NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN

JANUARY 2025

FDOT

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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 2025 (FFY 25) update provides a status of Florida's NEVI competitive selection efforts and updates data used for maps and tables. This Plan has also been updated to reflect the updated USDOT guidance in the June 11, 2024 Electric Vehicle Infrastructure Deployment Plan template. The following is a summary of updates by section:

SECTION 1: Introduction
Updated references and data.

SECTION 2: State Agency Coordination
No change.

SECTION 3: Public Engagement
No change.

SECTION 4: Plan Vision and Goals
Updated to reflect Florida's investment in infrastructure that improve connectivity to DCFC sites.

SECTION 5: Contracting
Updated to reflect progress for Program contracting.

SECTION 6: Title VI Compliance
Updated to reflect current Program contracting approach.

SECTION 7: Existing and Future Conditions Analysis
Updated references and data.

SECTION 8: EV Charging Infrastructure Deployment
Map and text updates on FFY 24 Plan implementation progress. Updated reference to the state's approach for use of NEVI funding.

SECTION 9: Implementation
Updated to reflect the current selection progress, updated Phase 1 gap map, and updated actions to reflect current status and progress.

SECTION 10: Distribution of Benefits Considerations
Updated references and data.

SECTION 11: Labor and Workforce
Updated to reference FDOT's existing workforce development program.

SECTION 12: Physical Security and Cybersecurity
No change.

SECTION 13: Program Evaluations
Updated performance evaluation.

SECTION 14: Discretionary Exceptions
No change.

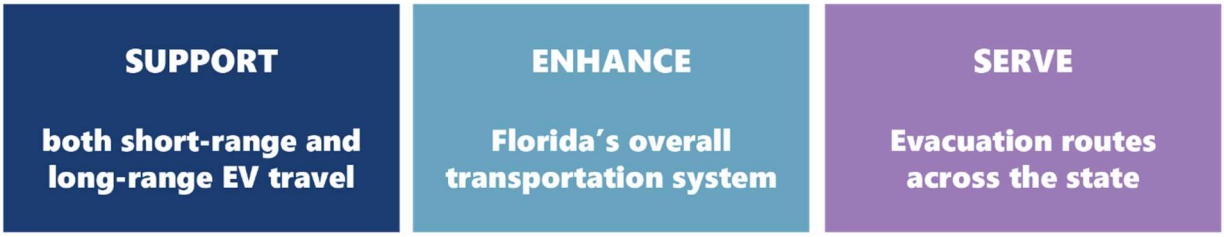
This Plan is Florida's framework for implementing the NEVI Program to invest funding for electric vehicle (EV) infrastructure improvements to address charging gaps identified in the market. The framework described in this updated FFY 25 Plan supports the goals and objectives of not only the state's long-range 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 address infrastructure improvements needed to improve connectivity to EV charging that is open to the general public or to authorized commercial vehicles from more than one company. The state's EV charging network 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 Florida 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, is currently undergoing an update and identifies the need to develop transportation systems that increase mobility, provide connectivity, enhance Florida's communities and conservation efforts, 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.

Figure 1: EVIDP Goals



1.1. EVMP Objectives

The EVMP was developed through extensive public outreach, including seven outreach webinars with over 150 stakeholders, and supports the FTP goals including state competitiveness, and quality of life while prioritizing Florida's environment and natural beauty. It serves as a starting point for public and private entities to identify the challenges and opportunities for investment infrastructure to support EV charging and also as a guide for future legislation and public engagement.

1.2. State Characteristics

Florida's roadways are some of the most traveled in the nation serving nearly 22.9 million residents[1] and over 140.6 million annual visitors.[2] **Figure 2** displays Florida's projected population and visitor growth.

Figure 2: Florida Population and Visitor Growth[3]

