula_program_guidance_Feb2022.pdf).

<sup>3</sup> President Joseph Biden. Executive Order 14008: Tackling the Climate Crisis at Home and Abroad, January 27, 2021. 86 FR 7619. <https://www.federalregister.gov/documents/2021/02/01/2021-02177/tackling-the-climate-crisis-at-home-and-abroad#p-163>.



this plan. As meaningful input is gathered, that input will be used to inform prioritization and procurement in later years of the plan.

**Table 6. Equity Strategies**

Strategy	Objective	Measure	Target	Current performance
Equity 1	Increase access to chargers in DACs	Percentage of charging stations built in DACs	40% charging stations built in DACs for Years 2 to 5	100% of stations in DACs
Equity 2	Increase benefits of chargers in DACs	Incorporate input from DAC members and related populations into prioritization and procurement process	40% of benefits to DACs for Years 2 to 5	Survey distributed and initial outreach efforts underway



# Identification and Outreach to Disadvantaged Communities in the State

As described in the Public Engagement section, the State of Idaho engaged with the community over the course of seven public meetings to gather feedback on community priorities for funds spent under the NEVI Program. These meetings were held at a variety of in-person locations across the state and virtually to allow for greater participation, and one meeting was held in Spanish. The state is also in the process of offering a survey on charging infrastructure in Spanish and English. During Phase II outreach, the State of Idaho also reached out to five federally recognized Tribes in the state, including the Coeur d'Alene Tribe, the Shoshone-Bannock Tribe, the Shoshone-Paiute Tribe, the Nez Perce, and the Kootenai Tribe. The Shoshone-Bannock Tribe and Shoshone-Paiute Tribe accepted the state's offer for one-on-one meetings about the NEVI Plan. The Shoshone-Bannock Tribe expressed interest in potentially submitting an RFP to construct a charging station and was invited to relevant engagement opportunities. In Phase III of the NEVI plan, there will be additional opportunities for engagement specifically targeted at DACs.



# Labor and Workforce Considerations

The NEVI Formula Program provides funding to grow and diversify the local workforce that supports the installation, operation, and maintenance of EV charging infrastructure. Idaho strongly supports investments that expand good paying jobs, increase job access, improve job quality, provide strong labor standards, strengthen local/regional economies, and develop an equitable and diverse workforce in building EVSE infrastructure.

In compliance with 23 CFR 680.106(j) and to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the Electric Vehicle Infrastructure Training Program 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.

## Workforce Development

The State of Idaho places significant emphasis on the critical role of workforce development in the success of the NEVI Program. To address this, the state actively collaborates with its Workforce Development Council (WDC), a body that brings together representatives from labor and education sectors. The WDC plays a pivotal role in providing valuable feedback to the Governor's office and developing plans to enhance trade and apprenticeship programming throughout Idaho.

Recognizing the need for certified EVSE contractors, the State of Idaho acknowledges the importance of cultivating a skilled and knowledgeable workforce. To this end, the state will hold a meeting with the WDC Executive Committee to provide updates on the NEVI Program and establish a collaborative working relationship. The primary objective is to expand EVSE Certification programming to community colleges and apprenticeship programs, ensuring a well-prepared workforce to support the successful deployment and maintenance of future NEVI charging stations.

The State of Idaho will collaborate with the WDC Executive Committee to strengthen workforce development in EVSE-related fields. A collaborative brainstorming session will be held to strategize effective methods for promoting careers and development opportunities in this sector. To ensure ongoing alignment and coordination, the state aims to maintain a partnership with the WDC, integrating members from Idaho in the council's monthly meetings to support ongoing outreach efforts.

Crucially, the state will also explore the opportunity for trade programming and EVSE Certification at prominent institutions such as Lewis Clark State College, Treasure Valley





Community College, College of Southern Idaho, North Idaho College, and College of Western Idaho. By establishing these programs, Idaho seeks to equip its workforce with the necessary expertise and skills to meet the growing demand for certified EVSE contractors, fostering a sustainable and skilled labor force that will contribute significantly to the successful rollout of NEVI charging stations.

The State of Idaho's proactive approach toward workforce development not only enhances the potential for NEVI Program success but also ensures the availability of qualified professionals, contributing to the growth of clean energy infrastructure and creating job opportunities for its citizens. This commitment underscores Idaho's dedication to building resilient transportation workforce and future for the benefit of all communities within the state.



# Physical Security and Cybersecurity

The NEVI site developer will be responsible for cybersecurity, including owning, operating, maintaining, and data sharing for the EVSE. The IAWG will require coordination and participation with all selected NEVI site developers for a privacy impact assessment. The NEVI site developers will be required to share information, including the following:

- How cybersecurity will be assessed throughout the term of the agreement
- Results in cybersecurity testing (not proprietary information that would make the overall system vulnerable)
- How system updates will affect end users
- Proposed protocols of notifying IAWG of any security breach

The NEVI site developer will create a Data Management Plan for the IAWG approval that incorporates:

- Guidance on risk assessments for personnel involved with the charging network, including contractors and service providers
- Planned cybersecurity strategies consistent with the NEVI requirements
- Approach to managing breach of personally identifiable information, or sensitive personally identifiable information that might adversely affect users

Selected NEVI site developers will comply with applicable local, state, or federal laws regarding cybersecurity and privacy and supply data following EVSE Acceptance as required by NEVI Formula Program Rules. The submitted data will be maintained in a secure manner and will not be used for any purposes other than those required to fulfill the requirements of the agreement. The NEVI site developer will disclose the location of the data and security processes and systems governing it while under their control.



# Program Evaluation

Evaluating the progress and impact of NEVI fund deployment through this program will be an integral and essential part of evolving the program over the next 5 years. Flexibility is critical in the constantly advancing transportation electrification and equally critical for this plan to be effective. Annual updates will keep the plan flexible to respond to changing needs and in the early years will allow for continued and more informed development of the plan approach and evaluation. Evaluation approaches will be assessed annually to maintain alignment with measuring progress toward annual goals and long-term electrification goals.

The IAWG will seek to use EVSE report information to perform program evaluation. This might include the development of an annual report on the NEVI Program progress or the development of an online dashboard.

