FLORIDA'S ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN

August 2023

FDOT

Contents

Tables

Figures

1 INTRODUCTION

To receive the annual allocation of National Electric Vehicle Infrastructure (NEVI) formula funds, each State is required to submit an annually updated Electric Vehicle Infrastructure Deployment Plan (Plan) that describes how the State intends to use the funds in accordance with the NEVI formula Program guidance and 23 CFR 680. This Federal Fiscal Year 2024 (FFY 24) update provides a status of Florida's NEVI competitive selection efforts and updates data used for maps and tables. The sections within this Plan have also been updated to match the order provided in the June 2, 2023 Electric Vehicle Infrastructure Deployment Plan template. The following is a summary of updates by section:

SECTION 1: Introduction Brief overview of FFY 24 updates reflected in this Plan.
SECTION 2: State Agency Coordination New section per June 2, 2023 Plan guidance.
SECTION 3: Public Engagement Updated outreach activites since approved FFY 23 Plan. Subsections added for Tribes, utility coordination, and one-on-one meetings.
SECTION 4: Plan Vision and Goals Updated text to reflect the competitive selection method for Phase 1 and Request for Applications (RFA) process developed during FFY 23.
SECTION 5: Contracting Updated to reflect progress for Program contracting and selection of an RFA as the competitive selection method for Phase 1.
SECTION 6: Civil Rights Updated with the Program Civil Rights Plan and Section 508 compliance.
SECTION 7: Existing and Future Conditions Analysis Updated references and data.
SECTION 8: EV Charging Infrastructure Deployment Map and text updates on FFY 23 Plan implementation progress.
SECTION 9: Implementation Updated to reflect the current RFA progress, updated Phase 1 gap map, and updated actions to reflect current status and progress.
SECTION 10: Equity Considerations Updated references and data.

SECTION 11: Labor and Workforce Updated for consistency with the current RFA.
SECTION 12: Physical Security and Cybersecurity Updated for consistency with the current RFA.
SECTION 13: Program Evaluations Updated with reporting requirements per the NEVI Final Rule.
SECTION 14: DISCRETIONARY EXCEPTIONS No change.

This Plan is Florida's framework for implementing the NEVI Program to invest funding for electric vehicle (EV) infrastructure improvements to address charging gaps identified in the market. The framework described in this updated FFY 24 Plan supports the goals and objectives of not only the State's long-range transportation plan, the Florida Transportation Plan (FTP), but also the State's Electric Vehicle Infrastructure Master Plan (EVMP).

Implementation of the NEVI Program in Florida will build on the existing EV charging network, which consists of both market-driven charging stations as well as 170 direct current fast chargers (DCFC) along 1,200 miles of the most traveled corridors in the State funded by the Volkswagen Settlement. DCFCs provide the fastest charging capability currently on the market. Charging speeds are minutes as opposed to Level 2 chargers that require hours to complete a full charge.

The FTP, the single overarching plan guiding Florida's transportation future, identifies the need to develop transportation systems that increase mobility, provide accessibility, enhance Florida's communities and environment, and are safe and resilient. Updated every five years, the FTP is a collaborative effort of State, regional, and local transportation partners across the public and private sectors.

The Florida Department of Transportation (FDOT) released the EVMP in 2021 meeting the Section 339.287, Florida Statutes (F.S.) requirements for FDOT to coordinate, develop, and recommend a Master Plan for the development of EV charging station infrastructure along the State Highway System (SHS). The EVMP provided an important foundation for the development of this Plan.

SUPPORT
both short-range and long-range EV travel

ENCOURAGE
the expansion of EV use in the State

SERVE
evacuation routes in the State

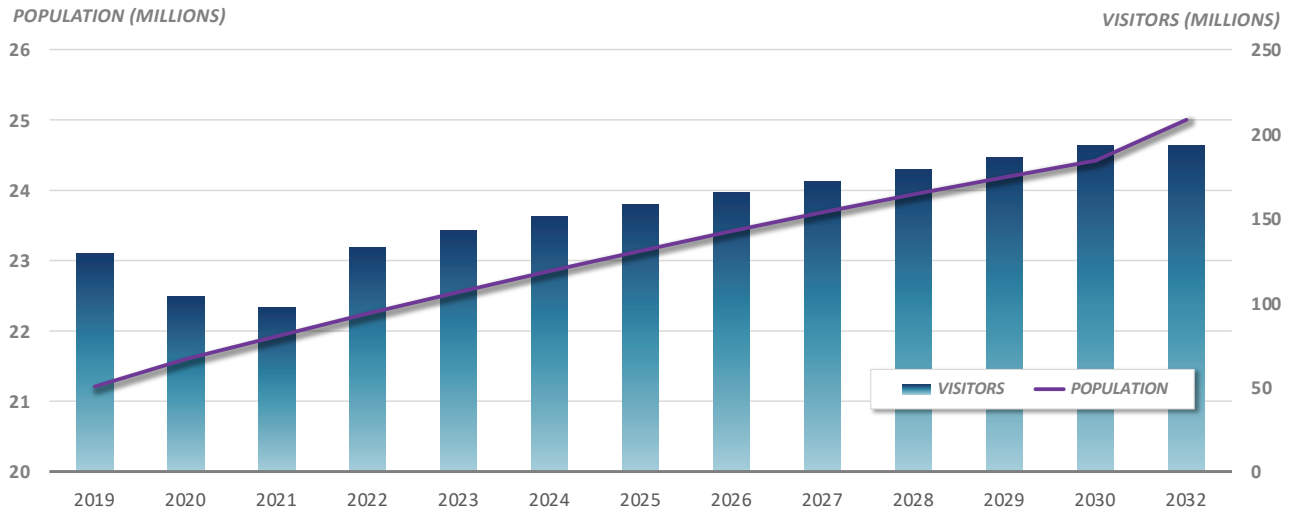
EVMP Objectives

The EVMP was developed through extensive public outreach, including seven outreach webinars with over 150 stakeholders, and supports the FTP goals to enhance Florida's environment and strengthen Florida's economy by advancing the use of EVs. It serves as a starting point for public and private entities to identify the challenges and opportunities for EV charging infrastructure investment and also as a guide for future legislation and public engagement. EV infrastructure includes the hardware technology used to charge an EV as well as site amenities where available.

State Characteristics

Florida's roadways are some of the most traveled in the nation serving nearly 22 million residents[1] and over 137 million annual visitors[2]. Figure 1 displays Florida's projected population and visitor growth.

Florida Population and Visitor Growth
(2019-2032)



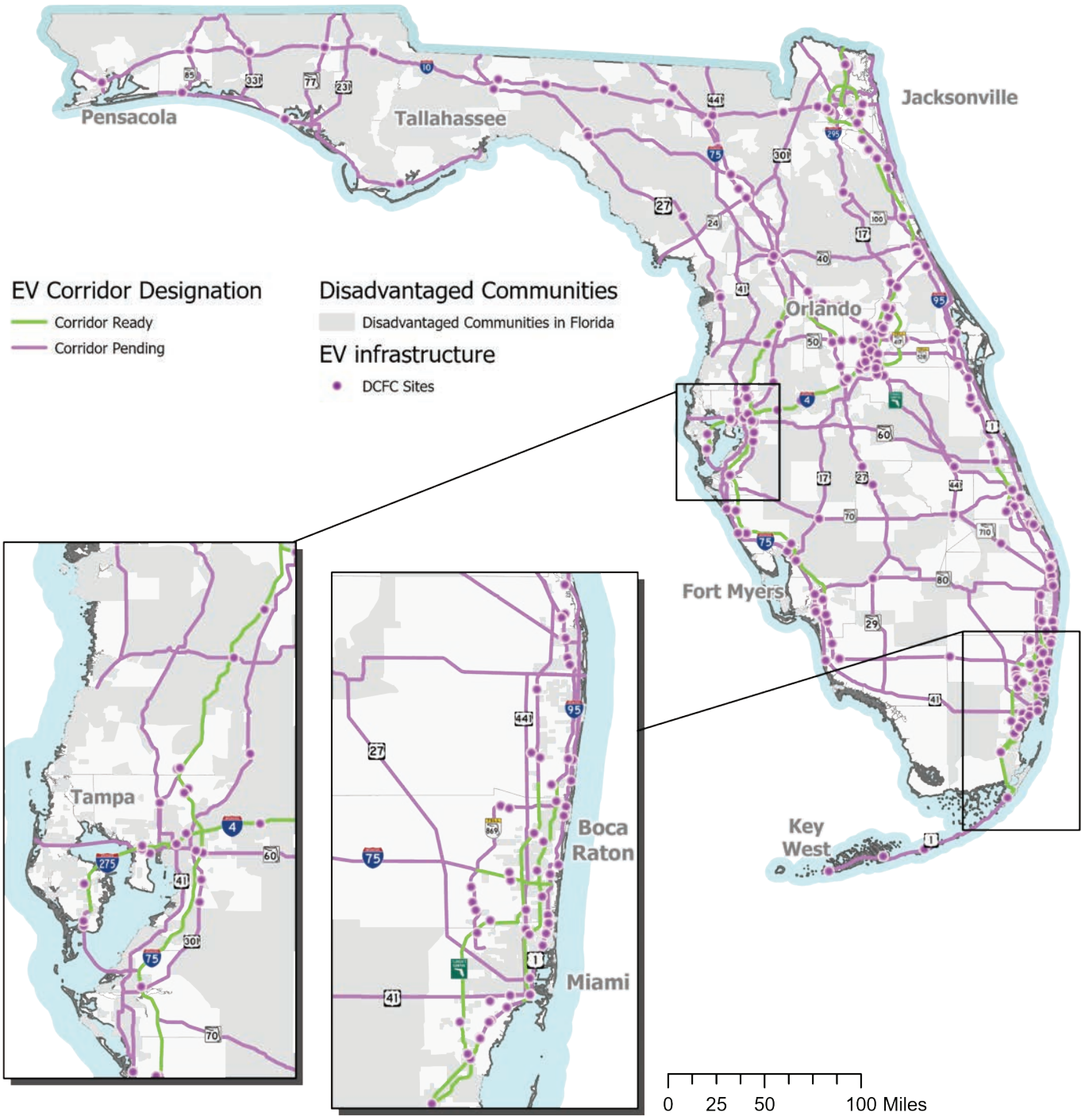
Source: http://edr.state.fl.us/content/conferences/fleconomic/floridaeconomicresultslongrun.pdf as of 02/15/23.

Figure 1: Florida Population and Visitor Growth[3]

Although Florida consumes over eight billion gallons of gasoline annually[4], it also claims the **second-highest number of EV sales in the nation[5]** and offers **more than 1,800 publicly available DCFC ports** and 5,500 publicly available Level 2 chargers[6]. The State EV market has experienced growth in EV sales and installation of new chargers. Since 2020, the number of available DCFCs increased by 115 percent, which offers a ratio of 50 EVs per DCFC port statewide. Recognizing this trend and keeping Florida's anticipated future EV charging needs in mind, the State added more than 4,000 miles to its EV alternative fuel corridor (AFC) designated network through the Round 6 AFC nomination cycle[7]. **This allows the State to utilize funds from the NEVI Program on EV charging gaps identified in the market over the five year period of NEVI.**

Figure 2 shows the existing DCFCs within one mile of a designated AFC[8]. To meet the NEVI requirements for buildout, EV charging stations must be located within one travel mile of the designated AFC, are no more than 50 miles apart, have at least four DCFC ports that can provide 150 kilowatt (kW) of power simultaneously, and have an EV infrastructure charging station located within 25 miles of the corridor termini. Corridors with EV charging stations that meet all the requirements are labeled "corridor-ready" and the corridors that that do not meet this criteria have been designated "corridor-pending".

The NEVI Final Rule requires States to identify communities that are traditionally underserved or disadvantaged. Figure 2 shows the disadvantaged communities in Florida as provided from the Climate and Economic Justice mapping tool.



(1) Designated segments support hurricane evacuation routes, economic development, tourism, rural needs, and/or freight as of 6/19/2023

Source: https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+(EV-Round+6)

Source: https://services.arcgis.com/xOi1kZaI0eWDREZv/arcgis/rest/services/DOT_Disadvantage_Census_Tracts/FeatureServer

Figure 2: Florida's DCFC Locations within one-mile of an AFC

2 STATE AGENCY COORDINATION

In a continuation of our long-standing relationships with Federal, State, and local government agencies, FDOT relied heavily on input from other State agencies, including Department of Environmental Protection, Department of Agricultural and Consumer Services, and Florida Public Service Commission (FPSC) during the original development of this Plan. Collaborating through meetings, phone calls, and emails, these advisors shared information regarding EV infrastructure funded by the Volkswagen settlement, utility regulations and availability, and other considerations so FDOT could replicate and build upon successful strategies. The Plan also incorporates implementation strategies to maximize opportunities to utilize U.S.-made EV equipment. A detailed list of Program engagement activities can be found in Appendix B within the Partner and Public Engagement Plan (PPEP).

3 PUBLIC ENGAGEMENT

To support the development of this Plan, a PPEP was drafted to seek input, evaluate feedback, and inform partners and the public on the future installation of EV infrastructure under the NEVI Program. It has been updated to incorporate strategies from the 2.0 NEVI guidance released on June 2, 2023. The PPEP (Appendix B) describes the framework for requesting and receiving information and ideas from interested parties. The PPEP is committed to community engagement and will serve as a living document throughout the five-year life of the Program. Building upon the engagement activities of the EVMP, FDOT gathered input from a broad range of partners and the public through various events.

Activities conducted to date are summarized below.

Community Engagement Outcomes Report

Since the September 14, 2022 approval of the FFY 23 Plan, an industry forum was held on November 18, 2022 to provide an update on the Program progress. The 390 attendees at the meeting discussed general themes including limitations of equipment for the program, utility and power limitations in the State, resiliency options, workforce development, general non-technical requirements for Applicants, local permitting, and Federal requirements for NEVI. These discussion items have been incorporated into Program plans and documents as well as the Phase 1 RFA that is discussed under Section 5, Contracting. A second industry forum is planned to occur prior to publication of the Phase 1 RFA. Completed and proposed activities for the Program, including engagement with communities, is provided in the attached PPEP in Appendix B. A public engagement webinar on the Plan update was also held on July 5, 2023 to obtain feedback for this FFY 24 Plan.

Additional outreach activities are summarized in the following subsections.

Tribal Engagement

Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR Part 800: Protection of Historic Properties, effective August 5, 2004, require that Federal agencies consult with Federally recognized Native American Tribes in all phases of the Section 106 process when an agency undertaking may have the potential to affect Native American historic properties on or off Tribal lands. In recognition of the need to treat Native American issues and concerns in a manner that is consistent with current Federal and State legislation, the FDOT, in partnership with the Federal Highway Administration (FHWA), Florida Division, utilizes their government-to-government relationship with Federally recognized Native American Tribes to ensure compliance with Section 106.

Under National Environmental Policy Act (NEPA) Assignment, FDOT has the responsibility to conduct the day-to-day consultations and communications with Tribes affiliated with Florida for the purposes of compliance with Section 106. Notwithstanding NEPA Assignment, government to government consultation between Tribes and Federal agencies remains the responsibility of FHWA as set forth in 23 CFR Section 773.105(b)(4). In the event of a Tribe requesting government to government consultation with FHWA, FDOT's Office of Environmental Management will inform FHWA or other appropriate Federal agencies of the request.

Utility Coordination

A utility workshop was held on February 24, 2023 to provide an overview of the Program and request a point of contact for the State and interested Applicants or member of the public. Seventy-eight attendees participated in the workshop. Comments included requests for load profiles per site to help size transformers, notes that some sites fall within multiple co-ops within a gap, and that transformers are running at 46 to 54 weeks for deliveries in the current market.

One-on-One Partner and Industry Meetings

FDOT staff met individually, upon request, with stakeholders including utilities, EV providers, private businesses, consultants, and local government agencies. Information shared and discussed during these meetings was considered in the development of implementation strategies. FDOT solicited information via a formal request for information (RFI) from June 6th to June 28th, 2022 that provided insight into the EV industry, workforce requirements, utility needs, and the range of types of organizations interested in providing EV infrastructure services.

Public Comment

During FFY 23 Plan development, eight regional listening sessions were conducted across the State to share updates on FDOT's effort on the Freight, Rail, Transit, and EV planning efforts. Eighteen surveys were collected for EV deployment with ideas provided for mobile charging, site accessibility, and general inquiries on how to stay engaged with the Plan efforts. The question most received during these events was the mechanism to engage partners and members of the public to advance of funding under the new NEVI Program. The FFY 23 Plan was also posted for a public comment period where major themes included requests to clarify what zone-based competitive selection would entail, support for new EV infrastructure to be installed as soon as possible during the deployment period, and the benefits of increasing the power standards to 350 kW. The Plan was posted for a public comment period from July 5, 2022 to July 18, 2022.