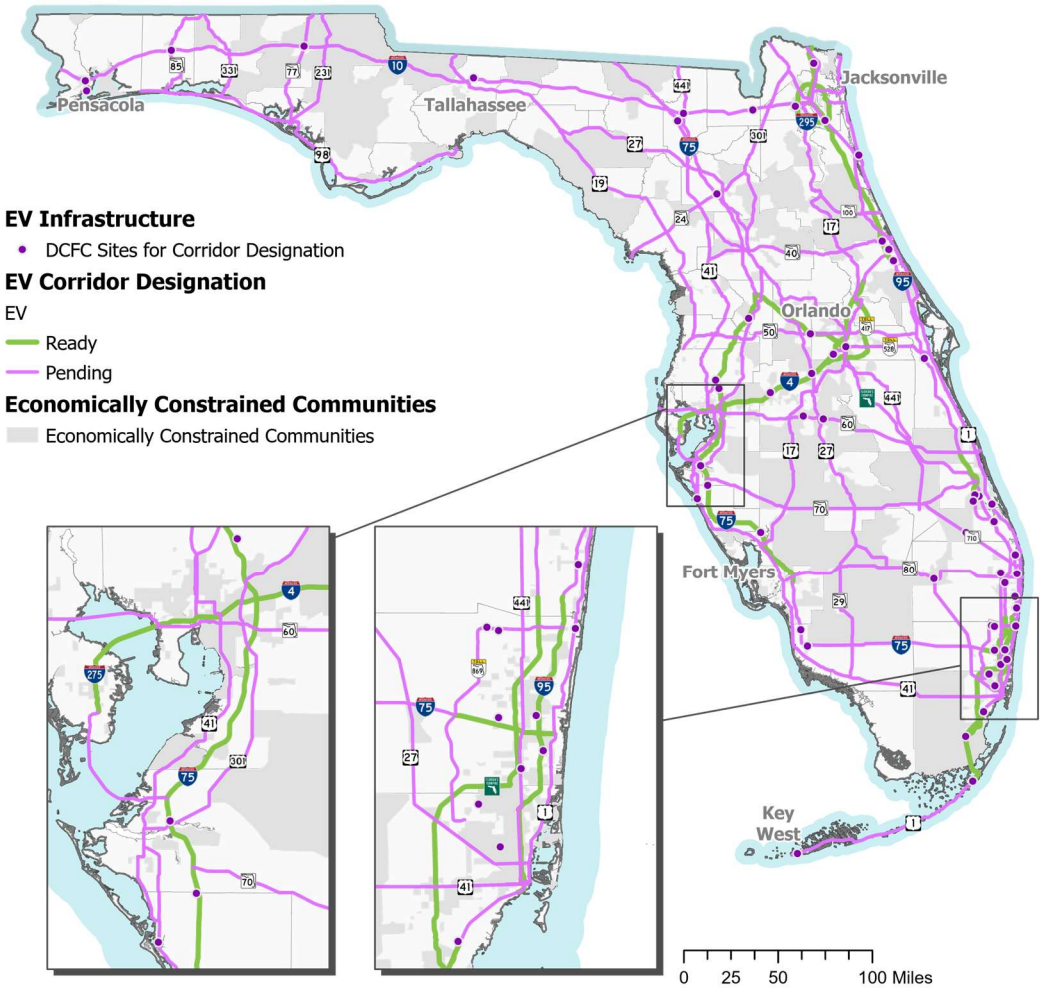
Source: http://edr.state.fl.us/content/conferences/fleconomic/floridaeconomicresultslongrun.pdf as of 12/19/23.

In addition to consuming over 8.5 billion gallons of gasoline annually in support of the world's 15th largest economy,[4] Florida's EV market has experienced growth in vehicle sales and installation of new chargers. Roughly 1.88 percent of registered vehicles are electric, and **more than 2,100 DCFC ports** and 6,800 Level 2 chargers are already publicly available as of January 1, 2024[5]. Since 2020, the number of available DCFCs increased by 220 percent, which offers a ratio of 67 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.[6] **This allows the state to utilize funds from the NEVI Program on infrastructure improvements needed to support EV charging gaps identified in the market over the five-year period of NEVI.**

Figure 3 shows the existing DCFCs within one mile of a designated AFC.[7] To meet the NEVI requirements for AFC 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 economically constrained urban, rural, and tribal communities. **Figure 3** shows these communities of Florida as provided from the FDOT Environmental Screening Tool.

Figure 3: Florida's DCFC Locations within one mile of an AFC



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

Source: https://hepgis-usdot.hub.arcgis.com/apps/usdot::electric-vehicle-afc-rounds-1-7-1/about
Source: https://services.arcgis.com/xOi1kZaI0eWDREZv/arcgis/rest/services/DOT_Disadvantage_Census_Tracts/FeatureServer/0

2. State Agency Coordination

No change.

3. Public Engagement

No change.

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 deployment strategy includes a transparent, market-based, competitive approach, 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.

The goals of the Plan have been updated to focus on implementation. The following goals will guide Florida as it moves forward to buildout an EV network.

- ☑ Enhance connection to energy sources for transportation fuels.
- ☑ Position Florida as a national leader in transportation infrastructure, including connectivity to multiple fuel and charging options.
- ☑ Enhance Florida's overall transportation system, including roadways within economically constrained urban, rural, and tribal communities.
- ☑ Support emergency evacuation.
- ☑ Benefit all of Florida's communities through this Program.
- ☑ Anticipate changes in travel choices and transportation technologies related to EV adoption.

Achieving these goals will advance Florida's reliable and convenient EV charging infrastructure.

Investments made with NEVI funds will aim to close network gaps by improving connection to DCFC sites which will encourage market-installation of NEVI compliant charging no more than 50 miles apart, provide at least four ports at each location, and provide an EV infrastructure charging station within 25 miles of the corridor termini. This approach compliments private sector investments in EV charging infrastructure that has continued since the development of the EVMP. Federal Fiscal Year 2025 activities will focus on continued planning and infrastructure investment along the interstate system. 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 improvement progress.

This Plan is supported by three implementation strategies:

IMPLEMENTATION STRATEGY 1

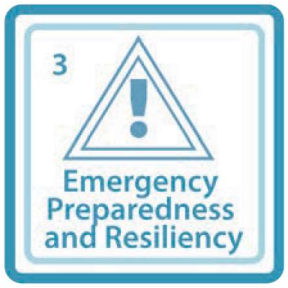
Planning a reliable and future-proof network:

Lead the effort to develop and deliver the process for the buildout of Florida's infrastructure, which further supports a national network of DCFC sites by providing better connectivity. **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 a competitive selection process to install and provide for long-term operations and maintenance to ensure the successful investment in a statewide infrastructure network that provides connection to convenient and reliable DCFC infrastructure. **The success of this implementation strategy is predicated on a competitive selection process in collaboration with partners delivering innovation and best value through market-informed solutions.**



IMPLEMENTATION STRATEGY 3

Emergency preparedness:

Provide reliable connection to DCFCs during emergency events. This is paramount to the safety and mobility of Florida's residents and visitors. Infrastructure designated as evacuation corridors will be addressed and hardened to withstand wind and water. 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 investment of NEVI funding in Florida will be contracted through a competitive selection process. NEVI formula funds will be released in phases with Phase 1 concentrated along the interstate system.