Evaluation metrics will be reconsidered annually to maintain alignment with the goals of the plan. Idaho's desired outcome are metrics that encourage rather than deter participation. The following performance metrics listed in Table 7 are being considered as indicators to evaluate NEVI benefits contributing toward progress on Idaho's statewide priorities. The feasibility of collecting data and identifying metrics to measure impacts in the following areas will be evaluated over the next year.

**Table 7. Program Targets**

Program Goals	Data Attribute	Metric
Enhance Transportation Experience	<ul style="list-style-type: none"> <li>Station ID</li> <li>Port ID</li> </ul>	<ul style="list-style-type: none"> <li>Number of charging stations (state or private owned)</li> <li>Number of charging ports</li> </ul>
Improve Clean Transportation Access	<ul style="list-style-type: none"> <li>Session ID</li> <li>Energy charged</li> </ul>	<ul style="list-style-type: none"> <li>Number of charging sessions</li> <li>Kilowatt hours charged per year/energy used</li> </ul>
Connection and Enhancement within region	<ul style="list-style-type: none"> <li>Number of EVs in Idaho</li> <li>Reduction in system gaps between Station IDs</li> </ul>	<ul style="list-style-type: none"> <li>Number of EVs in Idaho</li> <li>Reduction in system gaps</li> </ul>
Improving Air Quality	<ul style="list-style-type: none"> <li>Transportation emissions reduction over 3 years (future calculation as data becomes available)</li> </ul>	<ul style="list-style-type: none"> <li>Transportation emissions reduction over 3 years</li> </ul>
Increased Equitable Adoption of Clean Energy Technologies	<ul style="list-style-type: none"> <li>Total charging equipment installation Cost (in DACs)</li> </ul>	<ul style="list-style-type: none"> <li>Number of stations within disadvantaged communities</li> </ul>
Increase the Clean Energy Job Pipeline	<ul style="list-style-type: none"> <li>Number of workforce development programs in the state</li> </ul>	<ul style="list-style-type: none"> <li>Number of jobs related to construction electricians, general contractors, construction workers</li> </ul>

# **Appendix A**

## **Supporting Materials**

## Appendix A. Supporting Materials

State EV Charging Location Unique ID <sup>(a)</sup>	Charger Level (DCFC, L2)	Route	Location (Street Address)	Number of Charging Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count toward Fully Built Out Determination ?
34106	DCFC	I-84	131 W Myrtle St	2	Non-Networked	No	No
46791	DCFC	I-84	8727 Fairview Ave	2	Non-Networked	No	No
46793	DCFC	US-20	1175 N Woodruff Ave	2	Non-Networked	No	No
52906	L2	I-90	2250 W Seltice Way	2	Non-Networked	No	No
53087	L2	I-84	3201 Airport Way	4	Non-Networked	No	No
53854	L2	I-84	5707 E Gate Blvd	1	Non-Networked	No	No
60186	L2	I-15	140 S Capital Ave	2	Non-Networked	No	No
64398	L2	I-84	503 W Franklin St	1	Non-Networked	No	No
65413	L2	I-84	250 E Overland Rd	2	Non-Networked	No	No
67345	L2	I-84	1 Belmont St	4	Non-Networked	No	No
67346	L2	I-84	1323 S Brady St	8	Non-Networked	No	No
67347	L2	I-84	401 S Broadway Ave	2	Non-Networked	No	No
70536	L2	I-84	351 Auto Dr	1	Non-Networked	No	No
70537	L2	I-84	7607 W Gratz Dr	1	Non-Networked	No	No
70538	L2	I-84	7805 Gratz Dr	1	Non-Networked	No	No
73803	DCFC	I-86	1900 Flandro Dr	2	Non-Networked	No	No
78642	L2	I-84	2304 Main St	2	Non-Networked	No	No
80046	L2	I-84	7557 W Ustick Rd	1	Non-Networked	No	No
80047	L2	I-84	350 N Milwaukee	1	Non-Networked	No	No
82772	L2	I-84	2153 E Riverwalk Dr	2	Non-Networked	No	No
88431	L2	SH-55	839 S Bridgeway Pl	2	ChargePoint Network	No	No
88432	L2	I-84	7196-7274 Colonial St	2	ChargePoint Network	No	No
88433	L2	I-84	1436 N Cormorant Pl	2	ChargePoint Network	No	No

State EV Charging Location Unique ID <sup>(a)</sup>	Charger Level (DCFC, L2)	Route	Location (Street Address)	Number of Charging Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count toward Fully Built Out Determination ?
88434	L2	I-84	3065-3091 N Five Mile Rd	2	ChargePoint Network	No	No
88824	L2	US-93	721 N Main St	2	ChargePoint Network	No	No
92007	L2	I-84	150 N Capitol Blvd	1	Non-Networked	No	No
99646	DCFC	I-84	7805 W Gratz Dr	1	ChargePoint Network	No	No
102147	DCFC	I-84	1426 South Entertainment Ave.	8	Tesla	No	No
102148	DCFC	US-95	3458 N Fruitland Lane	6	Tesla	No	No
102149	DCFC	I-15	940 Pier View Drive	8	Tesla	No	No
102150	DCFC	I-15	1399 Bench Road	8	Tesla	No	No
102151	DCFC	US-93	2015 Neilsen Point Place	8	Tesla	No	No
103809	L2	US-93	2-364 N College Rd	1	Non-Networked	No	No
114121	L2	US-20	511 Main St.	4	Tesla	No	No
114122	L2	US-93	721 N Main St	1	Tesla	No	No
114124	L2	US-95	2969 Paradise Valley Rd	4	Tesla	No	No
114125	L2	I-84	230 W 7th St N	3	Tesla	No	No
114126	L2	US-95	115 S 2nd St	3	Tesla	No	No
114127	L2	US-95	18168 S Kimberlite Dr	1	Tesla	No	No
114128	L2	I-90	2250 W Seltice Way	2	Tesla	No	No
114129	L2	US-95	277 Lakeshore Ave	2	Tesla	No	No
114130	L2	US-20	1755 N Highway	2	Tesla	No	No
114131	L2	US-95	801 SW 1st St	3	Tesla	No	No
114132	L2	I-84	1855 S Silverstone Way	3	Tesla	No	No
114133	L2	I-84	5750 E Franklin Rd	2	Tesla	No	No