This FFY 24 Plan was posted for public feedback from July 7, 2023 to July 19, 2023. Nearly 40 comments were received from a diverse group of stakeholders including State and local government agencies, private industry, and the general public. Major themes included questions on how to apply for funding, expanding the AFC network to include other alternative fuels, incorporating medium and heavy duty charging at sites for freight, and focusing deploying along non-highway facilities. As a result, this Plan was updated to reflect the input received during this and the many other outreach events.

4 PLAN VISION AND GOALS

This Plan serves as a guide for how EV funds will be invested across the State over the five-year timeline of the NEVI Program. The Plan's RFA strategy includes a transparent, market-based, competitive approach that balances required regulation with customer experience, as described in Section 9, Implementation. The FTP and EVMP are two foundational documents that have informed the development of this Plan and influence how the State of Florida will address NEVI requirements. Both the FTP and EVMP address the need for a network of convenient, reliable, affordable, and equitable charging infrastructure.

The goals of the Plan used the EVMP as a foundation and were updated to focus on implementation. The following goals will guide Florida as it moves forward to buildout an EV network.

- Expand energy sources for transportation fuels.
- Position Florida as a national leader in EV infrastructure implementation.
- Expand EV charging access to all users in Florida.
- Anticipate changes in travel choices and transportation technologies towards EV adoption.
- Enhance Florida's overall transportation system, including roadways within rural and urban disadvantaged communities.
- Support emergency evacuation.

Achieving these goals will help Florida meet its target of 100 percent completion of a built-out network for EV charging infrastructure that is convenient, reliable, equitable, and accessible. Investments made with NEVI funds will aim to close network gaps by spacing DCFC sites no more than 50 miles apart, provide at least four ports at each location along the AFC, and provide an EV infrastructure charging station within 25 miles of the corridor termini. Private sector investments in EV charging infrastructure will continue during this deployment. Federal Fiscal Year 2024 activities will focus on continued planning and awarding the Phase 1 sites along the Interstate system. As infrastructure is added to the EV charging network, planning efforts will shift to conducting performance evaluations. By the end of the five-year period, operations and maintenance will be the dominant activity of the Program. A timeline of activities is presented in Figure 3. Opportunities to increase the network will be monitored and explored throughout the NEVI cycle. Status reports of Florida's Plan will be provided annually to monitor the EV infrastructure deployment progress.

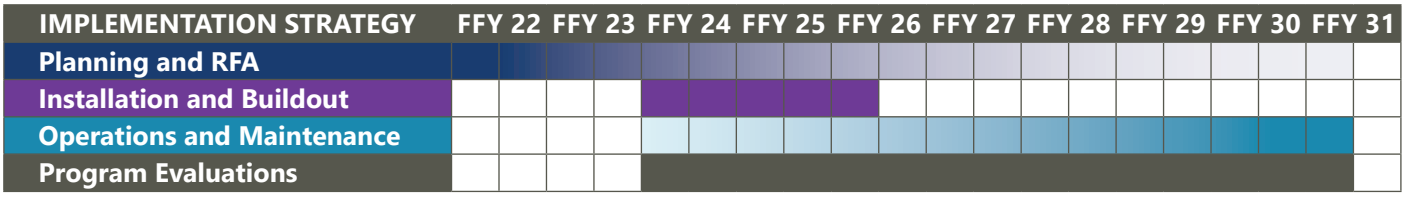


Figure 3: Funds Deployment Timeline

This Plan is supported by three implementation strategies:

IMPLEMENTATION STRATEGY 1

Planning an equitable, reliable, and future-proof network:

Lead the effort to develop and deliver the process for the buildout of Florida's EV infrastructure, which further supports a national network of DCFC sites. **Advancing the initiatives outlined in this implementation strategy requires continuous performance measurement and evaluation as well as coordination and partnerships.**

IMPLEMENTATION STRATEGY 2

Installation and operations to build out the network:

FDOT will deploy an RFA to install and provide for long-term operations and maintenance to ensure the successful deployment of a national network of convenient, reliable, and accessible DCFC infrastructure. **The success of this implementation strategy is predicated on a competitive RFA process in collaboration with partners delivering innovation and best value through sustainable and market-informed solutions.**

IMPLEMENTATION STRATEGY 3

Emergency preparedness and resiliency:

Provide accessibility to reliable DCFCs during emergency events. This is paramount to the safety and mobility of Florida's residents and visitors. Resiliency of the EV charging infrastructure along evacuation corridors will be addressed. Strategies for the overall system will include solutions for storm hardening. **This implementation strategy supports furthering consumer confidence and enhanced EV adoption.**

These strategies are supported by implementation actions and activities that are described in greater detail within Section 9, Implementation.

5 CONTRACTING

Per Section 9, Implementation, the installation, operations, and maintenance will be contracted through competitive RFA processes. NEVI formula funds will be released in phases with Phase 1 concentrated on gaps along the Interstate system. The State will use a competitive RFA selection process allowed under State law to award Phase 1 pass-through grants to private entities (Subrecipients) for the delivery of NEVI projects. The selected Subrecipients will enter into public-private agreements with FDOT, under the terms of which the Subrecipients will be required to comply with all applicable Federal and State laws. The State will set a maximum price for each public-private agreement, thereby allowing competitively-selected Subrecipients the ability to team with other private firms in advance of proposing and to procure goods and services in a manner familiar to private industry, as authorized by applicable Federal law and regulations.

In June 2022, FDOT posted an RFI to serve as an information-gathering process to help understand the EV-charging industry and support the development of the contractual documents. The RFA package was submitted to FHWA in May 2023. The results of the RFI and FHWA review clarify the roles and responsibilities, especially those unique to Florida, that will be incorporated into the contractual documents. FDOT will continue working with stakeholders to understand business models and applicable competitive selection methods for future phases that best serve achievement of Plan goals.

Performance indicators incorporated into the RFA package and Subrecipient agreements

- Site criteria including amenities.
- Accessibility requirements including Section 553.5041, F.S., and American with Disabilities Act (ADA).
- Minimum technical requirements in accordance with the NEVI Final Rule.
- Operation and maintenance, including frequency and minimum reliability measures.
- Workforce development and community engagement.
- Minimum performance measures.
- Data and reporting requirements.
- Warranty requirements.

In implementing the formula NEVI program, FDOT will contract with private entities for the installation, operation, and maintenance of EV charging infrastructure through a competitive RFA process. The State will not own, operate, or maintain the EV charging infrastructure. The private entities will pay the entire non-Federal share of the project costs.

The draft Subrecipient agreement includes provisions for payment to achieve efficient delivery of EV charging infrastructure and reliable operational performance. Subrecipients are not precluded from using private funding sources to provide alternative charger technology (proprietary chargers, level 2 charging, or 350 kW charging) co-located with NEVI funded DCFCs. Payment for phase completion will be outlined and will include provisions for construction and maintenance timelines as well as minimum performance criteria. Operations and maintenance payments to the Subrecipient will be structured to encourage increased private competition for EV infrastructure in rural, disadvantaged and underserved areas. Increased competition in lower utilized areas helps to ensure a comprehensive network of EV charging locations across Florida.

FDOT will require all Subrecipients to maintain all NEVI-funded EV infrastructure in compliance with the requirements of 23 CFR Part 680 for five years from the initial date of operation. In addition, the State will consider Applicants' plans to keep stations in service beyond five years as part of the selection process. Beyond five years, operations and maintenance of NEVI funded EV infrastructure will be solely at the option of Subrecipients. FDOT will not be responsible financially or otherwise for the infrastructure after the NEVI funding period.

Contracting Process

Since the FFY 23 Plan approval, the State has been actively drafting an RFA which includes a scope of work and sample Subrecipient agreement. The FHWA review of this package began in May 2023 and will be complete prior to publishing the Phase 1 RFA. The Phase 1 RFA is scheduled to publish in Fall 2023.

The RFA package includes language for compliance with State and Federal requirements of the Program. A Grant Management Plan and Standard Operating Procedures are in development for the Program and will direct how compliance will be achieved by the State and Subrecipients.

Scoring Criteria to be Utilized

Evaluation criteria will be included and described in the published RFA. Applications received will be evaluated and scored in the following areas: project technical approach and commitment to meeting criteria, approach to operations and maintenance, prior experience, project team structure, site details, and innovation. Site details include proposing a site within a disadvantaged community or outlining a plan for benefiting disadvantaged communities as defined by the NEVI Final Rule. The scores will be tabulated for final award. Final awards will be posted publicly on the State's EV website.

6 CIVIL RIGHTS

Florida is committed to compliance with Federal and State civil rights laws. The following outlines the approach to delivering this Plan.

Title VI, Civil Rights Current Assurances

FDOT complies with the Statutory and Regulatory Authorities as set forth in U.S. Department of Transportation, Standard Title VI/Non-Discrimination Assurances – DOT Order NO. 105-2A[12].

FDOT will require, as part of each RFA package, that the selected Applicant receiving a project award shall adhere to the Title VI/Nondiscrimination Assurance[13] to be attested to by signature of its Chief Executive Officer with regard to the work performed during the contract.

In addition, FDOT has adopted a Title VI Program and Related Statutes Implementation Review Procedure (275-101-1091-f[14]) that details the process FDOT implements statewide for the Title VI Nondiscrimination Program in accordance with U.S. Department of Transportation regulations.

NEVI Civil Rights Policy

FDOT has created a FDOT Civil Rights Plan (Appendix C) in support of the Florida NEVI Program. FDOT will utilize its existing Title VI/Nondiscrimination Implementation Program to monitor Subrecipient compliance with the requirements of applicable law and regulations, and the Subrecipient assurances executed in connected with each Phase 1 agreement. A Subrecipient must demonstrate to FDOT that it complies with Title VI requirements. Minimum expectations are an executed assurance, Title VI policy and complaint procedures document, and identification of a Title VI point of contact. FDOT will conduct in-depth reviews of Subrecipients as part of quality assurance reviews. Subrecipient deficiencies will be addressed by either determining the Subrecipient ineligible for Federal funding or withholding project payments for deficiencies. FDOT seeks voluntary compliance to the maximum extent possible, providing tools, training, and even one-on-one technical assistance, where requested or warranted.

ADA , Section 504, and Section 508 of the Rehabilitation Act Commitments by Reference

Pursuant to ADA (1990, Public Law 101-336) which serves as a broad civil rights statute prohibiting discrimination against individuals with disabilities in all areas of public life, Title II of the ADA prohibits disability discrimination by State and local government entities.

Design Standards

FDOT will ensure that contract services for installation, operations, and maintenance of EV charging infrastructure are compliant with the U.S. Department of Justice Civil Rights Division – Information and Technical Assistance on ADA Standard for Accessible Design[15].

Public Meeting Guidelines

FDOT will ensure compliance with Title II, Regulation Supplement[16] and as set forth in Subpart B – General Requirements, Section 35.130[17], for meetings and events that may be scheduled regarding EV Charging Station(s). FDOT uses the Florida Relay Services to communicate with residents in the State of Florida who are Deaf, Hard of Hearing, Deaf/Blind, or Speech Disabled. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Website/Digital Presentations

Website standards and guidelines[18] will be adhered to by FDOT per applicability based on content format. pursuant to Section 508 of the Rehabilitation Act of 1973, as amended (29 United States Code, Sec. 794[d]. Electronic and Information Technology).

7 Existing and Future CONDITIONS ANALYSIS

Successful Plan implementation requires an assessment of the State's physical features as well as the existing market for EVs and their infrastructure. This section of the Plan outlines the State's geography, terrain, climate, and land use and travel patterns along with an analysis of the current EV infrastructure within the State.

Current State EV Infrastructure Needs

The EVMP provided an overview of EV ownership and market adoption by vehicle type. Florida is second in the nation in terms of both EV adoption rate and availability of DCFCs (1,800). Ownership and adoption rates are the highest in the major urban areas of Jacksonville, Orlando, Tampa, and Miami. Although EV sales are below one percent of all vehicle sales in the State, in a moderate growth scenario their adoption is projected to represent 20 percent of vehicles by 2040 in the State. Even a conservative rate of adoption of EVs will require an intensive build out of charging infrastructure.

State Geography, Terrain, Climate, and Land Use Patterns

Florida is a peninsula that lies primarily between the Atlantic Ocean and the Gulf of Mexico and is bordered along the north by Georgia and Alabama. It is the southernmost state of the 48 contiguous states. Most of the State is located at or near sea level, with portions of Northwest Florida reaching elevations up to 345 feet above sea level.

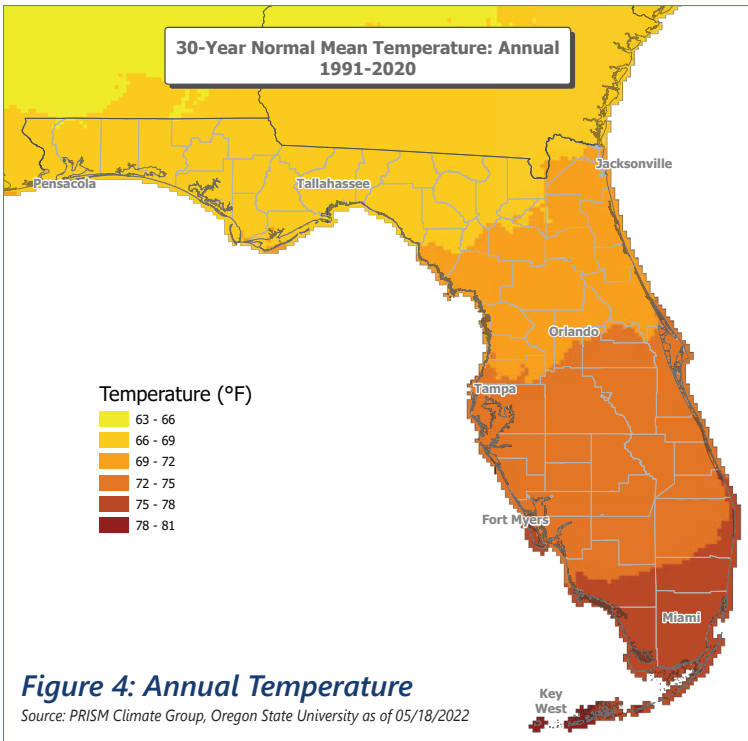


Figure 4: Annual Temperature

Source: PRISM Climate Group, Oregon State University as of 05/18/2022

Florida's climate is considered humid subtropical, which translates to cool winters with hot, humid summers. The average daily temperature (72.3 degrees Fahrenheit (ºF)) is ideal for EV vehicles and infrastructure, with lows reaching into the 20s and highs above 100 ºF. While Florida does not receive measurable snowfall, frost does occur occasionally during the winter months. The average annual precipitation is 53.7 inches, with the most rain occurring between June and August. Figures 4 and 5 summarize the annual temperature and precipitation experienced within the State.

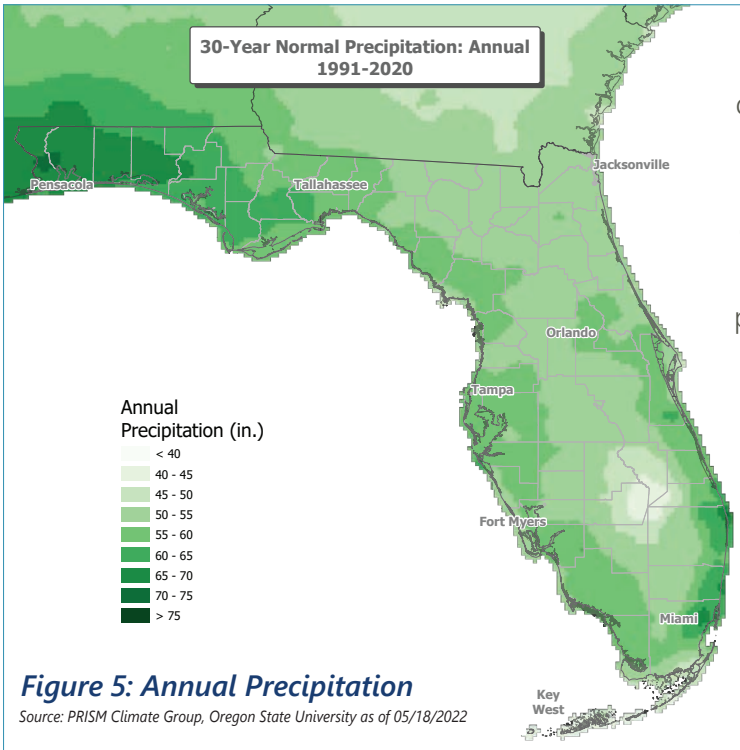


Figure 5: Annual Precipitation

Source: PRISM Climate Group, Oregon State University as of 05/18/2022

The State is also prone to tropical disturbances during the Atlantic hurricane season between June and November. Large volumes of lightning strikes tend to occur during summer storm events with Central Florida receiving more lighting strikes than any other area in the United States. Tornadoes are prevalent in Florida, but typically do not reach very strong intensities.