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 results of the RFI clarify the roles and responsibilities, especially those unique to Florida, which 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.

Competitive Selection Performance Indicators:

- Site criteria including amenities.
- Compliance with Section 553.5041, F.S., and American with Disabilities Act (ADA).
- Workforce development.
- Minimum performance measures.
- Data and reporting requirements.
- Warranty requirements.

In implementing the formula NEVI Program, FDOT will contract through a competitive selection process *that complies with Title 23 and the applicable requirements under 2 CFR 200*. The state will not own, operate, or maintain the EV charging infrastructure. The private entities may pay the entire non-federal share of the project costs through the installation of DCFC charging within their sites that benefit from the improved connectivity provided by the State's improvement along adjacent infrastructure.

6. Title VI Compliance

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

6.1. Title VI 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. 105-2A12.[8]

FDOT will require projects to adhere to US Code[9] 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-f14[10]) that details the process FDOT implements statewide for the

Title VI Nondiscrimination Program in accordance with U.S. Department of Transportation regulations.

NEVI Policy

FDOT has created a FDOT Title VI Plan (**Appendix C**) in support of the Florida NEVI Program. FDOT will utilize its existing Title VI/Nondiscrimination Implementation Program to monitor compliance with the requirements of applicable laws and regulations, and the assurances executed in connection with each agreement. The selected entity 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 as part of quality assurance reviews. Deficiencies will be addressed by either determining indelibility 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.

6.2. 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 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.

6.2.1. Public Meeting Guidelines

FDOT will ensure compliance with Title II, Regulation Supplement[11] and as set forth in Subpart B – General Requirements, Section 35.13017,[12] for meetings and events that may be scheduled regarding EV Charging Station(s). FDOT uses the Florida Relay Services to communicate with Florida residents 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.

6.2.2. Website/Digital Presentations

Website standards and guidelines[13] 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, weather, and land use and travel patterns along with an analysis of the current EV infrastructure within the state.

7.1. Current State EV Infrastructure Needs

The EVMP provided an overview of EV ownership and market adoption by vehicle type. Florida's EV adoption rate is roughly around 1.88 percent and statewide availability of DCFCs is 2,100. Ownership and adoption rates are the highest in the major urban areas of Jacksonville, Orlando, Tampa, and Miami.

7.2. State Geography, Terrain, Weather, 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.

Florida has humid subtropical weather, which translates to cool winters with hot, humid summers. The average daily temperature is 72.3 degrees Fahrenheit (ºF) 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**. Figure 4** and **Figure 5** summarize the annual temperature and precipitation experienced within the state.

As history has shown, Florida is susceptible to tropical disturbances during the Atlantic hurricane season between June and November. Large volumes of lightning strikes tend to occur during summer weather 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.

Figure 4: Annual Temperature

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

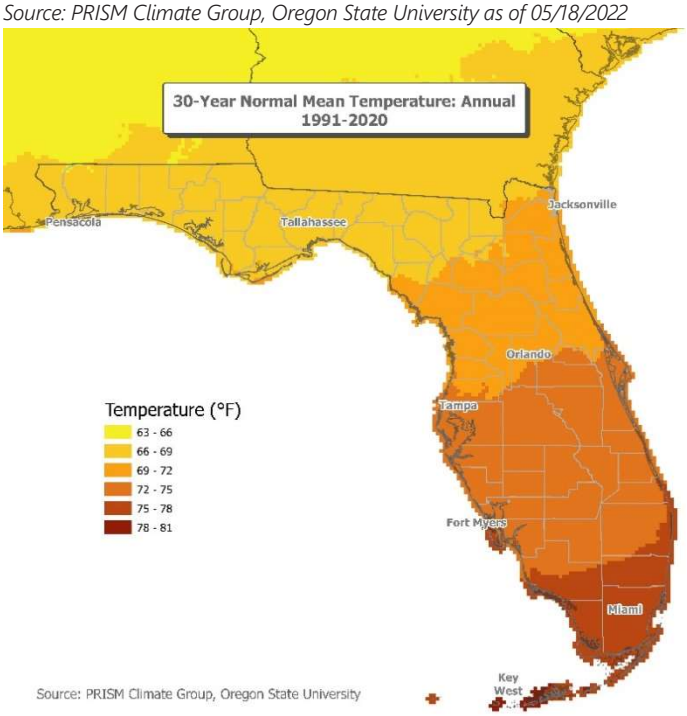
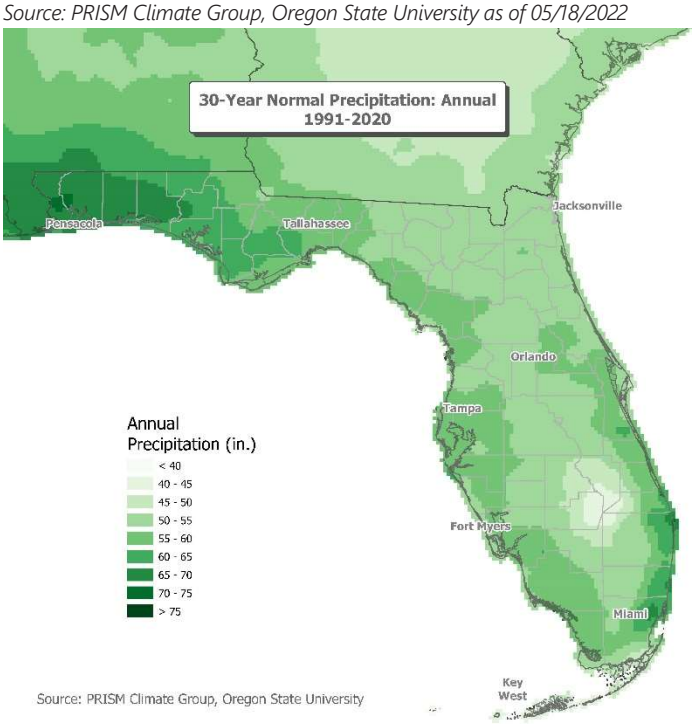