State EV Charging Location Unique ID <sup>(a)</sup>	Charger Level (DCFC, L2)	Route	Location (Street Address)	Number of Charging Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count toward Fully Built Out Determination ?
114134	L2	I-90	414 E 1st Ave	3	Tesla	No	No
114135	L2	US-93	201 Riverfront Dr	1	Tesla	No	No
114137	L2	US-95	56 Bridge St	2	Tesla	No	No
114138	L2	US-93	1 Sun Valley Rd	2	Tesla	No	No
114139	L2	US-93	960 N Main St	1	Tesla	No	No
114140	L2	US-93	952 Blue Lakes Blvd N	1	Non-Networked	No	No
121715	DCFC	I-84	8300 W. Overland Rd	4	Electrify America	No	Yes
121716	DCFC	I-15	500 S. Utah Ave	4	Electrify America	No	Yes
121718	DCFC	I-84	2745 American Legion Blvd	4	Electrify America	No	Yes
121720	DCFC	I-86	4240 Yellowstone Ave	4	Electrify America	No	No
123685	DCFC	I-90	583 Commerce Dr.	4	Electrify America	No	Yes
143143	DCFC	I-84	2310 E Cinema Dr	1	ChargePoint Network	No	No
145358	L2	I-84	224 17th Ave S	1	Non-Networked	No	No
145565	L2	I-84	31917 S Orchard Access Rd	2	ChargePoint Network	No	No
146726	L2	I-84	206 W 36th St	1	Non-Networked	No	No
147826	L2	I-84	770 West Main Street	3	SemaCharge Network	No	No
147827	L2	I-84	195 South Capitol Boulevard	3	SemaCharge Network	No	No
150054	L2	I-84	601 Main St	2	Non-Networked	No	No
150055	L2	I-84	114 N 9th Ave	2	Non-Networked	No	No
151735	L2	SH-55	3355 E Fairview Ave	2	Volta	No	No
154020	L2	I-84	1402 Bronco Ln	2	ChargePoint Network	No	No
156801	L2	I-84	220 W Parkcenter Blvd	2	Non-Networked	No	No
164169	DCFC	I-84	240 East 5th Street North	8	Tesla	No	No

State EV Charging Location Unique ID <sup>(a)</sup>	Charger Level (DCFC, L2)	Route	Location (Street Address)	Number of Charging Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count toward Fully Built Out Determination ?
165381	L2	US-20	246 North Curlew Drive	1	SemaCharge Network	No	No
165382	L2	I-15	1415 Whitewater Drive	2	SemaCharge Network	No	No
168655	L2	I-84	700 N Cole Rd	1	Tesla	No	No
168874	L2	US-95	2000 John Loop	2	Tesla	No	No
169092	L2	US-95	10000 Schweitzer Mountain Rd	2	Tesla	No	No
169144	L2	US-93	1930 1930 Electra Lane	2	Tesla	No	No
169971	L2	I-84	16635 N Idaho Center Blvd	2	ChargePoint Network	No	No
169998	DCFC	US-93	219 S 1st Ave	1	ChargePoint Network	No	No
170348	DCFC	I-84	326 ID 24	4	Electrify America	No	Yes
170384	L2	US-93	711 North Main Street	2	SemaCharge Network	No	No
170749	L2	I-84	504 W Front St	2	ChargePoint Network	No	No
174169	L2	I-84	2310 E Cinema Dr	2	ChargePoint Network	No	No
181875	L2	I-84	16635 N Idaho Center Blvd	2	ChargePoint Network	No	No
181876	L2	I-84	16635 N Idaho Center Blvd	2	ChargePoint Network	No	No
183833	L2	US-95	120 W 6th St	3	Blink Network	No	No
184965	L2	US-95	20 East Central Boulevard	1	SemaCharge Network	No	No
185443	L2	I-84	2909 Elder Street	3	SemaCharge Network	No	No
185536	L2	SH-55	710 East Riverside Drive	5	SemaCharge Network	No	No
186634	L2	I-15	2220 W Sunnyside Rd	1	ChargePoint Network	No	No
189046	L2	SH-55	225 S Linder Rd	2	Blink Network	No	No
190917	L2	I-84	875 South Vanguard Way	4	SemaCharge Network	No	No



State EV Charging Location Unique ID <sup>(a)</sup>	Charger Level (DCFC, L2)	Route	Location (Street Address)	Number of Charging Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count toward Fully Built Out Determination ?
194273	L2	I-84	7155 W Denton St	2	ChargePoint Network	No	No
194996	L2	I-84	1290 W Myrtle Street	2	SemaCharge Network	No	No
195255	L2	I-84	321 South 9th Street	3	SemaCharge Network	No	No
195294	L2	I-15	3005 SOUTH FORK BOULEVARD	6	SemaCharge Network	No	No
195295	L2	I-84	2775 W. Navigator Dr	6	SemaCharge Network	No	No
206458	DCFC	I-84	15700 Idaho Center Blvd.	2	Blink Network	No	No
207070	L2	SH-55	800 Village Drive	2	SemaCharge Network	No	No
212235	L2	I-84	9485 W Fairview Ave	1	ChargePoint Network	No	No
212236	L2	I-84	9485 W Fairview Ave	1	ChargePoint Network	No	No
213660	L2	I-84	5605 East Gate Blvd	1	Blink Network	No	No
220741	L2	I-84	505 West Broad Street	2	SemaCharge Network	No	No
222001	L2	I-84	7881 W Emerald St	2	ChargePoint Network	No	No
222027	L2	I-15	1500 E Venture Way	1	SemaCharge Network	No	No
222171	L2	US-30	210 West 2nd South	4	Blink Network	No	No
223502	L2	I-90	228 Terror Gulch Rd	2	Non-Networked	No	No
224576	L2	SH-55	501 W Lake Street	1	SemaCharge Network	No	No
224772	L2	I-84	3928 E Haystack St	1	Blink Network	No	No
225132	L2	I-84	2324 Sunnybrook	1	SemaCharge Network	No	No
225633	DCFC	US-20	819 S Yellowstone Hwy	1	EVGATEWAY	No	No
230824	L2	I-90	1735 N 15th St	2	EV Connect	No	No