Since 2000, Florida has been affected by 79 tropical or subtropical cyclones. During Hurricane Irma in 2017[19], nearly seven million residents were evacuated, illustrating the need for a robust and resilient network to provide alternative fueling for EV owners.

Following the 2017 storm season, FDOT developed *Hurricane Irma's Effect on Florida's Fuel Distribution System and Recommended Improvements*, with several recommendations, such as mobile charging, included in this Plan. Responding to the need for EV charging during evacuation events, significant investments have been made by FDOT along these corridors to support safe and efficient mobility during emergency events. This includes the expansion of EV charging to support alternative fuel choices across the transportation network.

Travel Patterns

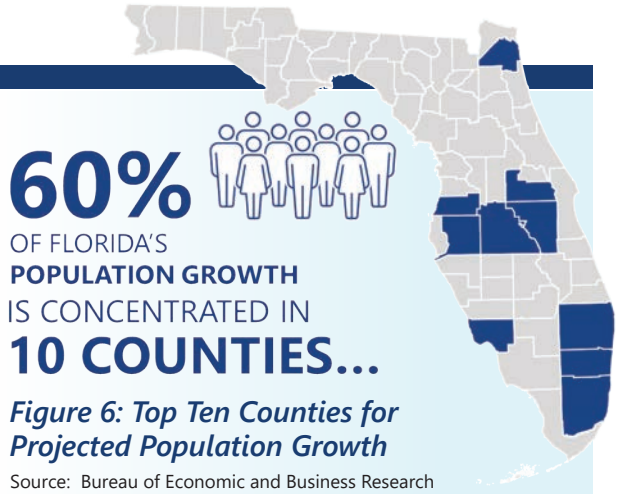


Figure 6: Top Ten Counties for Projected Population Growth

Source: Bureau of Economic and Business Research

Land use across the State includes a mix of density, intensity, and uses. Eighty-eight percent of the State's population resides in urbanized areas. The projected 10 fastest growing counties are shown in Figure 6 and continue to experience increasing density. The State contains several emerging areas including Fort Myers/Naples, Ocala/The Villages, and Tallahassee, which continue to grow. These areas rely heavily on personal vehicles for mobility needs. Remaining areas are classified as rural. Within the rural areas are three designated Rural Areas of Opportunity which are defined as rural communities or regions that have been adversely affected by extraordinary economic events or natural disasters that present a unique economic development opportunity of regional impact.

EV travel patterns are expected to occur similarly to how people and goods move around the State currently. Visitors travel Florida's roadways from out of state to reach destinations such as beaches, public spaces, theme parks, and cruise-, air-, and space-ports. Residents travel along these same roadways between regions for work and leisure. Seasonal travel patterns include temporary residents who reside in Florida over the winter months from out of state as well as holiday visitors. As noted in the Introduction, in 2022, Florida welcomed over 137 million visitors. Additionally, nearly 90 percent of the State's commuters travel by car[20]. Figure 7 shows Florida's Annual Average Daily Trips across the Strategic Intermodal System overlaid on top of areas that are traditionally underserved or disadvantaged. The Strategic Intermodal System provides interregional travel and is comprised of corridors and hubs that serve as the backbone for moving Florida's people and goods.

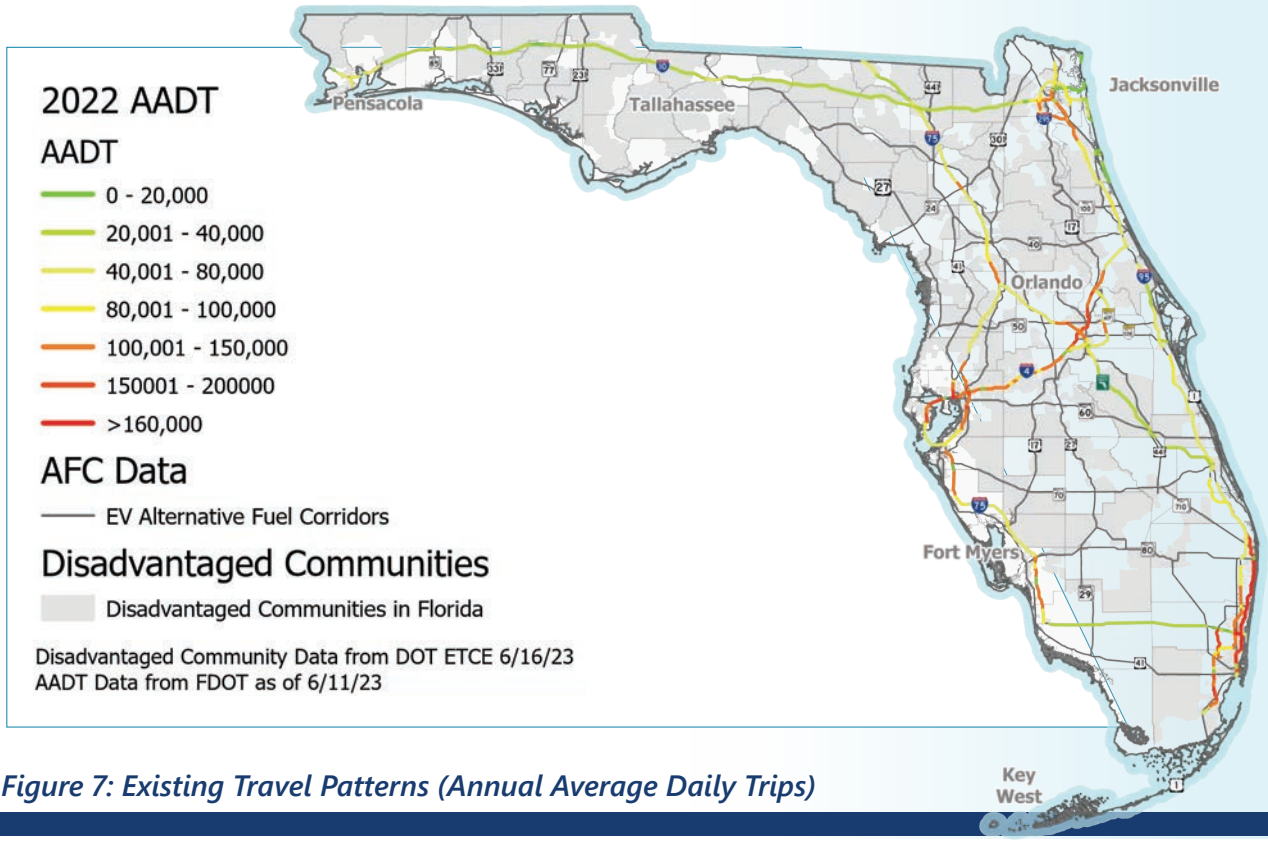


Figure 7: Existing Travel Patterns (Annual Average Daily Trips)

Current Market Conditions

The global market for EVs is growing with significant increases in EV sales. Automobile manufacturers are increasing EV production with many committed to a fully electric future, offering only zero emissions vehicles by 2035. It is projected that by 2025, there will be 165 models available to consumers. As of December 2022, Florida had a 1.1 percent adoption rate, based on US Department of Energy data. FDOT conducted analysis using Market Acceptance and Advanced Automotive Technologies modeling and developed three adoption scenarios: aggressive, moderate and conservative. Figure 8 illustrates projected adoption of EVs by 2040 showing ownership could be as high as 35 percent in Florida.

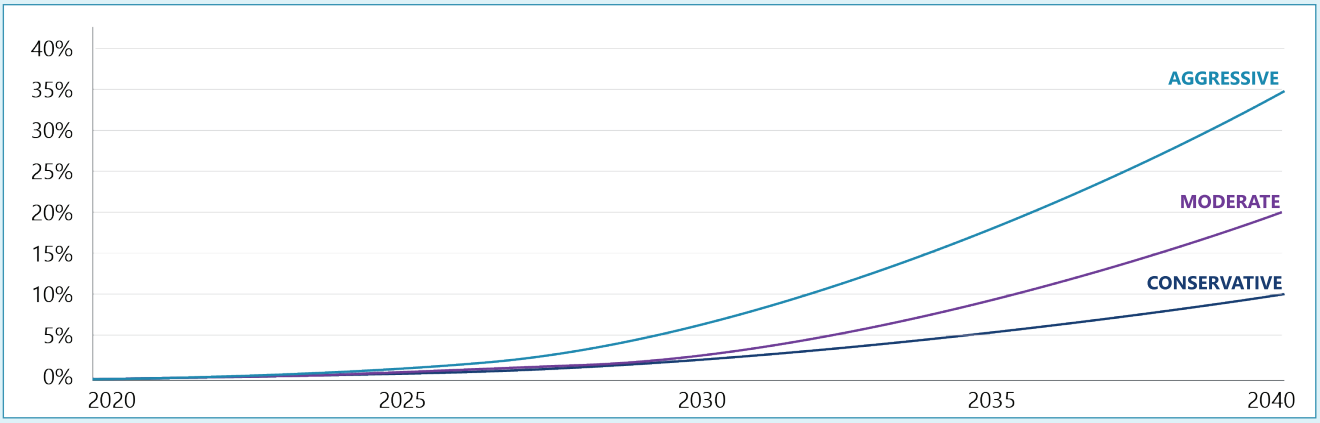


Figure 8: Projected Passenger and Light Duty EV Adoption in Florida

Source: Florida's EVMP

Electric Vehicle Freight and Supply Chain Considerations

Fleet conversion is an ongoing activity in Florida with fleet managers working through where and how to charge their vehicles. Florida's local governments and private industry have invested in EV conversions with many local plans and funding avenues available to expand the charging network, furthering accessibility and adoption of alternative fuel vehicles. The following provides considerations when working through this process and making these decisions. Light-duty fleet owners may benefit from off-peak charging using the DCFC infrastructure.

For private light-duty fleets:

(rental cars and delivery vans)

- **The majority of vehicles will be light-duty, but some may be medium-duty vehicles; the charging infrastructure for each is the same.**
- **Primary charging demands will be met with on-premises (i.e., depot, yard) Level 2 chargers.**
- **Secondary charging demands may be met using off-site publicly accessible DCFCs as needed.**

For private heavy duty fleets:

(commercial trucks)

- **Heavy-duty fleet vehicles currently use heavy-duty EV charging equipment which operate at greater than 150 kW.**
- **Heavy-duty vehicles will have their own dedicated EV charging network and may use Extreme Fast Charging soon (1 megawatt).**
- **Light-duty and medium-duty chargers will not be compatible with heavy-duty EV charging infrastructure.**
- **The heavy-duty EV charging infrastructure network will be primarily located along the SHS, at truck stops, intermodal hubs, and distribution centers.**

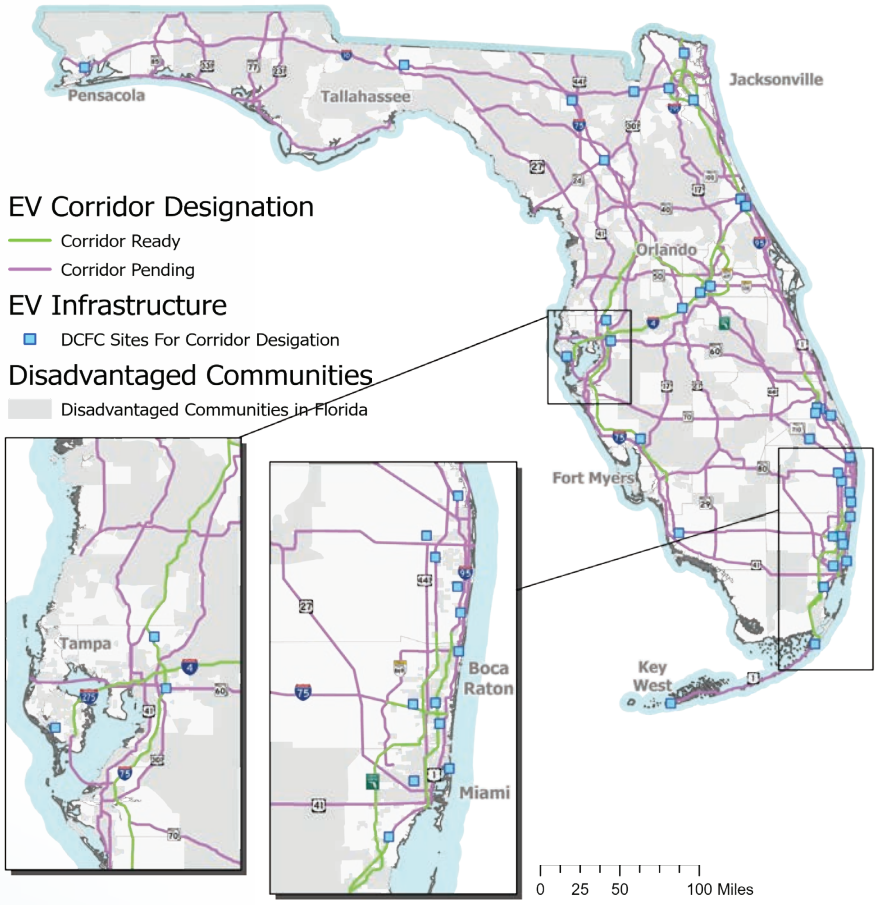
Public Transportation Considerations

Transit agencies throughout Florida have been proactive in executing fleet conversions to EV, including Pinellas Suncoast Transit Authority as well as Leon County Star Metro. Transit vehicles serve transportation disadvantaged during emergency evacuations, which could include the use of the DCFC network. Considerations for EV include:

- Heavy-duty equipment for transit bus charging typically ranges between 150 kW and 350 kW.
- A 100-bus depot requires approximately 5 megawatt of power to support 30 to 35 150 kW chargers.
- Charging is primarily conducted within the bus depot, but in-route charging is extending operations.
- When in-route charging is not feasible, multiple buses may need to cover longer routes traditionally served by one bus using another fuel source.
- Battery size and charging strategy are critical to ensure maximum in-route time.
- Transit fleet fuel sources have evolved from petroleum (diesel) to natural gas and now electricity, requiring substantial investment to deliver fuel to vehicles.
- School bus electrification, with fixed distance routes, should be included as the larger EV asset strategy.

AFC Networks

In a continued effort to expand the EV infrastructure network, the State expanded the AFC network as part of the Round 6 AFC nomination cycle. Figure 9 summarizes the designated AFC network for EV. Status changes from "corridor-pending" to "corridor-ready" are also included and reflect AFC Round 6 compliant stations added along the National Highway System.