Figure 5: Annual Precipitation

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



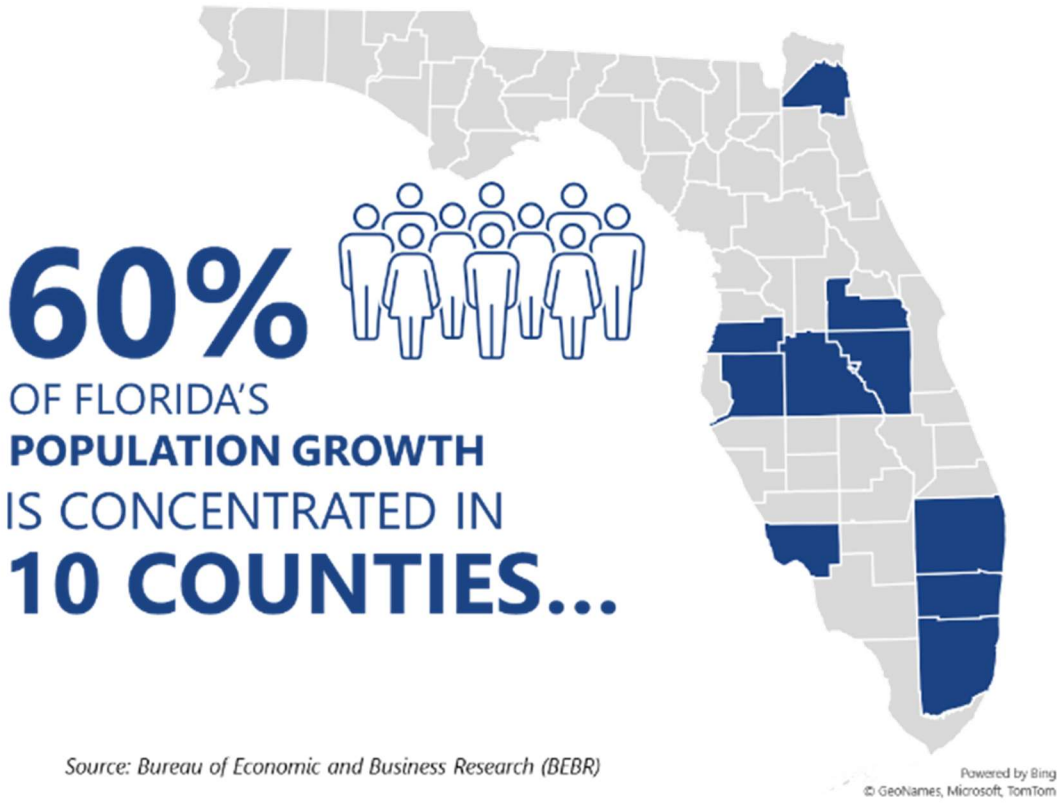
Since 2000, Florida has been affected by over 79 tropical or subtropical cyclones. During Hurricane Irma in 2017,[14] nearly seven million residents were evacuated, illustrating the focus on Florida's evacuation corridors.

Following the 2017 season, FDOT developed Hurricane Irma's Effect on Florida's Fuel Distribution System and Recommended Improvements with several recommendations included in this Plan. Responding to the need for EV charging options 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.

7.3. Travel Patterns

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.