State EV Charging Location Unique ID <sup>(a)</sup>	Charger Level (DCFC, L2)	Route	Location (Street Address)	Number of Charging Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count toward Fully Built Out Determination ?
233230	L2	I-84	2900 West Chinden Boulevard	8	SemaCharge Network	No	No
234449	DCFC	I-84	8200 West Fairview Avenue	4	Volta	No	No
236800	L2	US-95	64 Great Escape Ln	1	ChargePoint Network	No	No
238511	DCFC	US-93	1951 Bridgeview Blvd	1	ChargePoint Network	No	No
250844	L2	US-93	952 Blue Lakes Blvd N	3	Tesla	No	No
251802	DCFC	US-93	1951 Bridgeview Blvd	1	ChargePoint Network	No	No
251845	L2	I-84	6218 Cleveland Blvd	1	ChargePoint Network	No	No
252172	DCFC	I-84	1606 N Mumbarto Ave	1	ChargePoint Network	No	No
253268	L2	US-20	4292 N US-20	3	Non-Networked	No	No
254092	DCFC	US-95	421 Chevy St	2	Non-Networked	No	No
254099	L2	I-90	1347 W Riverstone Dr	2	Tesla	No	No
255273	L2	I-84	451 South Capitol Boulevard	1	SemaCharge Network	No	No
255291	L2	I-84	230 South 10th Street	1	SemaCharge Network	No	No
255293	L2	I-84	1101 West Front Street	1	SemaCharge Network	No	No
255489	L2	I-90	1900 E. Polston Ave	1	EV Connect	No	No
256382	L2	I-84	250 E Myrtle St	2	ChargePoint Network	No	No
256383	L2	I-84	250 E Myrtle St	2	ChargePoint Network	No	No
256384	L2	I-84	250 E Myrtle St	2	ChargePoint Network	No	No
256385	L2	I-84	250 E Myrtle St	2	ChargePoint Network	No	No
256386	L2	I-84	250 E Myrtle St	2	ChargePoint Network	No	No

<b>State EV Charging Location Unique ID<sup>[a]</sup></b>	<b>Charger Level (DCFC, L2)</b>	<b>Route</b>	<b>Location (Street Address)</b>	<b>Number of Charging Ports</b>	<b>EV Network (if known)</b>	<b>Meets All Relevant Requirements in 23 CFR 680?</b>	<b>Intent to Count toward Fully Built Out Determination ?</b>
256394	L2	I-84	204 E Myrtle St	2	ChargePoint Network	No	No
256757	L2	I-84	1144 South Silverstone Way	2	SemaCharge Network	No	No
256758	L2	I-84	2515 West Navigator Drive	2	SemaCharge Network	No	No

<sup>[a]</sup> As of July 7, 2023.

**Appendix B**  
**Consultant Scopes of Work (Technical and**  
**Public Involvement)**



# Idaho Electric Vehicle Infrastructure Siting, Feasibility, and Access Study

Scope of Work

| 0

2/2/2023

Idaho Interagency Workgroup

KN23981



## Idaho Electric Vehicle Infrastructure Siting, Feasibility, and Access Study

Project No: Project Number  
Document Title: Scope of Work  
Document No.:  
Revision: 1  
Date: 2/2/2023  
Client Name: Idaho Interagency Workgroup  
Client No: KN23981  
Project Manager: Candice De  
Author: Candice De  
File Name: 3.24 Jacobs\_Idaho EV SFAS\_Scope of Work\_Rev\_IAWG-final

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### Document history and status

Revision	Date	Description	Author
1	3/8/23	Updated scope per comments on kick-off call	CD
2	3/14/23	Updated scope per OEMR and Jacobs coordination calls	CD
3	3/22/23	IAWG comments	EH
4	3/24/23	Revised per IAWG comments	CD

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# 1. Introduction

## 1.1 Understanding

The National Electric Vehicle Infrastructure (NEVI) Formula Program was enabled through the Bipartisan Infrastructure Law (BIL) and administered by the Joint Office of Energy and Transportation (Joint Office) and the Federal Highway Administration (FHWA) to provide states with federal funding to strategically deploy EV charging infrastructure and establish an interconnected network of EV charging stations across the United States. NEVI Formula Program funds are to be administered as Title 23 funds and are therefore subject to Federal-aid highway program requirements including 2 CFR 200.

The Idaho Transportation Department (ITD), Idaho Governor's Office of Energy and Mineral Resources (OEMR), and the Idaho Department of Environmental Quality (IDEQ) have formed an Interagency Workgroup (IAWG/owner) and have partnered to develop a program for private parties to apply to the state for funds to be deployed pursuant to the NEVI Program.

Throughout the summer of 2022, the IAWG conducted public outreach to collect feedback from the public and numerous stakeholder groups. This feedback informed the development of Idaho's 2022 State of Idaho Electric Vehicle Infrastructure Baseline Plan (Baseline Plan). On September 27th, 2022, FHWA approved Idaho's Baseline Plan. The Baseline Plan serves as a guide to effectively deploy Direct Current Fast Charging (DCFC) infrastructure that is compliant with the NEVI Program throughout the state. The Baseline Plan outlines the completion of an Electric Vehicle Infrastructure Siting, Feasibility, and Access Study (SFAS) and a second round of public engagement to be conducted Atlas Strategic Communications (Atlas) separate from the SFAS. **The purpose of the SFAS is to provide detailed analysis of DCFC deployment feasibility, siting, and administrative options.**

Jacobs Engineering Group Inc. (Jacobs) was selected by the IAWG to prepare the SFAS. This scope of work document outlines the SFAS tasks and deliverables.

The project will deliver a SFAS as well as an update to the Baseline Plan by August 2023, with a no-cost option to extend the SFAS beyond the Baseline Plan if needed. The project also includes the completion of a pilot site procurement by end of September 2023 per the Baseline Plan.



## 2. Scope of Work

### Task 0: Project Management

Jacobs will prepare a Project Management Plan (PMP) which will define the scope, schedule, and budget for the SFAS.