(1) Designated segments support hurricane evacuation routes, economic development, tourism, rural needs, and/or freight as of 6/19/2023

Source: https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+(EV-Round+6)

Source: https://services.arcgis.com/xOi1kZaI0eWDREZv/arcgis/rest/services/DOT_Disadvantage_Census_Tracts/FeatureServer

Figure 9: 2023 AFC Designations

Table 1: Existing DCFC Sites Used for AFC Corridor Designation (as of 6/19/23)

#	ID	Address	Route	EV Network	Total DCFC Ports
1	121843	6235 North Davis Highway, Pensacola, FL 32504	I-110	Electrify America	4
2	127227	1400 Village Square Boulevard, Tallahassee, FL 32312	I-10	Electrify America	4
3	147515	3200 NW 79th St., Miami, FL 33147	US-1	Electrify America	6
4	164343	Love's Travel Shop 45000 US-27, Davenport, FL 33897	US-27	Electrify America	4
5	167164	8001 S. Orange Blossom Trail, Orlando, FL 32809	US-441	Electrify America	6
6	167236	10300 Southside Blvd, Jacksonville, FL 32256	US-1	Electrify America	4
7	167712	3970 SW Archer Road, Gainesville, FL 32608	SR-24	Electrify America	4
8	167950	94 Florida's Turnpike, Lake Worth, FL 33467	SR-91	FPLEV	4
9	167984	144 Florida's Turnpike, Port St. Lucie, FL 34984	SR-91	FPLEV	6
10	168208	2500 W Broward Blvd, Fort Lauderdale, FL 33312	I-95	Electrify America	10
11	168488	375 Kings Hwy, Port Charlotte, FL 33983	I-75	Electrify America	6
12	170034	101499 Overseas Hwy, Key Largo, FL 33037	US-1	Electrify America	4
13	170302	1521 W Granada Blvd, Ormond Beach, FL 32174	SR-40	Electrify America	6
14	170312	1675 NW St Lucie West Blvd, Port St Lucie, FL 34986	I-95	Electrify America	6
15	170319	9885 Collier Blvd, Naples, FL 34114	I-75	Electrify America	4
16	170325	3200 Flagler Avenue, Key West, FL 33040	US-1	Electrify America	4
17	170667	18001 Highwoods Preserve Parkway, Tampa, FL 33647	I-75	Electrify America	8
18	186257	3200 Old Boynton Beach Rd, Boynton Beach, FL 33436	I-95	Electrify America	4
19	187156	8888 SW 136th St, Miami, FL 33176	US-1	Electrify America	4
20	192238	3800 Oakwood Blvd, Hollywood, FL 33020	I-95	eVgo Network	8
21	193153	10287 Okeechobee Blvd, Royal Palm Beach, FL 33411	SR-91	Electrify America	4
22	205237	3221 W US Highway 90, Lake City, FL 32024	I-75	FPLEV	6
23	205238	53 Daydream Ave, Yulee, FL 32097	I-95	FPLEV	6
24	205241	2198 Gatlin Blvd, Port St. Lucie, FL 34953	I-95	FPLEV	6
25	205242	15935 SW Warfield Blvd, Indiantown, FL 34956	SR-710	FPLEV	4
26	205243	1880 Checkered Blvd, Daytona, FL 32114	I-95	FPLEV	6
27	206454	1200 S Federal Hwy, Deerfield Beach, FL 33441	US-1	Electrify America	4
28	206455	1200 Linton Blvd, Delray Beach, FL 33444	I-95	Electrify America	4
29	221458	11701 Lake Victoria Gardens Ave, Palm Bch Gardens, FL 33410	I-95	Electrify America	8
30	222230	8000 West Broward Blvd, Plantation, FL 33388	I-595	Electrify America	6
31	228435	1700 W International Speedway Blvd, Daytona Bch, FL 32114	I-95	eVgo Network	8
32	228637	7953 Normandy Blvd, Jacksonville, FL 32221	I-295	eVgo Network	7
33	240737	101 Brandon Town Center Dr, Brandon, FL 33511	SR-60	eVgo Network	6
34	256192	9700 Collins Ave, Bal Harbor, FL 33154	US-1	Electrify America	8
35	260586	6901 22nd Ave N, Peterburg, FL 33710	I-275	Electrify America	6
36	261416	8200 Vineland Ave, Orlando, FL 32821	I-4	Electrify America	6
37	261479	9200 FL-228, Macclenny, FL 32063	I-10	FPLEV	4
38	262608	3174 NW Federal Hwy, Jensen Beach, FL 34957	US-1	Electrify America	6

Known Risks and Challenges

Large scale deployments of technology infrastructure have a variety of inherent risks. The nationwide expansion of charging infrastructure may impact availability of Build America Buy America materials and skilled labor. Emerging and evolving technology could pose challenges to a consistent consumer experience across the network. Incorporation of long-term operations and maintenance considerations furthers the risk to overall Program schedule and cost. These risks will be monitored and managed throughout Plan implementation.

The following outlines the known risks and challenges associated with the deployment of this Plan.

Technology

- Rapid technological change of EV charging infrastructure and EV technology.
- Availability of components, including microchips, conduit, fiber optic communication cable, and transformers.
- Consolidation of equipment and service providers creating lack of interoperability with ownership change.
- Ever evolving cybersecurity threats and standardization for consumer, grid, and network protection.

Schedule

- EV charging infrastructure availability and supply chain issues and Build America Buy America requirements.
- Utility infrastructure readiness (transformer locations) and alignment with planned upgrades.
- Non-uniform permitting requirements among municipalities.
- End of term funding and ongoing maintenance and operations.
- Contractor resource availability of skilled and trained labor.

Cost

- Cost escalations due to large scale deployment resulting in material availability shortages.
- Lack of qualified contractors to perform EV charging equipment installation resulting in less competition.

8 EV CHARGING INFRASTRUCTURE DEPLOYMENT

Florida will receive approximately $198 million in NEVI formula funds through FFY 26. These funds will be used to grow the network of EV chargers by installing, maintaining, and operating DCFC sites for the duration of the five-year Program. Working in tandem with our industry partners to fill in the gaps and identify innovative solutions that support charging in rural, disadvantaged, and under served areas, Florida's goal is for the market to continue to self-support after the Program ends.

Early investment of NEVI funds will focus on the installation of sites with subsequent funding supporting the operations and maintenance over the term of this Plan. Strategies for deployment are addressed in Section 9, Implementation.

Funding considerations include the use of performance-based payments established on site revenue models. This model may include variable payments based on site utilization (charging sessions), with lower utilized sites receiving higher operational funding, to a limiting amount. This will encourage competition and participation by the industry to install and maintain EV charging infrastructure in locations that may not initially warrant investment.

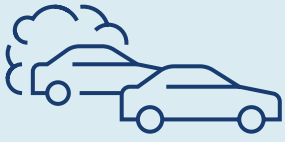
Funding Sources

The required non-Federal match for NEVI formula funds is 20 percent. Private-sector matching funds will be used as a prioritization criterion during the competitive contracting process.

Additional formula funds that may be applied to continue the EV charging network build out include:

National Highway Performance Program

Surface Transportation Block Grant Program



Congestion Mitigation & Air Quality Improvement Program

Carbon Reduction Program

Completing the EV Charging Network

Florida will continue to work towards buildout of the EV network across the State over the life of the Program and monitor corridor upgrades annually as private and public investments continue to occur.

Increases of Capacity/Redundancy Along the Designated AFC

Several strategies will be implemented under the NEVI Program to continue to build out EV infrastructure along the AFC network. While NEVI guidance states to prioritize investments along the Interstates, intersections with State roads are also prime candidates for charging locations. Candidate sites will be determined through the ongoing public and partner engagement to identify innovative solutions that support EV charging in rural, disadvantaged, and under served areas, identify gaps where there is a benefit to the site owner, alignment with State priorities, and the need is not addressed elsewhere. Florida's Phase 1 focus for buildout will be along the Interstate system.

As EV adoption continues, sites can be prepared for future expansion beyond the current 150 kW criteria by installing additional conduit, providing adequate space for EV charging equipment, and addressing needs to support future growth. Stations can be upgraded to meet future demand without incurring substantial additional costs. Provisioning the electrical capacity for upgrades during the initial charger construction can help support future demand changes, resulting in drastically lower upgrade time and cost. Future-proofing can also be achieved by installing a high-powered charging station and then metering output power until full capacity is necessary. For example, a host site may install a 350 kW charger but limit its output to 150 kW until fast charging demand increases. When more power is needed, minor component exchange/ additions allow the station to produce more power.

As part of the deployment strategy, FDOT is coordinating with utility companies to communicate Plan implementation progress to support the existing and planned distribution and transformer capacity with electric utility providers along the designated AFCs. The Homeland Infrastructure Foundation-Level Data maps provide electric company substation data, and is used as a baseline for evaluation. The substation characteristics that are considered include the distance from the corridor, the voltage provided, and any existing transmission lines in the vicinity of the corridor.

State, Regional, and Local Policy

Pursuant to Chapters 361 and 366, F.S., Florida is classified as a "traditionally regulated" State with public electric utilities serving designated service territories under the jurisdiction of the FPSC. The FPSC exercises its regulatory authority through rate setting, oversight of bulk power grid planning, safety inspections, and ensuring the availability of reliable service. To ensure future power demand and new government mandates are planned for and considered, a 10-year site plan for each utility is generated and reviewed annually. This provides an opportunity for the State to collaborate with FPSC to plan for future electricity needs for EV infrastructure demand.

The FPSC regulates the four investor-owned electric utilities in the State: Duke Energy Florida, Florida Power & Light, Florida Public Utilities Company, and Tampa Electric Company as shown in Figure 10. Rates are set based upon the cost of service and providers are permitted to recover the capital investment, operating costs, and a reasonable return on their investment within their rates. Together, these four investor-owned utilities serve approximately 75 percent of the State's population. The FPSC does not regulate the rates and service quality of municipal or rural cooperative electric utilities.

An electric cooperative is a not for profit utility established to provide safe, reliable, and affordable electric service. Electric cooperatives and their rates are governed by a Board of Trustees elected from the consumer

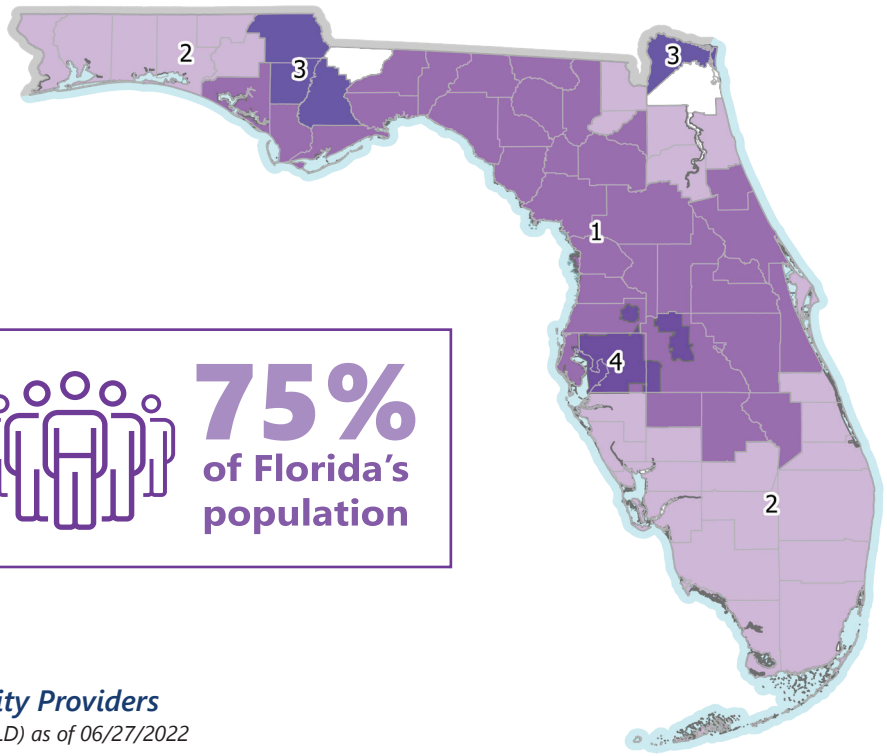
members they serve. While 16 electric cooperatives (Figure 11) serve approximately 10 percent of Florida's population, their service territory covers more than 60 percent of Florida's landmass.

A municipal electric utility is an electric utility system owned or operated by a municipality engaged in serving residential, commercial, or industrial customers, usually within the boundaries of the municipality. Municipally owned utility rates and revenues are regulated by their local governing body. There are 33 municipal electric utilities in the State as shown in Figure 12, that serve about 15 percent of the State's population.

Through coordination and development of multiple efforts leading to this Plan, electric utilities agree that EV ownership is going to continue to rapidly increase in the coming years. In the FPSC's Review of the 2021 Ten-Year Site Plans of Florida's Electric Utilities[21], reporting electric utilities estimate growth could approach nearly 700,000 EVs and 29,000 DCFC within the State by the end of 2030. Despite this relatively rapid growth rate, Florida's electric utilities estimate an impact of less than 1.5 percent on net energy for load by 2030. Florida's electric utilities are well equipped for this increase in energy use. At a minimum, Florida electric utilities must maintain a 15 percent reserve margin, and Florida's three largest electric utilities have a 20 percent reserve margin.

INVESTOR OWNED ELECTRIC UTILITY PROVIDERS

1	Duke Energy Florida, LLC
2	Florida Power & Light Company
3	Florida Public Utilities Company
4	Tampa Electric Company



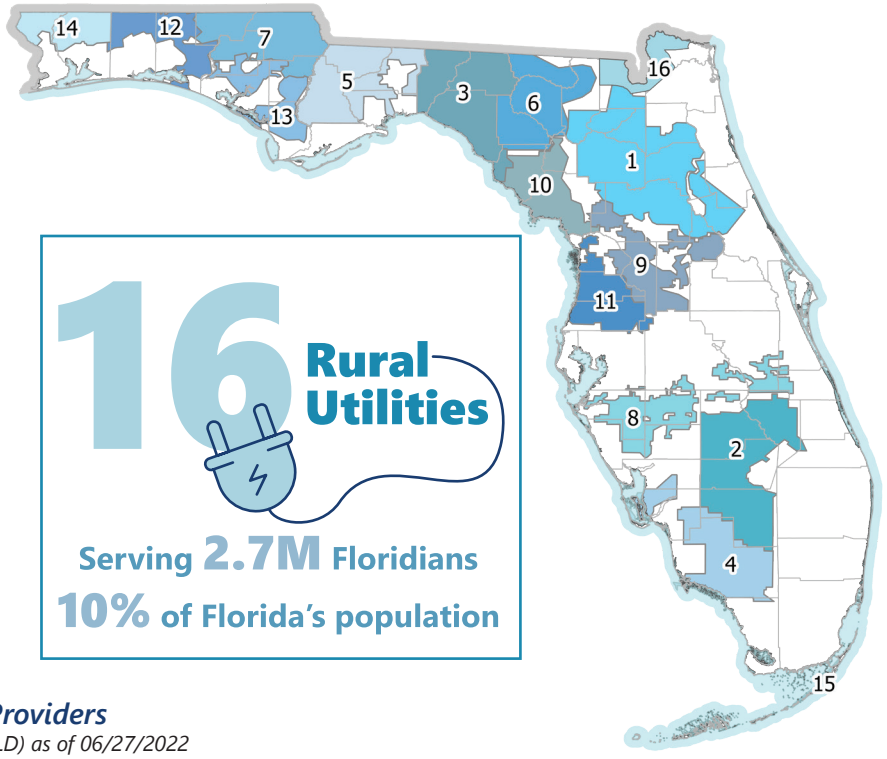
4 Investor Owned Utilities

75% of Florida's population

Figure 10: Investor Owned Electric Utility Providers
Homeland Infrastructure - Foundation Level Data (HIFLD) as of 06/27/2022

COOPERATIVE ELECTRIC UTILITY PROVIDERS

1	Clay Electric Coop., Inc.
2	Glades Electric Coop., Inc.
3	Tri-County Electric Coop., Inc.
4	Lee County Electric Coop., Inc.
5	Talquin Electric Coop., Inc.
6	Suwannee Valley Electric Coop., Inc.
7	West Florida Electric Coop. Assn., Inc.
8	Peace River Electric Coop., Inc.
9	Sumter Electric Coop., Inc.
10	Central Florida Electric Coop., Inc.
11	Withlacoochee River Electric Coop., Inc.
12	Choctawhatchee Electric Coop., Inc.
13	Gulf Coast Electric Coop., Inc.
14	Escambia River Electric Coop., Inc.
15	Florida Keys Electric Coop. Assn., Inc.
16	Okefenoke Rural Electric Membership Corporation



16 Rural Utilities

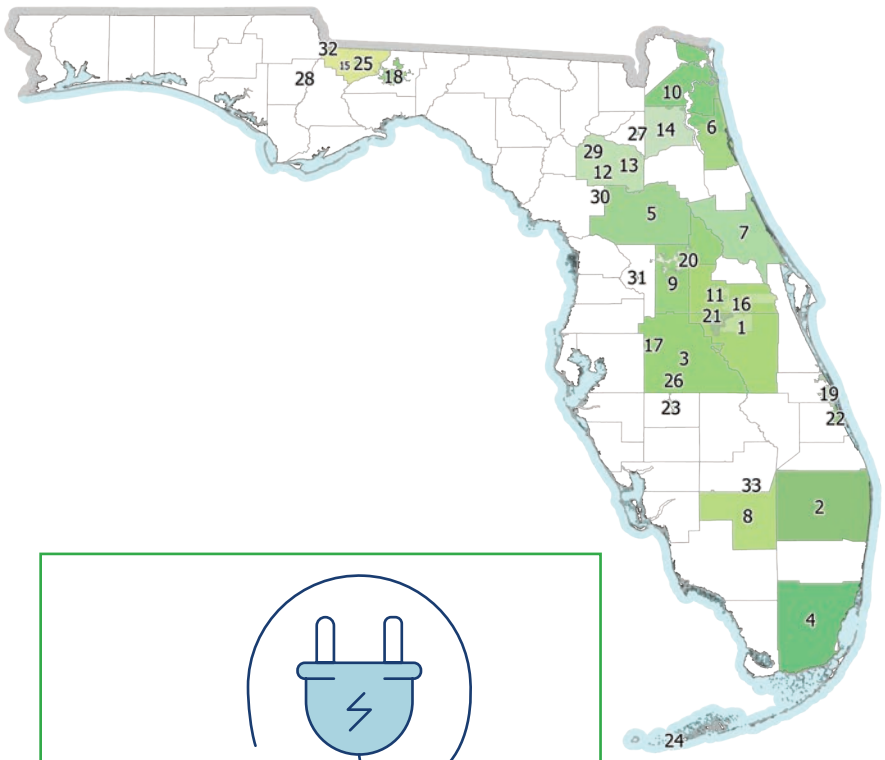
Serving **2.7M** Floridians

10% of Florida's population

Figure 11: Cooperative Electric Utility Providers
Homeland Infrastructure - Foundation Level Data (HIFLD) as of 06/27/2022