Figure 6: Top Ten Counties for Projected Population Growth

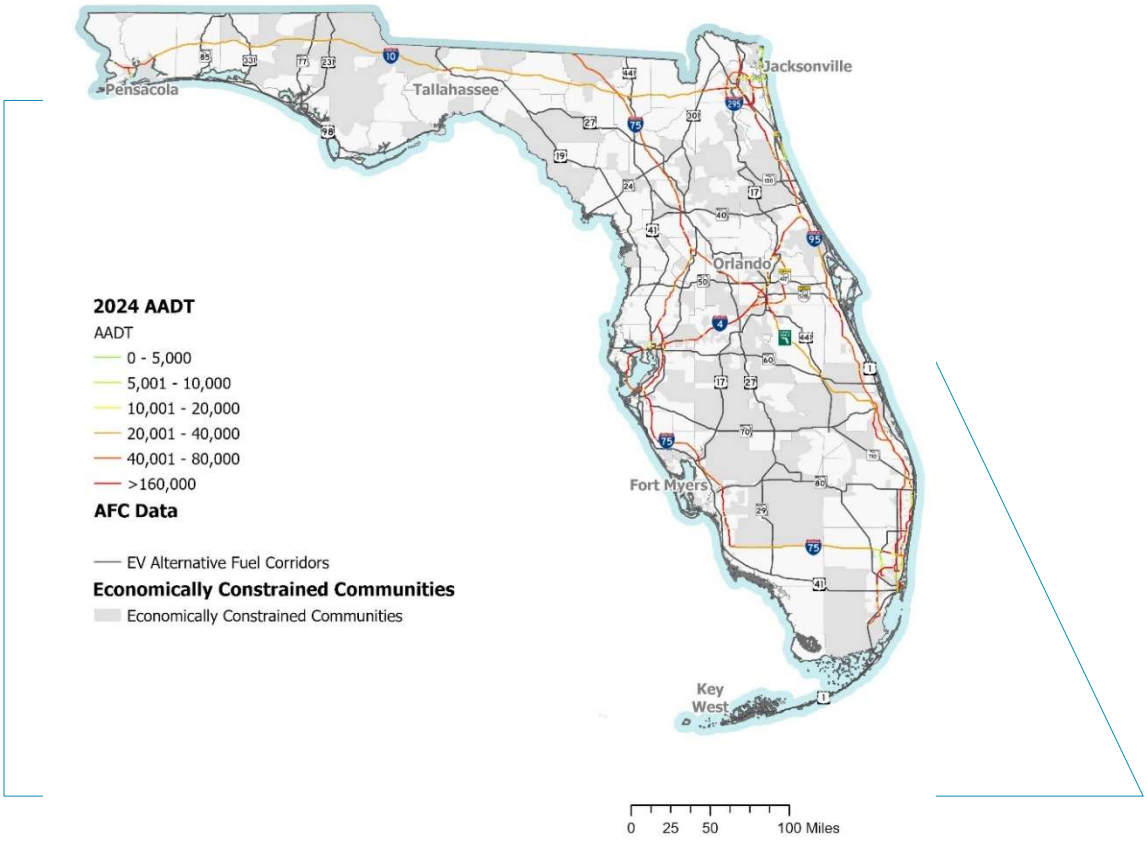


The state contains several emerging areas including Fort Myers/Naples, Ocala/The Villages, and Tallahassee, which continue to grow. These areas rely heavily on personal vehicles for mobility needs. Remaining areas are classified as rural. Within the rural areas are three designated Rural

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, cruise terminals, airports, and spaceports. 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 2023, Florida welcomed over 140 million visitors. Additionally, nearly 90 percent of the state's commuters travel by car.[15] **Figure 7** shows Florida's Annual Average Daily Trips across the Strategic Intermodal System overlaid on top of areas that are economically constrained. 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)

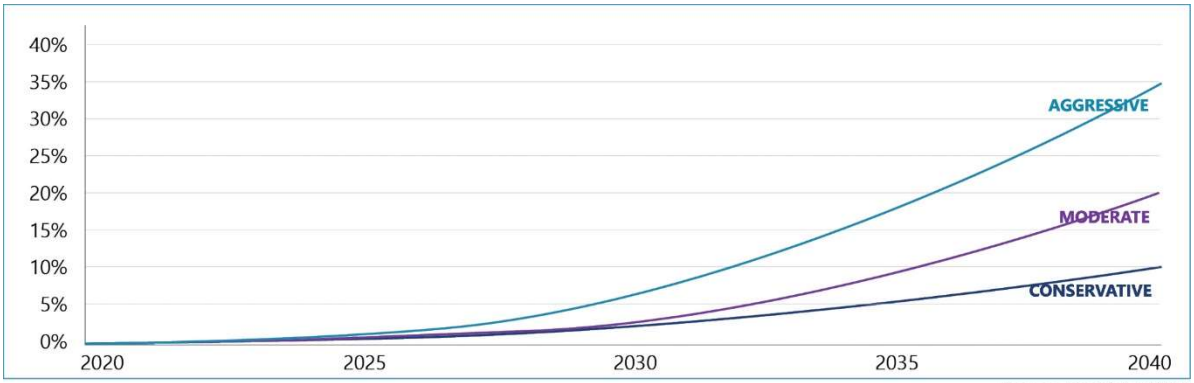


Source: https://fdot.maps.arcgis.com/home/item.html?id=96c6f10bac1b4dd59115d5a5627bbd95

7.4. Current Market Conditions

While automobile manufacturers' production has ebbed and flowed over recent quarters, 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 U.S. 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.

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



Source: Florida's EVMP

7.5. 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. Some of Florida's local governments and private industry have invested in partial EV conversions. 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.

7.5.1. 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 available DCFCs as needed.

7.5.2. 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.