We understand the goal to submit a revised Baseline Plan to the Joint Office in August 2023 (meeting the FHWA deadline when it is announced), leading to federal approvals for future NEVI funding. Our project management approach will confirm that milestone deliverables are met along the way, including a draft SFAS review in July. The project management approach will also drive to identify subsequent support (relative to grant considerations, rulemaking, procurement and contracting, operations and maintenance, etc) beyond December 2023, as outlined in this scope of work.

Additionally, the PMP will outline the communication protocols given the varying responsibilities within the IAWG.

The Planning and Design framework for the SFAS will include a schedule and milestone submittals for all deliverables outlined in the Scope of Work. This schedule will be updated monthly to facilitate communication with the IAWG as well as Atlas who serves as the public involvement consultant for this project.

The Project Management Plan will include:

1. Communication Protocols including report submission frequency requirements for project status updates to the owner (IAWG) and from Jacobs to the IAWG.
2. Objectives for each task as well as deliverables, key staff, and schedule.
3. Quality Assurance Plan (QAP) outlining quality approach and subconsultant reviews.
4. Internal Project meetings and delivery schedule.
5. External Project meetings include location and anticipated attendees from the Project Team (including representatives from the Jacobs, Atlas, and IAWG teams).

The PMP will include key feedback needed from Atlas and the IAWG, and include a draft summary for each task.

This task will also cover weekly meetings with the Project Team. The first Project Team meeting will be an in-person kickoff, requiring travel for some of Jacob's team. Assume one other meeting in person during the duration of this project; up to four consultants will travel by airfare, and up to one by car to attend each of these in person meetings.

Assume attendance at least 25 virtual meetings with stakeholders.

#### A. Task 0 Deliverables

1. PMP and QAP
2. Planning and Design Framework for SFAS
3. Monthly invoices, the assumed project duration is anticipated to go from April 2023 through December 31, 2023

#### 4. Meeting Agendas and Meeting Minutes

#### B. Task 0 Assumptions

1. Atlas is contracted directly with ITD and is not reporting to Jacobs. Jacobs will rely upon the timeliness of materials and input from the Atlas in managing the SFAS
2. Jacobs will rely upon the timeliness of materials from the IAWG in executing the SFAS
3. Jacobs will refer to all requirements within the RFP to assure completeness and report out to the IAWG on those specifics.

### **Task 1: Planning and Design**

Building off Idaho's Baseline Plan, Jacobs will evaluate available data and then establish prioritization criteria and a method with client and stakeholder buy-in so that the process has consensus. Once the process is established, Jacobs will analyze the data and develop recommendations for proposed sites that will advance to design.

#### **Task 1.1 GIS Mapping of Network Data and Electrical Supply**

The Baseline Plan established a foundation of available data gathered from multiple sources across the IAWG, including existing compliant and not compliant stations as well as the buffer areas around those stations. Jacobs will catalog this data as a starting point for all planning analyses building on the previous work in the Baseline Plan.

Public data provided by the IAWG, the Alternative Fuel Data Center, and private data through our wholly owned subsidiary, StreetLight, will be utilized. StreetLight will provide statewide metrics based on available data for trip data, demographics, and dwell times. Utility data along with other demographic information will be used to inform site selection. Collaboration with utilities will determine any available data that would easily inform grid capacity or EV charging accessibility. The available electrical supply data then will be catalogued and included as one of multiple criteria used to inform best site locations.

At a minimum, data sources will include:

- Existing and future condition of public and private EV infrastructure from Alternative Fuel Data Center
- StreetLight Volumes, including Trip Starts, Trip Ends, Pass Through Traffic, and Dwell Times to determine travel patterns and transportation needs
- EV Charging Justice40 Map (publicly available); Cambridge Systematics Transportation Equity Analysis Tools to analyze potential air quality benefits to Disadvantaged Communities (DACs)
- Proximity to public lands and federal land management agency units (open source GIS data)
- Electric supply data such as ArcGIS online transformer locations, major utility corridors, or other OEMR, federal or local utility data that is publicly available
- Findings from public involvement completed to date (to be provided by Atlas)

### **Task 1.2 Prioritization Process**

Prioritization is a data-driven process, and the data established in the step above are critical to a successful prioritization. The Baseline Plan identifies several selection criteria that can be used for a multi-factor selection process. Jacobs uses a prioritization tool based on a multi-objective decisions analysis (MODA) process. This tool can either be summarized into publicly available information by Jacobs, or the IAWG could sign a free license agreement, protecting Jacobs intellectual property, for the ability to use this tool after the Jacobs contract. Alternatively, we could develop a simplified version of the Jacobs tool that can be used for public consumption on this project, and owned by the IAWG.

This process allows weighting of criteria based on importance. In this case, the spacing of 50 miles is a key criterion established in the NEVI guidance document, but existing infrastructure and population are key to support a successful financial model. These are all areas for consideration in prioritization criteria with special attention to those criteria identified in the Baseline Plan.

The first task is to develop draft criteria based on available data and other qualitative scoring metrics. Then the team will host a weighting workshop to understand which criteria are most important. The IAWG will determine who should be involved in the weighting, and will coordinate with the PI consultant if involvement goes beyond the Jacobs and IAWG team. This workshop will result in final criteria to use for prioritization. Jacobs will create a graphic explanation of the methodology used. Through coordination with the Project Team, Jacobs will create a prioritization process to be shared publicly.

Lastly, the Jacobs team will develop the workshop results and share these results with the IAWG. A visual of the results will be presented in GIS. Jacobs will also make GIS shapefiles available to the IAWG and Atlas.

### **Task 1.3 Economic Cost Modeling for Prioritization**

Jacobs will research current cost modeling efforts and then prepare a proposed financial model, or scenarios of modeling to prospective EV charging station owners. The financial model will consist of anticipated budget items per charging station on average for each scenario.

In addition, the proposed cost modeling will include but is not limited to economic impact analyses on the cost of networking services, maintenance, capital, installation, operating cost, including utility demand utilization charges, and prospective EV charging station owners' return on investment ROI. This analysis will also help the IAWG determine the number of EV charging station that may be funded with NEVI formula funding.

The financial model will be a factor in the prioritization analysis to determine return on the investment.

The proposed budget will be compared among the prioritized results to develop a revised Baseline Plan given the available and anticipated funding.