MUNICIPAL ELECTRIC UTILITY PROVIDERS

1	Reedy Creek Improvement District
2	City of Lake Worth
3	City of Bartow
4	City of Homestead
5	City of Ocala
6	Beaches Energy Services
7	City of New Smyrna Beach
8	City of Clewiston
9	City of Mount Dora
10	Jacksonville Electric Authority (JEA)
11	City of Winter Park
12	Gainesville Regional Utilities
13	City of Newberry
14	City of Green Cove Springs
15	Havana Power & Light Company
16	Orlando Utilities Comm
17	City of Lakeland
18	City of Tallahassee
19	City of Vero Beach
20	City of Leesburg
21	Kissimmee Utility Authority
22	Fort Pierce Utilities Authority
23	City of Wauchula
24	Utility Board of the City of Key West
25	City of Quincy
26	City of Fort Meade
27	City of Starke
28	City of Blountstown
29	City of Alachua
30	City of Williston
31	City of Bushnell
32	City of Chattahoochee
33	City of Moore Haven



Municipal Utilities

Serving 3M Floridians
15% of Florida's population

Figure 12: Municipal Electric Utility Providers
Homeland Infrastructure - Foundation Level Data (HIFLD) as of 06/27/2022

In 2012, the Florida Legislature created an exemption for EV charging. Section 366.94(1) F.S., states that ***"The provision of electric vehicle charging to the public by a non-utility is not the retail sale of electricity for the purposes of this chapter. The rates, terms, and conditions of electric vehicle charging services by a non-utility are not subject to the regulation under this chapter."*** *As such, the process for the installation and provision of EV charging by a non-utility is not subject to regulation by the FPSC. Additionally, Section 627.06535, F.S., states that insurance companies may not impose surcharges on EVs based on factors such as new technology, passenger payload, or weight-to-horsepower ratio.*

9 IMPLEMENTATION

Effective implementation of this Plan is key to successful attainment of the identified goals. This Plan will carry forward Florida's current momentum of DCFC installation, which set the stage for the network build out. ***Since 2021, publicly available DCFC has grown from 870 ports to over 1,800 ports.*** *This Plan will focus on maximizing U.S. made EV equipment and Build America Buy America requirements. To enhance the efficiency in implementation of the Program, evaluation is underway to deploy sites in a manner that drives competition while fostering innovation from the contracting industry. Implementation will be done in phases to align with the annual allocation of NEVI funds following the annual approval of this updated Plan. This Plan is focused on the Phase 1 deployment for the Program which has prioritized EV infrastructure charging along the Interstate system.*

The EVMP identified initial investment areas for DCFCs in the State through a gap analysis. Multiple factors were combined to find the areas around the SHS roadway intersections that had high potential to fill the gaps in the DCFC network. This gap analysis was updated with NEVI criteria for Phase 1 deployment to inform Plan development and to ultimately meet the NEVI Program goals:

- » DCFC sites have at least four charging ports with 150 kW per port concurrently;
- » DCFC sites are within the one-mile driveshed of an interchange;
- » DCFC sites are no more than 50 miles apart; and
- » DCFC station location within 25 miles of a designated corridor termini.

Existing DCFC sites with less than four ports or less than 150 kW were identified as potential locations for early upgrades in the Program. Figure 13 summarizes the results of the Phase1 gap analysis.

This Plan will fill these gaps through the efficient deployment of DCFCs as outlined in the following by the defined Implementation Strategies, Actions, and Activities to build out the AFC network.

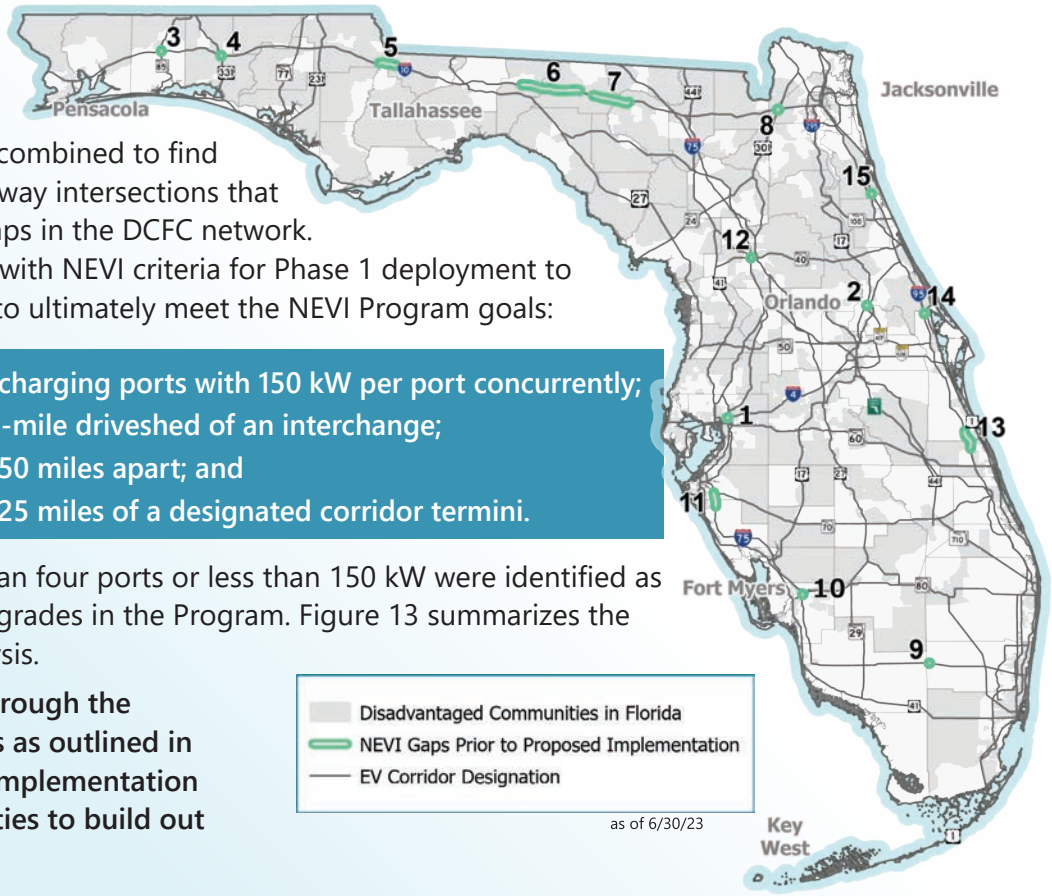


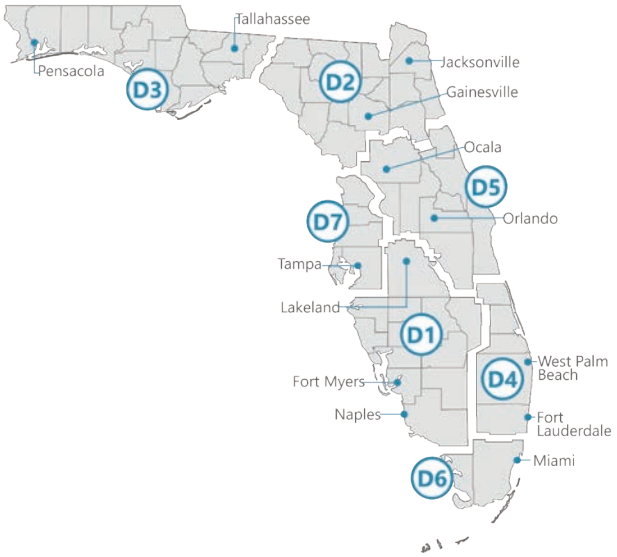
Figure 13: NEVI Corridor Gaps

Table 2: Phase 1 Gap Segments (as of 6/30/23)

Gap	Corridor	Start–Mile Post	End–Mile Post	Number of Sites Required	District
Location 1	Interstate 4 (SR 400)	7	7	1	D7
Location 2	Interstate 4 (SR 400)	104	104	1	D5
Location 3	Interstate 10 (SR 8)	56	56	1	D3
Location 4	Interstate 10 (SR 8)	85	85	1	D3
Segment 5	Interstate 10 (SR 8)	158	166	1	D3
Segment 6	Interstate 10 (SR 8)	225	251	1	D2 or D3
Segment 7	Interstate 10 (SR 8)	258	275	1	D2
Location 8	Interstate 10 (SR 8)	343	343	1	D2
Location 9	Interstate 75 (SR 93)	49	49	1	D4
Segment 10	Interstate 75 (SR 93)	141	141	1	D1
Segment 11	Interstate 75 (SR 93)	210	217	1	D1
Location 12	Interstate 75 (SR 93)	352	352	1	D5
Segment 13	Interstate 95 (SR 9)	156	166	1	D4 or D5
Location 14	Interstate 95 (SR 9)	231	231	1	D5
Location 15	Interstate 95 (SR 9)	298	298	1	D2 or D5 (higher proportion in D2)

Table 3: Phase 1 Sites Needed by FDOT District (as of 6/30/23)

District	Number of Sites
D1	2 sites
D2	4 sites (2 gaps shared with D3 and D5)
D3	4 sites (1 gap shared with D2)
D4	2 sites (1 gap shared with D5)
D5	5 sites (2 gaps shared with D2 and D4)
D6	None
D7	1 site



GOAL
Strategy Action Activity

This Plan is organized into three main implementation strategies. Each implementation strategy includes supporting actions and defined activities for accomplishing the State's overall goal to build out a robust EV infrastructure network that is designated "corridor-ready" over the next four years. ***Florida is committed to leading the nation in providing a statewide network of convenient, equitable, affordable, reliable, and accessible EV charging infrastructure.*** *Refer to Section 13, Program Evaluation, for associated Plan performance measures.*

Planning

FDOT's role is to facilitate the inclusion of and the ability to incorporate electrified mobility into State transportation infrastructure. The following planning actions and associated activities will develop a future-proof network that is resilient, equitable, accessible, and reliable.

The planning implementation strategy focuses on developing the data-driven, statewide criteria, and evaluation of success with performance analytics as leading indicators informing the need to evolve with market trends. The goal of the planning implementation strategy is to continuously measure, collaborate, and update over the duration of the five-year Plan to provide efficiency and effectiveness in delivery of the EV charging infrastructure.

1 ACTION — Collect, maintain, and leverage information and data, including performance measures, to inform decision-making

- Establish initial conditions and continually measure the performance of factors contributing to the success of this Plan.
- Monitor trends and conditions impacting future deployments, including adoption rates, weather patterns, land use, and roadway improvements.
- Update AFC nominations as necessary and track the progress of this Plan.

2 ACTION — Collaborate with partners to support the development and operations of the EV charging infrastructure network

- Continue stakeholder engagement with electric utilities, EV infrastructure providers, site hosts, trade associations, environmental groups, and other interested parties.
- Partner with skilled resources and talent providing agencies, including universities, technical colleges, CareerSource Florida, and others, to plan for training and workforce development.

3 ACTION — Plan for acquisition of EV charging infrastructure

- ✓ *A RFI to solicit feedback and recommendations from the industry was released on June 6th 2022, and closed on June 28th 2022.*
- ✓ *FDOT is working with FHWA to finalize the Phase 1 RFA package.*

4 ACTION — Monitor potential risks that can delay efficient and effective deployment

- Monitor nationwide availability of and inflation impacts on EV infrastructure components and consider waivers, such as Build America Buy America, to facilitate material acquisition.
- Utilize existing programs such as FDOT's On-the-Job Training services to strengthen the available workforce programs for EV infrastructure construction.
- Perform analyses to "right size" contracts while still ensuring adequate competition.
- Develop an approach to environmental and other required documents.

Installation and Operations

FDOT's role is to facilitate the acquisition of resources to install, operate, and maintain the EV charging infrastructure to build out the Interstate and AFC network. The following contracting actions and associated activities will be used to develop RFA documents that are logically sequenced with respect to deployment readiness, transparent to the industry, and result in equitable participation and training of workers.

The installation and operations implementation strategy focuses on further developing the contractual requirements which clearly define the Program goals, objectives, and performance expectations. This implementation strategy builds on the efforts of the planning implementation strategy and furthers collaborative engagement with partners. The goal of the installation and operations implementation strategy is to provide a detailed schedule of activities that maximizes the deployment effectiveness of this Plan while maximizing value to the State. The implementation requirements will follow Federal guidelines for minimum standards.

1 ACTION

Coordinate with stakeholders to identify needs and gaps within the overall EV network

- Develop a defined approach to site deployments that considers the stakeholder needs, infrastructure requirements, open and publicly accessible locations, and site readiness. These considerations include:
  a. Initial focus on Interstate build out followed by build out of the non-Interstate AFC network consistent with Federal guidelines for minimum standards.
  b. Rural, disadvantaged, and underserved areas.
  c. Hurricane evacuation routes and AFC connectors to Interstates.
  d. Interchange/intersections with SHS and National Highway System that support the overall EV network.
  e. Existing charging locations for upgrades to NEVI requirements.
  f. Utility readiness and alignment with utility expansion plans.
  g. "Smart hub" locations with regional charging nuclei around the State that includes provisions for future expansion of charging infrastructure.
  h. Coordination with neighboring state deployments.
  i. Safety considerations and access to amenities and other services.
- Ensure stations are future-proofed, including providing for access to necessary equipment for maintenance and repairs.
- Identify and develop "smart hubs", which include charging locations with more than four ports as well as additional amenities, to fill the gaps in high-traffic areas.

2 ACTION — Focus operations and maintenance on station uptime and reliability through performance reporting

- Develop operation and maintenance requirements for the five years covered by NEVI funding, to be provided by the Subrecipient.
- Monitor contract requirements, including performance measures, disadvantaged and small business enterprise utilization, incidents and maintenance inspections, software and hardware updates, and cybersecurity and safety events.
- Develop an asset information and tracking mechanism, which may include Geographic Information System, for Program element and product performance evaluation.
- Require a real-time operation data feed for the station and charger operations for use by a third-party application and further information dissemination through appropriate public facing dashboards.

3 ACTION — Deploy a competitive, market-driven RFA process supporting performance-based management and continuous innovation

- Conduct industry forums to garner interest and assess the availability and ability to compete and deliver.
- Publish advance RFA schedules to align resources.
- Tailor RFAs to align with funding availability and site scheduling considerations as described in Implementation Action 2, Strategy 1.
- Ensure timely, transparent, and competitive selection of EV infrastructure services. The selection approach is a competitive RFA with near term implementation expected.
- Allow flexibility in the competitive selection process for Applicants to propose sites based on market and community needs.
- Establish a market-based competitive selection process that accommodates diverse implementation strategies from a wide variety of Applicants. Use of diverse strategies can facilitate market sensitive charging infrastructure design creating the best value for the State's residents.
- Develop scoring criteria that emphasizes best value to the State, which may include long-term performance, system reliability and operability, warranties, redundancies, adaptability for future needs, and diversity in solutions and Subrecipients.

Emergency Preparedness and Resiliency

Providing access to reliable DCFCs during emergency hurricane events for the safety of Florida's residents and visitors is the paramount goal for the State. Florida's unique circumstances to prepare for natural disasters require innovative solutions, like mobile charging, to ensure Florida's residents and visitors can safely evacuate prior to and return home after a storm. Additionally, assistance for stranded motorists and management of traffic flow during events ensures that FDOT can continue to meet its Federally required safety and travel-time reliability performance targets. FDOT will continue to investigate and assess mobile charging options.

In addition to considering evacuation needs when determining DCFC locations, the following actions may be used to achieve this implementation strategy.

1 ACTION — Deploy a program and contract mechanism to allow for the availability and funding for mobile charging

- ✓ *Assessment of mobile charging infrastructure has been initiated. This evaluates the overall need and placement to consider stranded motorists, major events, emergencies, storms, power outages, and other risks.*
- » Identify potential opportunities to provide mobile charging, including the use of FDOT Road Ranger Service Patrol vehicles.
- » Strategically implement mobile charging solutions to meet emergency and evacuation needs, which may include a competitive selection process of equipment or Subrecipients, partner agreements, or other mechanisms.