7.6. Public Transportation Considerations

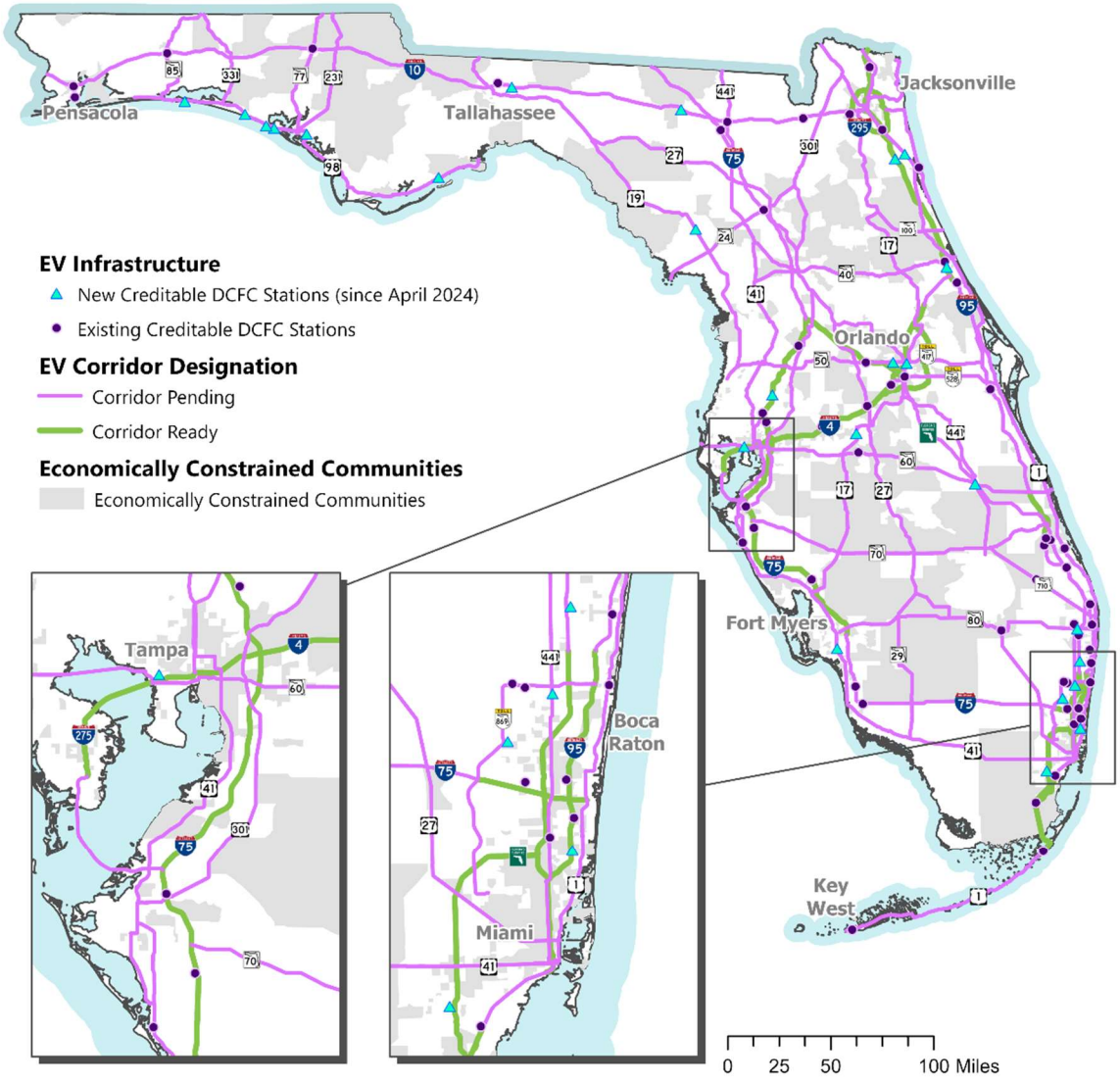
Transit agencies throughout Florida have been proactive in supplementing fleet vehicles with EVs, yet many express that a full conversion is most likely not currently feasible. Transit vehicles serve Florida's communities during emergency evacuations, which could include the use of the DCFC network. Considerations for electric transit vehicles 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, could be included as the larger EV asset strategy.

7.7. 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.* ***Table 1:*** *lists Existing DCFC Sites Used for AFC Corridor Designation. Status changes from "corridor-pending" to "corridor-ready" are also included and reflect AFC Round 6 compliant stations added along the National Highway System.*

Figure 9: 2024 AFC Designations



(1) Designated segments support hurricane evacuation routes, economic development, tourism, rural needs, and/or freight

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_Disadvantaged_Census_Tracts/FeatureServer