Jacobs will support the IAWG, Atlas and their stakeholders in understanding what other EV infrastructure funding is available that is complimentary to the NEVI Program.

### **Task 1.4 Propose NEVI Compliant Stations**

Based on the results of the prioritization process to identify the sites that best meet the Baseline Plan goals, as well as the cost-effectiveness, the highest priority sites will be identified for consideration in the initial pilot procurement for construction.

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This task will present a summary of the results as well as a visual in GIS of the proposed sites and rationale for moving forward with them. When approved, this material will be shared with Atlas to present during outreach events.

Potentially a grouping of sites, or more than two sites, may make the most sense for a pilot procurement. Assume proposed sites will complete "Fully Built Out" status of Interstate Alternative Fuel Corridors, along with proposed exceptions in Task 1.5.

### **Task 1.5 Exception Documentation**

Once a data-driven prioritization is completed, segments that are suitable for exceptions will be proposed. The exception template provided on [driveelectric.gov](http://driveelectric.gov) will be utilized to present draft exceptions which will be included in the Revised Baseline Plan.

Jacobs will document electrical supply, schedule, and cost implications. Meetings to discuss power availability with the public utilities will be hosted by Atlas. Atlas will coordinate with Jacobs and the IAWG on meeting topics.

The proposed exceptions will be shared with the IAWG, the stakeholders, as well as the Joint Office before being formally submitted.

### **Task 1.6 Policy and Research**

Jacobs will summarize the requirements of the most recent guidance for the Final rulemaking and Buy America Build America. Jacobs will provide recommendations and best practice summaries to meet these requirements as well as National Environmental Policy Act (NEPA), Americans with Disabilities Act (ADA), right of way (ROW), and other Title 23 requirements that may impact implementation of the NEVI funds.

Jacobs will provide information that is public-friendly to Atlas and the IAWG for sharing at outreach events regarding the most recent policies.

### **Task 1.7 Design and Access**

Jacobs will develop high-level guidelines that can be translated into procurement language as it relates to the requirements of design for each site, and access to the sites. Access to data/ information will also be outlined in the proposed requirements.

Jacobs, with input from the IAWG, will supply up to 4 "typical" site designs to reflect the general guidance and parameters for consideration during design.

### **Task 1.8 Development of SFAS and Revised Baseline Plan**

The SFAS will identify a priority list of stations and provide a summary of the successes and challenges of the pilot solicitation process. This SFAS will summarize the data and criteria used to measure and prioritize the sites and will include a proposed design and access approach to identify potential site hosts (public, private, utility, partners, etc.) that best suit the Idaho Baseline Plan goals. The SFAS will summarize the NEVI requirements and indicate a responsibility matrix for the entity that will oversee fulfillment of each requirement. The SFAS and revised Baseline Plan will include requirements provided as outlined within the Scope of Work.

The SFAS information will be summarized in the revised NEVI Baseline Plan, while expanding it to identify site locations, provide recommended procurement approaches, and refine operations, maintenance, and performance

tracking. Revisions to the plan will be in alignment with any guidance let by FHWA. The current assumption is that the existing condition and state plan research information in the Baseline Plan will not be updated, but updates will be specific to the deployment and contracting sections.

Jacobs, with support from Atlas, will draft the revised Baseline Plan. Jacobs will provide the draft Baseline Plan to the IAWG at least two weeks before it is due to the Federal Highway Administration. The IAWG will review and approve the draft for submittal.

### **Task 1.9 Supplemental Grant Support**

Jacobs can support the Interagency Workgroup or their stakeholders in understanding what other EV funding is available through the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA). In addition, Jacobs can help the Interagency Workgroup support local grant requests and can support the writing of grants as needed. The attached level of effort includes 24 hours to provide recommendations and strategize about grants, but does not include any actual grant writing.

#### A. Task 1 Deliverables

1. GIS Data and geospatial maps available to the IAWG
2. Discretionary Exceptions
3. Prioritization Process Summary
4. Proposed NEVI Charging Station Locations Results
5. Federal Program Guidance and Rules Memorandum
6. Revised Baseline Plan

#### B. Task 1 Assumptions

1. Task 1.5 Assume geographical exceptions will be proposed on Alternative Fuel Corridors.
2. Task 1.7 Design and Access is limited to developing guidelines as part of future P3 procurements. No site-specific design will be performed.
3. Assume a NEVI Plan Update (revised Baseline Plan) will be required to be submitted by August 1, 2023.
4. General: Jacobs assumes that all current Alternative Fuel Corridors will be analyzed for future station consideration. The data and analysis, as well as team collaboration, may lead to future recommendations for modifying the recommended Alternative Fuel Corridors in future years.
4. General: Jacobs will follow the change management procedures acknowledging that the schedule may adjust at no additional incurred cost to ensure that the Revised Baseline Plan meets the federal deadlines, and that the revised Baseline Plan is a comprehensive review and meets the goals of the SFAS. Substantive schedule shifts may result in a need to adjust the budget.

### **Task 2: NEVI Site Construction**

#### **Task 2.1 Plan for Construction, Resilience, Emergency Evacuation, and Seasonal Needs**

Jacobs will outline potential ownership structures and how the roles/ responsibilities may change based on the ownership structures, as well as risks and opportunities.

Based on these ownership structures, Jacobs will work with the IAWG to develop construction evaluation metrics and requirements that are specific to the proposed stations, such as, but not limited to, resilience and seasonal needs.

Jacobs will work with the IAWG and Atlas to understand concerns and provide feedback to address those concerns.

#### **Task 2.2 Procurement, Evaluation, and Contracting**

Jacobs will evaluate different procurement methods with the IAWG and begin to develop a preferred methodology, anticipated to be a Public Private Partnership (P3) or grant model. The ultimate decision will be made by the IAWG.

Jacobs will develop draft Request for Proposal (RFP) evaluation criteria based on the Final rule making, public input, best practices from other states, client criteria, and cost requirements. Jacobs will focus on technical requirements that would be required in the RFP. Jacobs will provide a summary of intended roles for the IAWG and the awardee and other stakeholders to be finalized prior to release of the RFP.