2 ACTION — Build a network with redundancy and resiliency that supports uninterrupted availability and accessibility

- » Identify solutions for hardening of stations to withstand storms and ensure operator safety, such as auto station shut-off, waterproofing, elevated foundations, and structures.
- » Include energy storage capacity, solar power generation, generator hookup points, and battery storage in station design criteria for select stations in critical evacuation areas.
- ✓ *Standard operating procedures have been developed for the Program as part of a Program Management Plan.*

10 EQUITY CONSIDERATIONS

This Plan was developed to facilitate the advancement of clean transportation deployment and access to high-demand corridors. This Plan also integrates consideration of EV deployment that achieves at least 40 percent distribution of benefits to disadvantaged communities that include individuals with disabilities, are rural, or are characterized as being underserved as outlined by the NEVI Final Rule and the NEVI guidance. A Climate and Economic Justice mapping tool has been made available to support work efforts needing to comply with the Final Rule and will be integrated into the FDOT Sociocultural Data Report and Area of Interest Tool. ***Approximately 50 percent of Florida's EV AFCs lie within disadvantaged communities.*** *By 2030, it is estimated that Florida's population will be comprised of 23 percent minorities, one in four residents will be 65 years or older, and 90 percent of the population growth will be due to migration. Given Florida's unique stakeholders, FDOT will coordinate with rural and disadvantaged communities to determine specific needs as related to this Plan. Engagement efforts with rural, underserved, and disadvantaged communities are discussed in Section 3, Public Engagement. Benefits to these communities are highlighted in the table below.*

Benefits	Metric	Data Source
Decrease the transportation energy cost burden by enabling reliable access to affordable charging.	Number of EV chargers along AFCs	EV charger locations from EVIDP implementation
Minimize air quality impacts from transportation.	Federal air quality metrics	Vehicle registration data and traffic volumes
Increase EV charging access to disadvantaged communities.	Distance to nearest charger from DAC	FDOT EST; EV charger locations from EVIDP implementation
Increase the job pipeline, job training, and enterprise creation in disadvantaged communities. Increase energy resilience.	Number of job training/ upskilling opportunities leveraging charger planning, installation, operation and/or maintenance	Job records

11 LABOR AND WORKFORCE CONSIDERATIONS

A skilled and trained workforce is vital to successful implementation of the Program. FDOT will work with its stakeholders to understand the unique charging station development process to ensure any workforce requirements match the charging installation, maintenance, and operation needs. Although labor and workforce will be developed by the Subrecipient, the State will consider including language in the RFA to support workforce development and equal opportunities. The elements below may be included as grading criteria for labor services to develop an equitable workforce consideration for the acquisition, installation, operation, and maintenance of the DCFCs.

Performance indicators will include the number of skilled worker positions increased by training and level of responsibility.

Employ a workforce that comprises residents that are geographically approximate to the location of the charging station site(s).

Hire at least one pre-apprentice or apprentice that may include any of the following labor services: installation, operation, or maintenance.

Ensure charging station workers are highly trained with documented certification from an officially recognized program, such as the Electric Vehicle Infrastructure Training Program. This training is targeted at commercial/institutional Level 2 charging, DCFC – light-duty, and medium-duty passenger vehicles (120/208/240 VAC).

Specific training, either on the job or otherwise, may be delineated, and cost(s) may be encumbered as part of the application, and shall be duly committed to and noted in the application.

The Subrecipient shall prepare a monthly metric report on its workforce, including the locally hired employees to meet the elements specified. The report should include locally hired apprentice(s) working on the charging station site(s) and identify the labor service capacity (installation, operation, or maintenance) in its monthly report.

12 PHYSICAL SECURITY AND CYBERSECURITY

The State of Florida and FDOT are committed to public service, including physical security of the sites and cybersecurity, cyber resiliency, and privacy protections for all services and systems in the communities in which they serve. For EVs to succeed as a viable transportation choice, charging stations must provide reasonable assurance against physical and cyber-attacks, data breaches, and loss of privacy. The potential sources and types of threats for EV infrastructure are evolving and regularly scheduled risk assessments are prudent and necessary to provide protection. The exploitation of even a single DCFC can potentially cause issues such as relay chatter, various power quality issues, and phase instability which could potentially have cascading effects upstream. The physical and cybersecurity strategy is based on contractual criteria requiring certain site amenities and the development and submittal of a cybersecurity plan, including when software updates are to be made.

Given the industry does not yet have a clear picture of the attack surfaces, the cybersecurity plan requirements will include a full scope risk assessment to identify the comprehensive threat surface presented by and against the elements of stakeholder partners and users such as grid operators, vehicles, original equipment manufacturers, vendors, and charging network operators.

The requirements of the cybersecurity plan will:

- Provide EV infrastructure deployed within the Florida transportation system that is:
  - Protected against physical or electronic intrusion by unauthorized persons or entities.
  - Segmented (separated) to protect against unintended damage, unauthorized access, loss of data, service availability, privacy breach, or similar threat from unprotected connections among stakeholder partners and user systems.
- Include compliance with the Payment Card Industry requirements.
- Document that security operations and certification is maintained for System and Organization Controls.

The cybersecurity plan will provide a document to inform risk assessments and structured processes for selecting and implementing cybersecurity controls. FDOT will include positional roles for the governance and oversight of the EV infrastructure cybersecurity plan and implementation. Its submittal, included prior to EV charging equipment installation, will include schedules for ongoing risk assessment and process review.

13 PROGRAM EVALUATIONS

FDOT will evaluate the Program to identify progress made in EV infrastructure deployment. The following metrics will be used to measure the success in achievement of this Plan's goals as well as identify opportunities to revise implementation activities to better support the deployment, environment, and long-term operations and maintenance of EV infrastructure while maximizing the use of funding. These evaluations will be conducted annually, and will be submitted to FHWA for approval by August 1st each year. Program guidance and Program Standard Operating Procedures are in development and will include details on how Program evaluations will be conducted. The State is also developing a Program dashboard that may include metrics outlined below.

Performance evaluation will include the measure of goals expressed as the following:

Buildout the AFC Network

- Track the net number of new DCFC ports installed.
- Achieve completion of 100 percent AFC buildout.
- Track the DCFC port per NEVI dollar for the overall Program.

Equity

- Cooperatively develop with communities, quantifiable benefits to disadvantaged/underserved areas as a percentage of the overall Plan deployment.

Reliability

- Quantify the DCFC availability of full 150 kW charging and charging duration by session.

Accessibility

- Confirm and monitor customer satisfaction through surveys.
- Quantify total charging duration per port.

Resiliency

- Calculate percentage of stations deployed with the redundancy of power supply through solar panels, battery storage, generator backup, and/or other mini-grid concept along Interstates and other evacuation routes.

EV Adoption

- Report the number of new EV registrations over the plan period, reported annually.
- Measure and monitor Greenhouse Gas reduction.

14 DISCRETIONARY EXCEPTIONS

There are no discretionary exceptions for this FFY 24 Plan. FDOT is evaluating the use of mobile charging options and will coordinate the potential for Program eligibility. Scenarios where two DCFC ports will be sufficient or where sites may be installed further than every 50 miles or more than one mile from the designated corridor may be determined as the Plan implementation progresses. FDOT will continue to monitor the performance of the EV AFC and make annual exception requests, as needed, once justification has been determined.

APPENDIX A
References and Acronyms

References

1 https://www.census.gov/quickfacts/FL

2 https://www.visitflorida.org/resources/research/research-faq/

3 Florida Economic Estimating Conference

4 https://afdc.energy.gov/states/fl

5 https://afdc.energy.gov/data/10962#:~:text=This%20chart%20shows%20the%20vehicle,highest%20count%2C%20followed%20by%20Texas

6 https://afdc.energy.gov/stations/states

7 https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/ready/

8 https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+(EV-Round+1,2,3,4,5+and+6)

9 Florida Economic Estimating Conference

10 https://www.census.gov/quickfacts/FL

11 https://www.visitflorida.org/resources/research/research-faq/

12 https://www.fdot.gov/equalopportunity/titlevi.shtm

13 https://www.fdot.gov/programmanagement/lp/lap/titlevi.shtm

14 https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/equalopporunity/titlevi/2022_ip_fdot-final-to-eoo-website.pdf?sfvrsn=c4d32cbc_2

15 https://www.ada.gov/2010ADAstandards_index.htm

16 https://www.ada.gov/regs2010/titleII_2010/title_ii_reg_update.pdf

17 https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm#a35130

18 https://www.ada.gov/regs2010/titleII_2010/titleII_2010_regulations.htm#subparte

19 https://dbpedia.org/page/List_of_Florida_hurricanes_(2000%E2%80%93present)

20 https://www.fdot.gov/docs/default-source/planning/trends/special/acs022818.pdf

21 https://www.floridapsc.com/pscfiles/website-files/PDF/Utilities/Electricgas/TenYearSitePlans//2021/AppendixA.pdf

List of Acronyms

ADA
Americans with Disabilities Act

AFC
Alternative Fuel Corridor

CFR
Code of Federal Regulations

DAC
Disadvantaged Community

DCFC
Direct Current Fast Charger

EST
Environmental Screening Tool

EV
Electric Vehicle

EVMP
Electric Vehicle Master Plan

FDOT
Florida Department of Transportation

FHWA
Federal Highway Administration

FPSC
Florida Public Service Commission

F.S.
Florida Statute

FTP
Florida Transportation Plan

FFY
Federal Fiscal Year

kW
Kilowatt

NEPA
National Environmental Policy Act

NEVI
National Electric Vehicle Infrastructure

PPEP
Partner and Public Engagement Plan

RFA
Request for Application

RFI
Request for Information

SHS
State Highway System

U.S.
United States

APPENDIX B

Partner and Public Engagement Plan

ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PROGRAM

Partner & Public Engagement Plan

Summer 2023

FDOT

ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PROGRAM

Partner and Public Engagement Plan

Intentionally Blank

Contents

Figures

Tables

List of Abbreviations

CFR	Code of Federal Regulations
EO	Executive Order
EV	Electric Vehicle
EVA	Electric Vehicle Association
EVIDP	Electric Vehicle Infrastructure Deployment Plan (EV Program)
EVMP	Electric Vehicle Infrastructure Master Plan
EVSE	Electric Vehicle Supply Equipment
FDACS OOE	Florida Department of Agriculture & Consumer Services, Office of Energy
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FLDOE	Florida Department of Education
FPSC	Florida Public Service Commission
FPTA	Florida Parking Transportation Association
F.S.	Florida Statutes
FTP	Florida Transportation Plan
LEP	Limited English Proficiency
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
NEVI	National Electric Vehicle Infrastructure
PPEP	Partner and Public Engagement Plan
RFA	Request for Application

ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PROGRAM

Partner and Public Engagement Plan

1. Introduction and Purpose

The National Electric Vehicle Infrastructure (NEVI) Formula Program was announced by the United States Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) in February 2022 to support the development of a convenient, reliable, affordable, and equitable nationwide electric vehicle (EV) charging network. It requires the development of a statewide Electric Vehicle Infrastructure Deployment Plan (EVIDP), which was approved by the Joint Office of Energy and Transportation September 14, 2022. To support the next phase of the EV program, a Partner and Public Engagement Plan (PPEP) was developed.

This PPEP has two purposes:

1. Document stakeholder outreach that occurred to support the development of the EVIDP; and
2. Provide a high-level public outreach strategy for the EV Program's implementation.

The PPEP supports the state sharing the EV Program implementation progress and allows for the receipt of feedback on EV charging needs and opportunities.

The EV Program supports Florida's EV infrastructure investment efforts to date. In 2020, Governor Ron DeSantis signed Senate Bill 7018 requiring the Florida Department of Transportation (FDOT) to create a master plan for the development of EV charging infrastructure across Florida known as the Electric Vehicle Infrastructure Master Plan (EVMP), adopted in July 2021. This legislation advanced innovation and economic development within Florida's transportation sector and emphasized the state's priority of expanding electric vehicle supply equipment (EVSE), or charging stations, to support EV adoption. This PPEP builds on the public outreach conducted as part of the EVMP, leveraging existing partnerships and FDOT's resources. It serves as the tool for EV Program stakeholder engagement to ensure NEVI funds are invested across the state consistent with the implementation actions identified in the EVIDP.

On September 14, 2022, the EVIDP was accepted by FHWA, and FDOT began drafting the Request for Applications (RFA) which will be noticed on the MyFloridaMarketPlace website in 2023.

2. Goals and Expectations

As new information is gathered, engagement approaches, resources, and the stakeholder list may be updated to reflect changes. The PPEP is a living document and will be updated at major

project milestones. Public feedback will guide all phases of the EV Program implementation process and continue to be a resource for the installment of Florida's EVSE

The goals of the PPEP align with state and local transportation planning initiatives, the objectives of the state's long-range transportation plan, the Florida Transportation Plan (FTP), and the FDOT mission. The goals of the PPEP include:

Goal 1
Provide transparency on the public and stakeholder engagement process.

Goal 2
Provide understanding of the purpose of the EV Program.

Goal 3
Receive stakeholder feedback to help define Florida's EV network and craft strategies for installation.

Goal 4
Understand EV charging considerations and opportunities (i.e., business models, emerging technology, consumer needs).

Goal 5
Evaluate stakeholder participation strategies, obtain feedback, and report findings.

3. Federal and State Requirements

Public engagement will comply with federal and state requirements, including Title VI and all nondiscrimination laws. The PPEP meets the guidance criteria outlined in the FHWA NEVI guidance for public participation. These requirements are detailed in **Table 1.**

Table 1 | Federal and State Requirements for Partner and Public Involvement Related to Statewide Planning

Requirement (Regulation Citation)	Actions to Accomplish the Requirement
Title VI of the 1964 Civil Rights Act	Requires nondiscrimination in public participation based on race, color, national origin, sex, age, disability, or family status.
Americans with Disabilities Act of 1990	Requires public accommodations to provide equivalent access to individuals with disabilities.
23 Code of Federal Regulations (CFR), Part 450	Requires a public involvement process that provides public comment and review at key decision points.
23 CFR, Part 771	Establishes the importance of early agency

Requirement (Regulation Citation)	Actions to Accomplish the Requirement
	coordination and public involvement in the environmental review process.
Limited English Proficiency (Executive Order (EO)13166)	Improves access to Services for Persons with Limited English Proficiency (LEP) and ensures people with LEP will have meaningful access to programs and activities of agencies receiving Federal financial assistance.
National Electric Vehicle Infrastructure Formula Grant – Notice of Proposed Rulemaking, 23 CFR 680 (Publication Date: 6/22/2022)	The FHWA proposes to establish regulations setting minimum standards and requirements for projects funded under the NEVI Formula Program and projects for the construction of publicly accessible EV chargers under certain statutory authorities.
Section 120.525, Florida Statute (F.S.)	Requires a public notification period in advance of a public meeting.
Section 286.0114, F.S.	"Florida Sunshine" requirements for meetings of boards and commissions.
Section 339.155, F.S.	Provides procedures for public participation in transportation planning.
Florida EO 07-01 (1/2/2007), Plain English Initiative	Requires clear language, using the active voice and containing only necessary information presented in a logical sequence.

4. Stakeholder Development

Stakeholder engagement will be designed to encourage widespread partner participation. The process will be inclusive, diverse, and encourage two-way communication through multiple platforms and mediums. The stakeholders identified in this PPEP build upon the work undertaken as part of the EVMP and EVIDP and have expanded through outreach conducted to date for the EV Program and its implementation. FDOT is coordinating with partners on a regular basis, including the following:

- Federal, state, and local government agencies;
- Federally recognized tribal governments;
- State and local elected and appointed officials;
- Statewide modal organizations;
- General public;
- Electric utilities;

- Landowners (state agencies and private entities);
- Partner agencies;
- Workforce and labor organizations;
- Universities;
- Private sector industry companies and vendors;
- Community and advocacy groups; and
- EV interest groups.

Refer to **Appendix A**, Stakeholder List, for a more detailed list of stakeholders.

The stakeholder list represents various interests to offer diverse parties opportunities to provide feedback on EVSE needs. The stakeholder list will be updated throughout the EV Program implementation period. Continued coordination with local municipalities will help align the installation of EVSE with local and regional transportation planning initiatives and community visions.

To support federal and state initiatives of expanding transportation equity, FDOT will ensure this public engagement process has diverse and inclusive stakeholder representation across the state. This supports the Justice40 initiative which renews environmental justice legislation and places a stronger emphasis on equitable distribution of transportation benefits, particularly on disadvantaged and vulnerable communities.

4.1. Roles and Responsibilities

This section details roles and responsibilities that FDOT and partners play in the implementation of the PPEP. FDOT has lead responsibility for all aspects of the PPEP update, listed in **Table 2**, which also details the responsibilities of FHWA and partners/stakeholders.