Table 1: Existing DCFC Sites Used for AFC Corridor Designation

#	ID	Route	Address	Number of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Towards Fully Built Out Determination?
1	121843	I-110	6235 North Davis Highway, Pensacola, FL 32504	4	Electrify America	TBD*	TBD*
2	127227	I-10	1400 Village Square Boulevard, Tallahassee, FL 32312	4	Electrify America	TBD*	TBD*
3	164343	US-27	Love's Travel Shop 45000 US-27, Davenport, FL 33897	4	Electrify America	TBD*	TBD*
4	167164	US-441	8001 S. Orange Blossom Trail, Orlando, FL 32809	6	Electrify America	TBD*	TBD*
5	167236	US-1	10300 Southside Blvd, Jacksonville, FL 32256	4	Electrify America	TBD*	TBD*
6	167712	SR-24	3970 SW Archer Road, Gainesville, FL 32608	4	Electrify America	TBD*	TBD*
7	167950	SR-91	94 Florida's Turnpike, Lake Worth, FL 33467	4	FPLEV	TBD*	TBD*
8	167984	SR-91	144 Florida's Turnpike, Port St. Lucie, FL 34984	6	FPLEV	TBD*	TBD*
9	168208	I-95	2500 W Broward Blvd, Fort Lauderdale, FL 33312	10	Electrify America	TBD*	TBD*
10	168488	I-75	375 Kings Hwy, Port Charlotte, FL 33983	6	Electrify America	TBD*	TBD*
11	169352	I-95	450 Townsend Rd, Cocoa, FL 32926	4	Electrify America	TBD*	TBD*
12	169528	I-75	2163 W CR 48, Bushnell, FL 33513	4	Electrify America	TBD*	TBD*
13	170034	US-1	101499 Overseas Hwy, Key Largo, FL 33037	4	Electrify America	TBD*	TBD*
14	170302	SR-40	1521 W Granada Blvd, Ormond Beach, FL 32174	6	Electrify America	TBD*	TBD*
15	170312	I-95	1675 NW St Lucie West Blvd, Port St Lucie, FL 34986	6	Electrify America	TBD*	TBD*
16	170319	I-75	9885 Collier Blvd, Naples, FL 34114	4	Electrify America	TBD*	TBD*
17	170325	US-1	3200 Flagler Ave, Key West, FL 33040	4	Electrify America	TBD*	TBD*
18	170326	SR-869	6001 Coral Ridge Dr, Coral Springs, FL 33076	4	Electrify America	TBD*	TBD*
19	170329	I-75	5461 Factory Shops Blvd, Ellenton, FL 34222	4	Electrify America	TBD*	TBD*
20	170346	US-77	1619 Main St, Chipley, FL 32428	4	Electrify America	TBD*	TBD*
21	170425	US-441	3519 US Highway 441, Lake City, FL 32055	4	Electrify America	TBD*	TBD*

Table 1: Existing DCFC Sites Used for AFC Corridor Designation (continued)

#	ID	Route	Address	Number of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Towards Fully Built Out Determination?
22	170667	I-75	18001 Highwoods Preserve Pkwy, Tampa, FL 33647	8	Electrify America	TBD*	TBD*
23	186257	I-95	3200 Old Boynton Beach Rd, Boynton Beach, FL 33436	4	Electrify America	TBD*	TBD*
24	187156	US-1	8888 SW 136th St, Miami, FL 33176	5	Electrify America	TBD*	TBD*
25	189804	US-821	33501 S Dixie Hwy, Florida City, FL 33034	4	Electrify America	TBD*	TBD*
26	190067	US-441	301 S SR 7, Hollywood, FL 33023	4	Electrify America	TBD*	TBD*
27	192238	I-95	3800 Oakwood Blvd, Hollywood, FL 33020	6	EVgo Network	TBD*	TBD*
28	193153	SR-91	10287 Okeechobee Blvd, Royal Palm Beach, FL 33411	4	Electrify America	TBD*	TBD*
29	194918	US-869	9600 Westview Dr, Coral Springs, FL 33168	4	Electrify America	TBD*	TBD*
30	205237	I-75	3221 W US Highway 90, Lake City, FL 32024	6	FPLEV	TBD*	TBD*
31	205238	I-95	53 Daydream Ave, Yulee, FL 32097	6	FPLEV	TBD*	TBD*
32	205240	US-41	4910 S Tamiami Trail, Sarasota, FL 34231	6	FPLEV	TBD*	TBD*
33	205241	I-95	2198 Gatlin Blvd, Port St. Lucie, FL 34953	6	FPLEV	TBD*	TBD*
34	205242	SR-710	15935 SW Warfield Blvd, Indiantown, FL 34956	4	FPLEV	TBD*	TBD*
35	206454	US-1	1200 S Federal Hwy, Deerfield Beach, FL 33441	4	Electrify America	TBD*	TBD*
36	206455	I-95	1200 Linton Blvd, Delray Beach, FL 33444	4	Electrify America	TBD*	TBD*
37	221458	I-95	11701 Lake Victoria Gardens Ave, Palm Bch Gardens, FL 33410	8	Electrify America	TBD*	TBD*
38	222230	I-595	8000 West Broward Blvd, Plantation, FL 33388	6	Electrify America	TBD*	TBD*
39	228637	I-295	7953 Normandy Blvd, Jacksonville, FL 32221	6	EVgo Network	TBD*	TBD*
40	254408	I-75	2421 Tarpon Bay Blvd, Naples, FL 34119	4	FPLEV	TBD*	TBD*
41	256062	I-95	1900 Okeechobee Blvd, West Palm Beach, FL 33409	4	FPLEV	TBD*	TBD*
42	261124	I-275	2300 Grand Cypress Dr, Lutz, FL 33559	6	Electrify America	TBD*	TBD*

Table 1: Existing DCFC Sites Used for AFC Corridor Designation (continued)