An optional engagement if schedule allows, will be a Request for Information, or Industry Engagement, or Letter of Interest. Jacobs will work with Atlas to prepare draft materials for an industry engagement, to ensure that the major issues from industry are addressed and will not impede a procurement process for this type of work. The actual meeting and logistics will be coordinated by Atlas.

Industry feedback will be reviewed, discussed with the IAWG, and Jacobs will address any technical requirements, as appropriate for a Final RFP, which will be shared with the IAWG. The intent is for ITD to facilitate the solicitation.

Jacobs will support review and evaluation of the proposed bids for pilot projects based on technical criteria only. The IAWG will facilitate the review and selection of the bids as well as the contracting with the awardee.

##### **A. Task 2 Deliverables**

1. Technical Requirements to insert into a Draft RFP, Revised RFP, Final RFP
2. Proposed approach and presentation materials to present for an industry engagement, if schedule allows

##### **B. Task 2 Assumptions**

1. Assume a target deadline for letting a Pilot Procurement would be September 30, 2023 to meet the intent of the initial Baseline Plan goal.

### **Task 3: Site Operations and Maintenance**

#### **Task 3.1 Operations Planning**

Jacobs will support the IAWG in establishing key roles and metrics for sites, including potential site ownership models. The ownership model becomes important as the construction procurement process begins and the roles and responsibilities during construction, operation, and maintenance periods are outlined.

Jacobs will provide ITD a checklist for compliance reviews for Buy America Build America, NEPA, ADA, ROW, and Funding match. Once the awardee is selected, ITD will lead the NEPA compliance reviews, ADA reviews, ROW process reviews, and other compliance with Title 23 requirements.

#### **Task 3.2 Data Collection and Evaluation**

Data collection, analyses, and reporting are critical aspects of the ongoing operations and maintenance. Selected proposers must describe processes and procedures related to data sharing responsibilities and identify critical cybersecurity and data safety issues with appropriate measures to manage cybersecurity for all parties involved. Requiring proposers to provide near real-time data through an Application Programming Interface (API) and the creation of a data management plan will help the Interagency Workgroup establish data sharing and data reporting, privacy, and governance requirements.

Jacobs will develop a data management plan that will facilitate interaction between the private entities and the federal data collection entity to streamline efficient sharing of and access to data.

##### A. Deliverables

1. Site Operations Preliminary Plan
2. Federal Compliance Checklist
3. Electric Vehicle Supply Equipment (EVSE) Data Collection, Sharing & Program Evaluation Plan

### **Task 4: Equity Considerations and Workforce Development**

The evaluation of benefit to DACs will be reviewed and evaluated as part of the prioritization effort in Task 1. The findings from the public outreach will be incorporated into that prioritization effort through weight of criteria or as a separate factor to be evaluated. Jacobs will work with Atlas and the IAWG to understand the best way to integrate the public involvement feedback into the prioritization of sites.

Additionally, equity evaluation will be integrated into the construction and operations/maintenance requirements for the owners/operators of each site through direct communication with Atlas. Specifically, consideration for workforce for supply chain jobs, as well as induced jobs associated with EV infrastructure, will include an analysis using the Argonne JOBS EVSE Tool. The quantitative benefits of impacts to DACs during the construction or operations phases, including workforce impacts, will be summarized into the SFAS as well as expand on these sections in the Idaho Baseline Plan.

As part of the SFAS, Jacobs will coordinate with the IAWG and the Idaho Workforce Development Council to develop strategies for EV labor workforce incorporation into ICONIC or other programs. We will assess the existing program funding and how the funds are used to train heavy equipment operators, carpenters, truck drivers, and concrete/cement masons across the state and how this may be expanded to include an EV-related workforce. Our

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federal grants team can assist in the identification of additional funding streams to augment workforce development and meet the needs of the NEVI program. An estimate of required funding for effective EV workforce development will be established. In other states, such as California and Nevada, credentialed training programs for this industry exist, so Idaho could also leverage neighboring state programs by mimicking the curriculum and protocols they have created or just establishing a partnership for the Idaho workforce to travel or take these other programs online rather than creating a new program.

### A. Deliverables

1. Recommended approach memo for integrating equity into the prioritization process.
2. Framework for EV labor and workforce considerations for the NEVI program in Idaho to include workforce development program funding.

### B. Task 4 Assumptions

1. Atlas will host community engagement and workforce development meetings and logistics. Jacobs will support the meetings through material support, attendance, and presenting (if needed).
2. The level of effort associated with the approach for how to integrate equity is included in this task. Actual analysis of equity is included in the prioritization task. Outreach associated with equity analyses are covered by Atlas.



### 3. Subconsultants

Our teammate Cambridge Systematics (CS) brings a proven system for identifying and engaging underserved and disadvantaged communities. Adrienne Heller, the CS equity lead, will share lessons-learned from her experience managing an EV equity study for the Colorado Energy Office, insight in integrating equity in the Statewide Transportation Improvement Program (STIP) process developed through work with the FHWA, and equitable program development for the Community Access Enterprise. These lessons will inform not only methods to assess equitable access to infrastructure, but also methods to quantify the social value in terms of jobs, skills, and training opportunities through EV charger installation and operation and maintenance (O&M) contracts, particularly for disproportionately affected, historically underserved, and otherwise disadvantaged communities.

Cambridge Systematics will support Jacobs with the effort of prioritization as it relates to defining equity prioritization criteria and supporting data in Task 1.

They will also be supporting the recommendations for RFP and contract language as it relates to equity and workforce considerations in Task 4.