Table 2 | Summary of Roles and Responsibilities

FDOT
Periodically update the FDOT Executive Board and the Executive Office of the Governor.
Lead coordination activities with regional, local, and statewide partner groups.
Lead planning and preparation for statewide events and regional workshops.
Assist with technical support for stakeholder meetings and coordinate participation of local and regional partners.
Draft and update presentations, other materials, and tools for use in briefings and updates to statewide, regional, and local partners to ensure consistent messaging.
Develop and update email and other partner notification contact lists.
Ensure that stakeholder EV Program resources are uploaded to the FDOT website.

Support and encourage stakeholders and the community to work together to advance the EV Program.
Identify best practices and approaches for engaging key audiences based on sociocultural profiles.
Develop and implement target strategies to educate stakeholders.
Distribute materials provided by FDOT Central Office to promote awareness among District staff and offices about the EV Program.
Provide briefings and updates for regional and local partners using various channels (i.e., Metropolitan/Transportation Planning Organizations (MPO), Regional Planning Councils, and local government meetings).
Document completed community engagement activities and input received during these activities.
Update the PPEP document at major project milestones throughout its five-year implementation.
Provide program funding notices for Florida's Request for Application (RFA).
Develop and maintain an EV Program website.
FHWA
Provide background, funding eligibility criteria, and program guidance for implementation in the EV charging infrastructure program.
Coordinate with federal, state, private industry, and local officials to facilitate an interstate and major road network of alternative clean fuel stations.
Encourage multistate and regional stakeholder cooperation and collaboration with FDOT on the implementation of the EV Program.
Coordinate its division offices to support FDOT's implementation of the EV Program, program funding notices for RFA, and the NEVI Program.
Partners/Stakeholders
Assist FDOT with coordinated targeted outreach to respective Governing Boards and other committees and groups, as applicable.
Promote awareness among organization leadership and staff.
Distribute materials provided by FDOT to promote awareness among elected officials about the EV Program updates, program funding notices for RFA, engage elected officials in the updates, and encourage implementation of the EV Program.
Collect and forward input received from partners/stakeholders related to the EV Program updates and share information with FDOT.
Staff-level coordination, participation in statewide and regional workshops, hosting workshops, and or providing time for input as part of the stakeholder's regularly scheduled meetings.
Promote community engagement in the EV Program using social media and other resources including stakeholders' outreach to their communities.

5. Overview of Community Engagement Process

The community engagement strategies allow for in-depth, tailored approaches to reach various groups. Communication will occur through stakeholder and community meetings, listening sessions, agency presentations, and outreach at other agency or industry events. Outreach opportunities will be conducted with stakeholder convenience in mind utilizing a hybrid approach, providing virtual and in person options. The following section provides an overview of activities.

5.1. Quarterly Newsletter

Due to the importance of providing timely, engaging information for the EV program, it is recommended to use electronic, HTML newsletters**.** This media will be device responsive, user-friendly, html content accessible through email and mobile devices. Additionally, associated analytics from mass email campaigns will be used so the program team can verify content engagement and evolve to attract more interest. Newsletters will feature program updates, relevant articles, facts and upcoming activities and deadlines. Newsletters will use FDOT EV program branding and be accessible via the program website and through automated subscription. An example of an HTML newsletter format is displayed in **Figure 1**.

Figure 1 | Example of HTML Newsletter Template

5.2. Digital Media Campaign

An interactive FDOT program website with details, deadlines, interactive maps, data, and information about NEVI will be developed. Users can find FAQs, a newsfeed with upcoming activities, relevant articles, program materials and easy to find contact information. Also, the program email address**, FDOT-ET@dot.state.fl.us,** will be displayed allowing public to submit questions directly to program team.

5.2.1. Website

The EVIDP has deployed one unified website with links to redirect from existing EV related content on previous websites for the Electric Vehicle Master Plan (EVIDP) and the EVIDP. The new site, https://www.fdot.gov/emergingtechnologies/home/evprogram, provides interested parties the opportunity to give feedback through a built-in comment form and sign-up ledger for project updates. This site advances the next step as interested parties prepare and submit RFAs for FDOT program request consideration. A list of frequently asked questions has been developed from stakeholder and public meeting input and will be displayed on the website. The website will be topically updated routinely as new information and resources become available. Additional methods for online public engagement may be evaluated to increase participation and enhance the online user experience.

5.2.2. Social Media

A social media campaign will help drive traffic to the program website. Branded monthly blasts distributed on FDOT's social media accounts (Facebook, Instagram, Twitter) with "did you know", fast facts, quick polls, and other ways of engaging public and encouraging website interest will be accompanied by a catchy hashtag, like "**#FLchargeahead**", will help garner attention. Examples of types of post content are shown in **Figure 2**

Figure 2 | Examples of EVSE Social Media Post Ideas

5.2.3. Polling, Surveys, and Questionnaires

Targeted outreach through polling, surveys, and questionnaires has been a successful tool in the EV Program development and remains a future consideration to help understand community needs and industry opportunities. This approach may be scaled for statewide use or selected stakeholder meetings to capture feedback. Resources such as **PollEverywhere, Mentimeter, SurveyMonkey** and others may be used to administer and display live question and answer sessions during a meeting. Additionally, physical surveys may be conducted at public outreach events. Refer to **Appendix C,** The EV Program Sample - Survey Questionnaire, for a survey example.

5.3. Virtual EVSE Chats

Virtual EVSE Chats can be hosted twice a year to allow the program team to engage with the community on key topical discussions like NEVI funding, access for disadvantaged communities, understanding EVSE, etc. The chats will be conducted using **Microsoft Teams** or **Go To Webinar** and recorded to be shared on website and social media. Key questions and topics to discuss during chats can be taken from online polls using website and social media.

5.4. EV Program Hosted Events

Program hosted events will be held annually and include the Industry Forum, utility workshops, and coordination opportunities with selected site teams. The format of these events can be virtual, hybrid, and in-person depending on the context/season of the activity.

The first industry forum was held on November 18, 2022, post USDOT's approval of FDOT's EV Program and in advance of the NEVI program RFA.

Industry forum feedback from November 18, 2022, is provided below using topical categories:

- **Electric Grid Availability** – Discussions have occurred and will continue with electric utility companies. The FDOT will continue to coordinate with utilities including analyzing sites based on plans. Data sharing is important for power supply resilience. The details, in alignment with the NEVI Guide, will be further specified in the RFA; therefore, planning and data sharing is needed to determine appropriate infrastructure, transformer availability and timely installation.
- **Electric Vehicle Charging Station Sites** – No mandatory requirements for stations to be co-located on state or publicly-owned property. The ability for fleets to use charging stations is an option; however, the stations need to be accessible to public and private vehicle recharge. The FDOT will further evaluate truck parking sites in the future so fleet use may be appropriately served on such sites. Site permitting is critical to installation. Yet, those permits are solely issued by the local government jurisdiction for which the station is located. Local FDOT Districts will share information; however, they do not regulate and control the permit process.
- **Materials/Equipment** – The RFA will provide the required materials and equipment to be used. This detailed information may be found within the technical requirement section of the RFA.
- **Procurement (General)** – There is no bid "Pre-Qualification" anticipated in the RFA. All firms, service-disabled veteran, small firms, or other types of firms will be considered.
- **Procurement Process for Phase 2** – Due to the uniqueness of the program, lessons learned, post Phase 1, will be considered for the Phase 2 approach, that is yet to be defined. The current match is 20 percent and based on the program RFA responses, and FDOT will re-access the match requirement. To this point, Phase 2, currently is not

defined and FDOT will consider Design Build or P3s (if current Florida Law authorizes that type of an approach).

- **Property Owner Participation** – Property owners are anticipated to be part of a RFA team for each program application. These teams may be composed of property owners, technology companies, equipment providers, utilities etc., with one agreement being entered into for the program award with the prime contractor who will process agreements with other team partners or subcontractors.
- **Resiliency –** The State is seeking innovative technologies should the power grid be impacted for short and long-term durations including for purposes of operations and maintenance.
- **Workforce –** The FDOT will include workforce language in the RFA clarifying types of workers, including apprenticeship priority as set forth in the USDOT Guidelines issued in February 2022.

Refer to **Appendix A** for a list of the attendees at the first Industry Forum held on November 18, 2022, refer to the tab titled "Industry Forum".

5.5. Tag Along Events

The program team will table, canvas, and engage the community at already set up events including FDOT/state events; professional association conferences/activities; major community events, and higher education events and career fairs. Potential events include:

- FDOT Transplex, Design Symposium, FTP Update
- Florida Association of Counties events
- Florida League of Cities events
- Florida Metropolitan Planning Organization Advisory Council events
- American Planning Association Florida Conference
- Women in Transportation Florida Chapter events
- Clean Cities Coalition Florida events
- Florida Engineering Society Conference
- Florida American Society of Civil Engineers Conference
- Career fairs for UCF, UF, USF, FIU, UNF, UWF, FSU
- Community events: Orange County Community Conference, South Florida Fair
- Transportation Builders Association (FTBA) annual joint conference with FDOT

5.5.1. Statewide Events

FDOT will continually evaluate new approaches and opportunities to engage the public through industry conferences, workshops, and listening tours. An example is to partner with other FDOT offices that may host a statewide listening tour to engage communities on various transportation initiatives.

Refer to **Appendix B**, The EV Program– Meetings/Presentations, for a summary of the activities that occurred to date in support of the EV Program development.

5.6. Site District Annual Meetings/Coordination

Annual public meetings/open houses will be hosted with local agencies in Districts with Phase 1 sites to provide updates on progress and engage community. These can be individual meetings hosted virtually and in-person. These meetings will serve as a pulse check to see how the community is responding to the program progress and to assess what engagement gaps may need to be addressed.

5.7. Local Community Engagement

To help address NEVI's focus enhanced outreach to disadvantaged communities, this plan will employ targeted engagement to local communities where sites have been selected. This will occur through tag-along events and possible meetings with community-based organizations where tag along events are limited. Additionally, we recommend including inclusive communication strategies including providing multilingual materials in selected areas where it is appropriate. The PPEP is a living document, and these strategies may change as the EV program evolves.

5.8. Internal FDOT EVSE Coffee Breaks

Biweekly or monthly internal FDOT virtual meetings can be held to provide updates, share information, provide talking points, and answer FAQs. These are intended to be brief check-ins to help share program information across the department.

5.9. One-on-One Stakeholder Meetings

One on-one meetings with key stakeholders will be conducted by request.

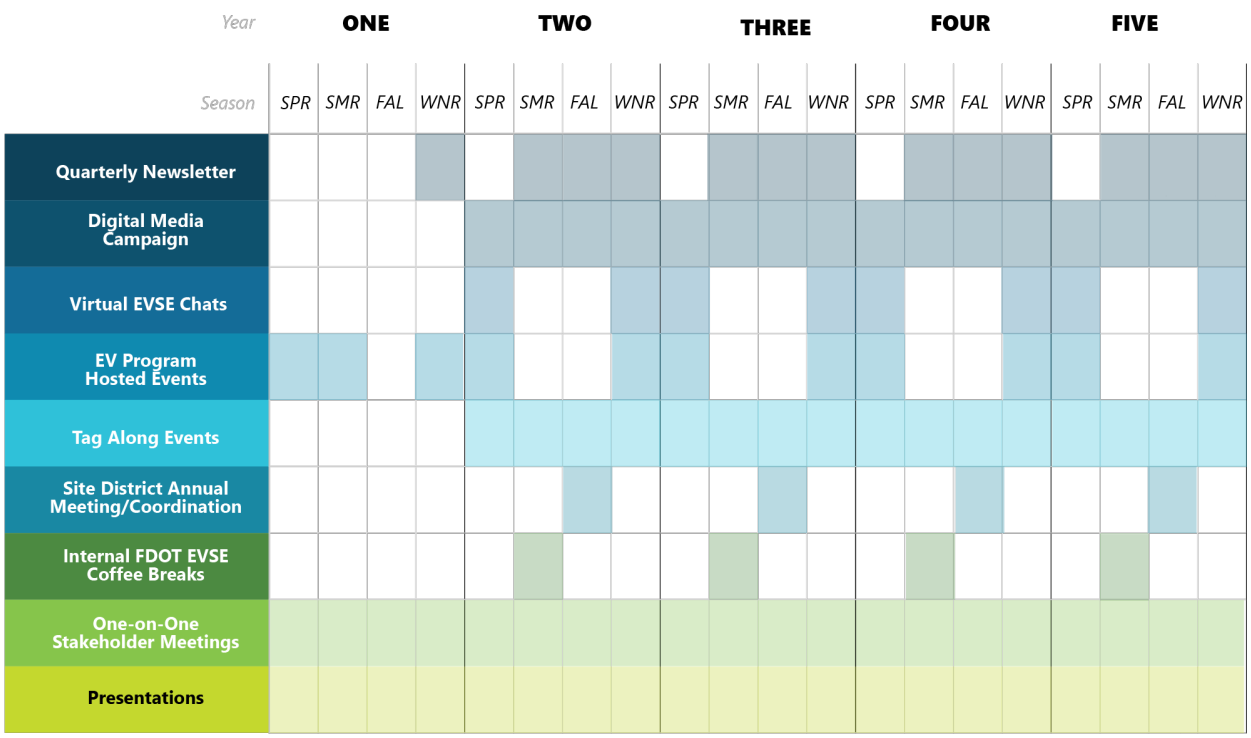
5.10. Presentations

Group presentations scheduled and by request will be presented to colleges, neighborhood associations, EV related groups, professional associations, etc. These presentations will help spread the word on the program.

5.11. Schedule of Activities

These activities will take place throughout the duration of the five-year program. A schedule of these activities is presented in **Figure 3**. This schedule may change as the program progresses and event dates evolve.

Figure 3 | Community Engagement Five Year Schedule



5.12. Communication Approach

The following outlines FDOT's communication approach for stakeholder engagement during EV Program development, program notices for RFA, and EV Program implementation:

- Engage the public and obtain feedback on preferred charging locations, charging preferences, and proposed impacts and costs.
- Engage stakeholders and communities to ensure deployment supports federal and state goals of achieving equitable and fair distribution of EVSE.
- Establish early and continuous public participation opportunities that provide timely information about the EV Program, program notice RFA release phases (online links to cross refence program RFA notice[s] that are posted on the MyFloridaMarketPlace), awarded charging station sites delineated geographically, and other program points of interest to all interested parties.
- Provide reasonable public access to educational, technical, and policy information to enhance the public's knowledge and ability to participate in the development and implementation of the EV Program.
- Provide adequate public notice of participation opportunities during the development of the EV Program, and time for public review and comment on the planning, design, program notice links for RFAs and EV Program implementation process.

- Promote adaptive public engagement to offer all impacted communities full and equitable opportunities to be engaged.
- Communicate through the website posting future EV public meetings or Industry Forum dates and related content.
- Engage District's Public Information Coordinators and FDOT MPO liaisons to push program updates to local governments and partners.
- Provide annual public meetings or listening sessions to report on the program progress.
- Present program progress through industry conferences.
- Maintain a current database of Frequently Asked Questions.

5.13. Stakeholder Engagement Evaluation/Metrics

To assess the effectiveness of the PPEP, the program team intends to evaluate participation and public response to help facilitate the implementation process. Progress indicators and performance measures such as, but not exclusive to, the number of attendees at meetings, events, and presentations; website visits; number of individual website sign ups to request information; topical comments received; and newsletter open rates will be used to track engagement and monitor feedback over the five-year implementation of the EV Program. This will help FDOT evaluate the effective public engagement strategies, allowing for program planning adjustments as needed. Refer to **Appendix D**, Partner & Public Engagement Metrics. Additionally, to help inform and measure engagement efforts with disadvantaged communities, **Appendix A** specifically identifies these associated stakeholders.

To help compile and evaluate some of the metrics, a **CRM platform Zoho,** can be used. This platform streamlines the comment intake process and efficiently reports out on several variables, **Figure 4**, including analysis of email and outreach activity. Specifically, this tool can be used throughout the five years during the activities where comments, questions and feedback are generated including the Industry Forums, the RFA process, and during the public comment review period for the EVIDP annual updates. This platform provides a searchable electronic record of stakeholder participation. Also, Zoho provides a comprehensive view of each person or organization's participation in the program. This tool also manages public and agency participation, mailing lists, and meeting attendance records.