## Appendix B. Atlas Strategic Communication NEVI Scope of Work

### Task 1

#### Public Involvement Plan

- 1) Development of comprehensive **5-year strategic public involvement plan**, which aligns with and supports the goals, strategies and outcomes included in Idaho's National Electric Vehicle Infrastructure (NEVI) Formula Plan to deploy electric vehicle (EV) charging infrastructure statewide. Public Involvement work is to be aligned with Federal Highway Administration (FHWA) minimum standards as described in the plan and to be approved by the Interagency Work Group (Idaho Transportation Department [ITD], Department of Environmental Quality [DEQ], Office of Energy and Mineral Resources [OEMR]).
- 2) Development of **12-month action plan** informed by the Interagency Work Group, which outlines scope to be deployed by the public involvement consultant and schedule for deployment, including creative and engaging methods to do the following:
  - a) Keep the public and EV stakeholders informed of opportunities, progress and plans
  - b) Provide ongoing opportunities for feedback and questions as developments occur
  - c) Share trends in EV industry and market conditions as they are relevant
  - d) Identify potential partners interested in hosting an EV charging station at their business in priority locations described in Phase 1 through proactive outreach and education
  - e) Ensure potential partners' knowledge of contracting, reporting, financial, operational and maintenance responsibilities of installing NEVI charging stations.
  - f) Collect, distill, and chart previous and new, in-depth stakeholder feedback regarding the prioritization of EV charging station sites deployment, considering the following:
    - Greatest number of drivers served
    - Greatest need (considerations related to rural areas, and FHWA rule exceptions related to distance between stations)
    - Greatest economic benefit to host and/ or community
    - Physical attributes of potential EV charging station locations
    - Future growth/ continuity
    - Equity of potential/proposed site locations and features, specifically as they pertain to Idaho's tribal, immigrant and minority populations
    - Terrain, weather, and access to potential locations
  - g) Build a body of data to inform equity considerations in EV charging deployment including the following:
    - Workforce development in EVSE fields
    - Needs of owners of used/older EVs versus owners of new EVs
    - Benefits to rural and disadvantaged communities

- Payment options for unbanked/underbanked
- Non-English speaking EV owners
- Local economic impact of EV charging

*Deliverables:*

- 1) Comprehensive 5-year public involvement plan, which aligns goals, strategies and outcomes to overall goals of the NEVI Formula Program as dictated by FHWA.
- 2) 12-month public engagement action plan, which outlines tactics to be deployed by the consultant in order to support the efforts of the NEVI Formula Program Interagency Workgroup as outlined previously.
- 3) Develop technical assistance resources for interested NEVI site hosts

## **Task 2**

### **Specialty-Area Targeted Advisory Groups**

- 1) Identification of key stakeholder groups and specific contacts critical to the effective and compliant deployment of the NEVI Formula Program plan in Idaho
- 2) Working with Interagency Work Group and technical contractor, the public involvement consultant will lead in the planning, recruiting, coordinating and facilitating targeted Advisory Groups able to uniquely advise on topical components affecting potential site locations, including the following:
  - a) Local partners/ businesses interested in site hosting
  - b) Equity, non-English speaking populations\* HIGH PRIORITY – engagement with these communities needs to be high/first priority (Idaho Hispanic Affairs Commission, Agency for New Americans, Indigenous Idaho Alliance, Idaho Black Community Alliance, Idaho Tribal Affairs Council, etc.)
  - c) Broadband availability
  - d) Grid capacity
  - e) Emergency, evacuation, snow and seasonal considerations
  - f) Future-proofing and planning
  - g) Environment and environmental impact
  - h) Compliance with FHWA requirements for stations
  - i) Phasing, scalability
- 3) Development of stakeholder meeting feedback gatherings materials
- 4) Distilling, compiling and reconciling feedback from up to 10 unique groups/ meetings
- 5) Creating mechanisms for ongoing feedback and information gathering from targeted stakeholder groups

*\*This meeting should be conducted in Spanish by a Spanish-speaking facilitator and all materials must be made available in Spanish*

*\*\*Meetings might be most effective held virtually to ensure participation statewide*

*\*\*\*Final meeting will be with one representative from each group to discuss the feedback holistically*

*Deliverables:*

- 1) Planning, organization, facilitation up to eight meetings (March to May 2023)
- 2) Development of discussion guide, all materials (maps, signs, interactive surveying, etc.)
- 3) Reconciliation of competing, conflicting or contradictory feedback from the groups
- 4) Memo capturing, distilling feedback from participants
- 5) Development of a NEVI Advisory Group comprised of key stakeholders for purposes of request for proposal solicitation.

### **Task 3**

#### **Statewide Survey**

- 1) Deployment of survey\* (to be embedded on NEVI website), primarily to conduct feedback from potential interested hosts of EV charging locations.

\*Survey to be in both English and Spanish

\*\*Survey marketing to be done in both English and Spanish

*Deliverables:*

- 1) Development, deployment, marketing and analysis of survey

### **Task 4**

#### **Open House Webinars**

- 1) Planning, marketing and facilitating two virtual, recorded "Open House" webinars for the public to learn more and offer feedback on:
  - a) Overview of submitted and approved Idaho NEVI Formula Program Plan (January 2023)
  - b) Study update, feedback on Beta locations (TBD, likely late summer 2023)
- 2) Collection and recording of stakeholder questions and feedback

*Deliverables:*

- 1) Organization, planning, marketing and facilitation of meeting
- 2) Presentation development
- 3) Capturing and recording comments and feedback

### **Task 5**

#### **Public Education**

- 1) Draft press releases or similar local media correspondence to share program updates, discuss changing EV demands in Idaho, report on market trends relevant to the plan and the public and share opportunities for feedback and engagement in planning efforts

- a) Coordinate local media interviews with Interagency Work Group
- 2) Develop social media posts as warranted to be shared on Interagency Work Group social media channels to update the public on planning efforts and opportunities for engagement
  - a) Manage social discussion on ITD social channels
- 3) Determine statewide speaking/ presentation opportunities to create high-level additional awareness for the NEVI Formula Program including conferences, meetings, and panels for Interagency Work Group to participate on

## **Task 6**

### **Materials Development**

- 1) Update NEVI presentation materials to reflect the plan submitted/ approved
- 2) Update NEVI Website Content (hosted on central site for easy reference)
  - a) Embed webinar video for reference
  - b) Link and include updated materials
  - c) Provide link to FHWA plan
- 3) Printed collateral material including one-pagers, fact sheets, information
- 4) Provide public involvement summary & additional content (as needed) for Year 2 NEVI Baseline Plan by June/July 2023.
- 5) Advisory Group maps, posters, discussion guides, etc.

## **Task 7**

### **Ongoing Stakeholder Communication and Management**

- 1) Respond to questions and emails from public within 24 hours using NEVI built channels
- 2) Organize meetings, as warranted, with stakeholders and Interagency Work Group