Figure 4 | Example of Zoho Analytics Dashboard

Appendix A. Stakeholder List

Organization/Stakeholder Group **Notes a disadvantaged community*
FEDERAL GOVERNMENT
Federal Highway Administration
Federal Highway Administration - Florida Division Office
Joint Office of Energy and Transportation
National Renewable Energy Laboratory
United States Department of Energy
United States Department of Transportation
FLORIDA TRIBAL GOVERNMENT
The Miccosukee Tribe of Indians of Florida*
The Mississippi Band of Choctaw Indians
The Muscogee (Creek) Nation
The Poarch Band of Creek Indians
The Seminole Nation of Oklahoma
The Seminole Tribe of Florida
STATE GOVERNMENT
CareerSource Florida*
Enterprise Florida
FDACS - Office of Energy
FDACS Florida Advisory Council of Climate and Energy
Florida Department of Transportation
Florida Advisory Council on Climate and Energy (FACCE)
Florida Department of Economic Opportunity
Florida Department of Education*
Florida Department of Emergency Management
Florida Department of Environmental Protection
Florida Department of Highway Safety and Motor Vehicles
Florida Dept. of Environmental Protection (DEP)
Florida Division of Blind Services*
Florida Highway Patrol
Florida Public Service Commission
Office of Planning and Budgeting/Transportation and Economic Development Unit
Space Florida
Visit Florida
LOCAL GOVERNMENT
Broward MPO*
City of Alachua*
City of Bartow*
City of Blountstown
City of Bushnell*
City of Chattahoochee*
City of Clewiston*
City of Fort Meade*
City of Green Cove Springs
City of Homestead*
City of Lake Worth*
City of Lakeland*
City of Leesburg*
City of Moore Heaven*
City of Mount Dora
City of New Port Richey*
City of New Smyrna Beach*
City of Newberry
City of Ocala*
City of Orlando*
City of Quincy*
City of Starke*
City of Tallahassee*

Organization/Stakeholder Group **Notes a disadvantaged community*
City of Vero Beach*
City of Wauchula*
City of Williston*
City of Winter Park
Hernando County*
MetroPlan Orlando*
Miami-Dade Office of Resilience
Monroe County*
North Florida TPO*
Palm Beach County Office of Resilience
Space Coast TPO*
Brevard County*
STATEWIDE MODAL ORGANIZATIONS
Florida Airports Council
Florida Ports Council
Florida Public Transportation Association
NON-PROFIT/ADVOCACY ORGANIZATION
Clean Cities Coalition - Central Florida
Clean Cities Coalition - North Florida
Clean Cities Coalition - Southeast Florida
Clean Cities Coalition - Tampa
Environmental Defense Fund (EDF)
EVNoire
Florida Association of Counties
Florida League of Cities
Florida Regional Councils Association
Metropolitan Planning Organization Advisory Council
Sierra Club
Small County Coalition
Southeast Florida Regional Climate Change Compact
Southeastern Energy Efficiency Alliance
Southern Alliance for Clean Energy
The Nature Conservancy
UTILITIES
Beaches Energy Services
BP Pulse Fleet (formerly AMPLY Power)
Broward MPO
Central Florida Electric Coop., Inc.
Choctawhatchee Electric Coop., Inc.
City of Bartow
City of Lakeland
City of Winter Park
Clay Electric Coop., Inc.
Duke Energy
Escambia River Electric Coop.
Florida Electric Coop., Association
Florida Electric Power Coordinating Group Inc.
Florida Keys Electric Coop., Association, Inc.
Florida Municipal Electric Association
Florida Power & Light (FP&L)
Florida Public Utilities Company
Fort Pierce Utilities Authority
Francis Energy
Gainesville Regional Utilities
Glades Electric Coop., Inc.
Gulf Coast Electric Coop., Inc.
Havana Power and Light Company
JEA

Organization/Stakeholder Group **Notes a disadvantaged community*
Kissimmee Utility Authority
Lee County Electric Coop., Inc.
Okefenoke Rural Electric Membership Corporation
Orlando Utilities Commission
Owen Electric
Peace River Electric Coop., Inc.
Power South
Reedy Creek Improvement District
Sumter Electric Coop., Inc.
Suwannee Valley Electric Coop., Inc.
Talquin Electric Coop., Inc.
Tampa Electric Company
TECO
Tri-County Electric Coop., Inc.
Utility Board of the City of Key West
West Florida Electric Coop., Association, Inc.
Withlacoochee River Electric Coop., Inc.
PRIVATE COMPANIES OR VENDORS
Accenture
Advanced Energy Economy (AEE)
Amazon
America Petroleum Insititute- API
AMP
Applegreen
Asset Market
Becker Lawyers
Blink Charging
Brickell Energy
Charge Zero
ChargePoint
Dannar
Drive Electric Florida
ecoPreserve
Electrify America
Enel X Way
EnviroSpark Solutions, Inc.
EV Transports
EvGO
EvPower
Flash Parking
Florida Automobile Dealers Association
Florida Technology Council
GATE Petroleum Company
GenCell
Greenlots
Guidehouse
Hopping, Green, and Sams
JEJ Associates
JM Family
Kalibrate
Liberty Partners of Tallahasse
Love's Travel Stops
Martathon Petroleum
Nova Charge
Parsons Transportation Group
RaceTrac
RSH
The Cadmus Group

Organization/Stakeholder Group **Notes a disadvantaged community*
TSE Consulting
Urban Engineers
Velco Energy/Siemons
Volta Charging
Wallbox
WaWa
GENERAL PUBLIC
Travel Centers
EV Semi-Fleet Corp.
Florida Tesla Enthusiasts

Appendix B. The EV Program - Meetings/Presentations

Meeting Name	Date	Federal, State, Local Agencies	Federally Recognized Tribes	Utilities	Private Companies / Vendors	Advocacy Groups	General Public
Statewide Stakeholder Group Meetings							
Florida NEVI Program Stakeholder Meeting	3/22/2022	¢	¢	¢	¢	¢	
Florida NEVI Program Stakeholder Meeting	5/23/2022	¢	¢	¢	¢	¢	
Electric Utility Workshop #1	2/24/2023			¢			
Public Comment Webinar	7/5/2023	¢	¢	¢	¢	¢	¢
Federal/State/Local Government Agency Presentations/Meetings							
Hernando-Citrus MPO	3/7/2022	¢					
FDOT/FHWA/FPTA/MPOAC Coordination	3/8/2022	¢					
FDACS Office of Energy	3/10/2022	¢					
FDEP/FDACS/FPSC State Agency Coordination	3/10/2022	¢					
Florida Electric Power Coordinating Group EV Subcommittee	3/16/2022	¢					
Clean Fuel Coalition	4/17/2022	¢					
Central Florida Clean Cities Coalition	3/25/2022	¢					
FTPA Implementation Committee Meeting	3/30/2022	¢					
Joint Office of Energy and Transportation	4/13/2022	¢					
Lee County MPO	4/14/2022	¢					
FHWA Florida Division Office	4/18/2022	¢					
Florida Regional Planning Councils Association	4/22/2022	¢					
South Florida Regional Transportation Authority	4/22/2022	¢					
FLDOE Division of Blind Services	4/25/2022	¢					
MPOAC Staff Directors Meeting	4/27/2022	¢					
MPOAC Meeting	4/28/2022	¢					
City of Largo	5/1/2022	¢					
FDEP/FDACS/FPSC State Agency Coordination	5/16/2022	¢					
FTP Environmental Partners Working Group	5/19/2022	¢					

Meeting Name	Date	Federal, State, Local Agencies	Federally Recognized Tribes	Utilities	Private Companies / Vendors	Advocacy Groups	General Public
Joint Office of Energy and Transportation Regional Office Hours	5/1/2022	¢					
SE Regional NEVI Planning Meeting	3/15/2023	¢					
Joint Office of Energy and Transportation Regional Office Hours	5/16/2023	¢					
2023 ACEC Florida Transportation Conference	6/1/2023	¢					
U.S. DOT EV Charging Symposium	7/12/2023	¢					
National Conferences and Expositions							
RILA Panel Speaker (Request)	2/21/2023	¢			¢	¢	¢
SAE's EV Charing Infrastructure Event (Virutual)	5/15/2023	¢			¢	¢	¢
American Council of Engineering Companies (ACEC)	5/31/2023 & 6/1/2023	¢			¢	¢	¢
SAE's EV Charging Infrastructure Event (online)	5/16/2023	¢			¢	¢	¢
EV Charging Infrastructure National Conference	7/13/2023	¢			¢	¢	¢
Statewide Conferences and Expositions							
FDOT Transportation Symposium Webinar Series-Design Model Review Tools	9/22/2021	¢					
FDOT TranPlex Web Series Webinar	10/22/2021	¢					
Florida Sustainable Transportation and Technology Expo	3/30/2022	¢					
EV Infrastructure Deployment Industry Forum	11/18/2022	¢	¢	¢	¢	¢	¢
EV Infrastructure Deployment Industry Forum 2	6/29/2023	¢	¢	¢	¢	¢	¢
Rail and Transit Listening Sessions							
Statewide Virtual Kickoff	3/21/2022	¢					
Jacksonville Regional	3/29/2022	¢					
Lakeland Regional	4/6/2022	¢					
Longwood Regional	4/7/2022	¢					
Fort Myers Regional	4/12/2022	¢					
Aventura Regional	4//13/22	¢					
Marianna Regional	4/26/2022	¢					

Meeting Name	Date	Federal, State, Local Agencies	Federally Recognized Tribes	Utilities	Private Companies / Vendors	Advocacy Groups	General Public
One-On One Partner Meeting with Industry & Advocacy Groups							
Florida Petroleum Marketers Association	03/01/22					¢	
EVGo	03/03/22				¢		
Florid Power and Light	03/11/22			¢			
Southern Alliance for Clean Energy	03/11/22					¢	
Seminole Electric	03/15/22			¢			
International Brotherhood of Electrical Workers	03/18/22					¢	
Electrify America	03/24/22				¢		
EVGo	03/28/22				¢		
Center for Sustainable Energy	03/28/22					¢	
Accenture	04/01/22				¢		
Association of Energy Services Professionals	04/05/22					¢	
Kalibrate	04/05/22				¢		
Owen Electric	04/06/22			¢			
IFC	04/14/22					¢	
ChargePoint	04/14/22				¢		
Rivian	04/14/22				¢		
Southern Alliance for Clean Energy	04/18/22					¢	
Climate Group	04/21/22					¢	
Orlando Utilities Commission	04/22/22			¢			
EnviroSpark Energy Solutions, Inc.	05/04/22				¢		
Blink Charging	05/10/22				¢		
Charge Zero	05/10/22				¢		
Southern Alliance for Clean Energy	05/11/22					¢	
Advanced Energy Economy	05/26/22					¢	
Environmental Defense Fund	05/26/22					¢	
AMPLY Power	05/27/22				¢		

Meeting Name	Date	Federal, State, Local Agencies	Federally Recognized Tribes	Utilities	Private Companies / Vendors	Advocacy Groups	General Public
ecoPreserve	07/06/22						
Blind Services	07/07/22					¢	
EvPower	07/22/22				¢		
Francis Energy	07/26/22			¢		¢	
Love's Travel Stops	07/29/22						¢
Dannar	07/29/22						¢
WAVE	08/02/22				¢		¢
Stanley	08/29/22						
FDOE	08/31/22	¢					
Terbine	09/06/22						¢
Wawa	09/08/22				¢		
Wallbox	09/12/22				¢		
Ev Semi-Fleet Corp.	10/06/22						¢
MHD	10/14/22						¢
Duke Energy	10/17/22			¢			
Clean Cities/Clean Coalitions	10/17/22						¢
Onarach Holding	10/28/22				¢		
JEA	11/01/22			¢			
GenCell	11/03/22				¢		
Tritium	11/07/22				¢		
Tesla	11/07/22				¢		
Monroe County	11/08/22	¢					
Zooz Power	11/14/22				¢		
Vota Charging	11/16/22				¢		
Asset Market	11/17/22				¢		
Power South	12/08/22			¢			
Drive Electric Florida	12/08/22				¢		

Meeting Name	Date	Federal, State, Local Agencies	Federally Recognized Tribes	Utilities	Private Companies / Vendors	Advocacy Groups	General Public
North Florida TPO	12/09/22	¢					
Flash Parking	12/19/22				¢		
BGR/Travel Centers	01/04/23				¢		
Orlando Utilities Commission	01/04/23			¢			
Enel X Way	01/06/23				¢		
Velcoe Energy/Siemens	01/13/23				¢		
Public Utility Research Center at the UF	2/23/2023					¢	
Website, Newsletters, & Social Media Outreach							
EV Charging Infrastructure Program Website Launched	07/03/2023						X

Appendix C. The EV Program Sample – Survey Questionnaire

	Electric Vehicle Infrastructure Sample Survey
1	Please rank the following considerations for determining electric vehicle (EV) fast-charging infrastructure locations in order of importance from 1 to 4, where 1 is the most important and 4 is the least important. __ Proximity to amenities __ Proximity to interstate/highway interchanges __ Space to support the future buildout
2	Please rank the following planning considerations for EV fast-charging infrastructure in order of importance from 1 to 4, where 1 is the most important and 4 is the least important. __ Fees - costs to use EV fast charging __ Equity - targeting rural, disadvantaged, and underserved communities __ Evacuation Routes __ Economic Development
3	How can FDOT best consider the impacts of EV fast-charging infrastructure on rural/disadvantaged/underserved communities?
4	What opportunities should FDOT consider related to EV fast-charging infrastructure deployment?
5	What innovative ideas should FDOT consider related to EV fast-charging infrastructure?

Appendix D. Partner and Public Engagement Metrics

Meetings (Presentations)				
Meeting Title	Date of Event	# of Attendees	# of Comments Received	# Attending In Person / # Attending Virtually
Website				
Date of Review	# of Website Visits	# of Visitors Signing up for More Information	# of Comments Received	# of Visitors Requesting Specific Information

Raj Ponnaluri, PhD, PE, PTOE, PMP
Manager, Emerging Technologies
(850) 410-5616
Raj.Ponnaluri@dot.state.fl.us

FDOT

ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

CIVIL RIGHTS PLAN

FDOT

ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT
CIVIL RIGHTS PLAN

This Civil Rights Plan (Plan) is adopted in accordance with the Florida Department of Transportation (FDOT), Electric Vehicles Infrastructure Deployment (EVID) Plan adopted to implement the National Electric Vehicle Infrastructure Program (NEVI).

FDOT is utilizing a competitive grant program to allocate NEVI formula program funds to subrecipients for acquisition, construction, installation, operation, and maintenance of electric vehicle charging station infrastructure. Subrecipients receiving NEVI grant program funds from FDOT are required to comply with civil rights laws and associated regulations. As the recipient of NEVI Formula Program funds from Federal Highways Administration (FHWA), FDOT is committed to complying with federal civil rights laws and regulations. FDOT passes these same requirements to Subrecipients under the Title VI/Non-discrimination Assurance that is required under each Subrecipient Grant Agreement. Important laws and regulations relating to Subrecipient's Title VI and nondiscrimination obligations are identified in the Subrecipient Grant Agreement and the assurance required of each Subrecipient under the terms of the Agreement.

Tools to Assist with Compliance

The tools to assist with compliance with Title VI and nondiscrimination requirements will include:

Efficient Transportation Decision Making (ETDM)

FDOT's ETDM environmental screening tool will be available to screen projects ahead of formal environmental document development to support the National Environmental Policy Act (NEPA) clearance. FDOT's ETDM supports its Title VI program by conducting early review and analysis of many socioeconomic data sources, including racial and ethnic data for areas surrounding the project that may likely to be affected by the project.

NEPA

FDOT has assumed FHWA's responsibilities under the NEPA for highway projects on the State Highway System (SHS) and local agency program projects off the SHS. Subrecipients will be required to comply with NEPA requirements.

Public Participation

FDOT will implement its Partner and Public Engagement Plan (PPEP) during the development and subsequent updates to Florida's EVID Plan. FDOT's PPEP will serve as a tool for FDOT to gather, collect, and document relevant information for the federally mandated Community Engagement & Outcomes Report.

FDOT Title VI/Nondiscrimination Implementation Program

FDOT will utilize its adopted Title VI/Nondiscrimination Implementation Program to monitor Subrecipient compliance with the requirements of applicable law and regulations, and the Subrecipient assurances executed in connected with each grant agreement. A Subrecipient must demonstrate to the Department that it complies with Title VI requirements. Minimal expectations are an executed assurance, Title VI policy and complaint procedures document, and identification of a Title VI point of contact. The Department conducts in-depth reviews of subrecipients as part of quality assurance reviews. Subrecipient deficiencies will be addressed by either determining the Subrecipient ineligible for federal funding or withholding project payments for deficiencies. FDOT seeks voluntary compliance to the maximum extent possible, providing tools, training, and even one-on-one technical assistance, where requested or warranted.

Limited English Proficiency

As recipients of federal financial assistance, Subrecipients must take reasonable steps to ensure meaningful access to EVID programs, services and activities for individuals with limited ability to read, speak, write, or understand English (LEP). Subrecipients will be referred to FDOT's Limited English Proficiency guidance to effectively share information with individuals with LEP. Additionally, Subrecipients will be referred to FDOT's Language Assistance Plan as a best practices resource for guidance in complying with these requirements.

Florida Department of Transportation
605 Suwannee Street
Tallahassee, FL 32399

FDOT