#	ID	Route	Address	Number of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Towards Fully Built Out Determination?
43	261416	I-4	8200 Vineland Ave, Orlando, FL 32821	6	Electrify America	TBD*	TBD*
44	261479	I-10	9200 FL-228, Macclenny, FL 32063	4	FPLEV	TBD*	TBD*
45	262608	US-1	3174 NW Federal Hwy, Jensen Beach, FL 34957	6	Electrify America	TBD*	TBD*
46	279373	I-95	1771 Dunlawton Ave, Port Orange, FL 32127	6	Electrify America	TBD*	TBD*
47	279380	I-4	4330 US Highway 98 N, Lakeland, FL 33809	4	Electrify America	TBD*	TBD*
48	279390	I-75	140 University Town Center Dr, Sarasota, FL 34243	6	Electrify America	TBD*	TBD*
49	371815	SR-50	4600 Collina Terrace, Clermont, FL 34711	6	Electrify America	TBD*	TBD*
50	320207	US-27	210 US Highway 27 North, South Bay, FL 33493	4	EVgo Network	TBD*	TBD*
51	323276	US-A1A	140 Vilano Rd, St Augustine, FL 32084	4	FPLEV	TBD*	TBD*
52	323558	US-60	7990 State Route 60, Bartow, FL 33830	4	EVgo Network	TBD*	TBD*
53	327933	I-110	21 S Baylen St, Pensacola, FL 32502	4	FPLEV	TBD*	TBD*
54	330576	US-85	112 John King Rd, Crestview, FL 32539	4	FPLEV	TBD*	TBD*
55	330578	US-1	9621 US-1, Sebastian, FL 32958	4	FPLEV	TBD*	TBD*
56	330580	I-95	7900 SW Load River Rd, Stuart, FL 34997	4	FPLEV	TBD*	TBD*
57	348255	I-10	6676 US-129, Live Oak, FL 32060	4	FPLEV	TBD*	TBD*
58	331081	I-10	1535 Apex Dr, Tallahassee, FL 32317	4	EV Connect	TBD*	TBD*
59	371681	I-275	2223 N Westshore Blvd, Tampa, FL 33607	6	Electrify America	TBD*	TBD*
60	303622	I-4	129 W Robinson St, Orlando, FL 32801	17	CHARGE UP	TBD*	TBD*
61	332305	I-75	29933 State Road 52, Dade City, FL 33576	4	eVgo Network	TBD*	TBD*
62	331336	I-95	1011 W Hallandale Beach Blvd, Hallandale Beach, FL 33009	4	FPLEV	TBD*	TBD*
63	N/A	I-95	2330 Gateway North Dr, Dayton Beach, FL 32117	16	Mercedes-Benz	TBD*	TBD*
64	N/A	I-95	252 World Commerce Pkwy, St. Augustine, FL 32092	10	Mercedes-Benz	TBD*	TBD*

Table 1: Existing DCFC Sites Used for AFC Corridor Designation (continued)

#	ID	Route	Address	Number of Charging Ports	EV Network	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Towards Fully Built Out Determination?
65	308261	SR-24	399 N Hathaway Ave, Bronson, FL 32621	4	EV Connect	TBD*	TBD*
66	334348	SR-50	7149 W Colonial Dr, Orlando, FL 32818	4	EV Connect	TBD*	TBD*
67	371851	SR-60	3051 State Road 60, Okeechobee, FL 34972	4	eVgo Network	TBD*	TBD*
68	348257	SR-80	8821 Southern Blvd, West Palm Beach, FL 33411	4	FPLEV	TBD*	TBD*
69	354299	SR-821	9001 SW 127th Ave, Miami, FL 33186	6	eVgo Network	TBD*	TBD*
70	348259	SR-869	10201 W Commercial Blvd, Sunrise, FL 33351	4	FPLEV	TBD*	TBD*
71	331365	SR-91	7577 W Atlantic Ave, Delray Beach, FL 33446	4	FPLEV	TBD*	TBD*
72	N/A	US-1	105 Regalo Rd, St. Augustine, FL 32095	4	FPLEV	TBD*	TBD*
73	358325	US-17	3015 Lake Alfred Rd, Winter Haven, FL 33881	4	FORD_ CHARGE	TBD*	TBD*
74	371484	US-19	1025 N Young Blvd, Chiefland, FL 32626	4	EV Connect	TBD*	TBD*
75	279405	US-41	13711 S Tamiami Trail, Fort Myers, FL 33912	6	Electrify America	TBD*	TBD*
76	348258	US-441	5511 Wiles Rd, Coconut Creek, FL 33073	4	FPLEV	TBD*	TBD*
77	331587	US-98	105 Tallahassee St, Carrabelle, FL 32322	4	EV Connect	TBD*	TBD*
78	349052	US-98	518-B North Tyndall Pkwy, Callaway, FL 32404	4	EV Connect	TBD*	TBD*
79	348254	US-98	11701 Panama City Beach Pkwy, Panama City Beach, FL 32407	4	FPLEV	TBD*	TBD*
80	354685	US-98	16006 Front Beach Rd, Panama City Beach, FL 32413	6	FPLEV	TBD*	TBD*
81	354684	US-98	11291 US-98, Watersound, FL 32413	6	FPLEV	TBD*	TBD*
82	354683	US-98	20001 Emerald Coast Pkwy, Destin, FL 32541	4	FPLEV	TBD*	TBD*

** Existing station owners/operators participation to be determined.*

7.8. 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, including the common acceptance of NACS chargers.
- 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 capacity) 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.
- Low EV adoption rate.

Cost

- Cost escalations due to large scale deployment resulting in material availability shortages.

8. EV Charging Infrastructure Deployment

Florida will receive approximately $198 million in NEVI formula funds through FFY 26. These funds will be used to improve the roadway network that will provide entry to DCFC sites installed by the market. Working in tandem with our industry partners to fill in the gaps and identify innovative solutions that support charging in rural and economically constrained 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 infrastructure improvements along the interstate system. Strategies for deployment are addressed in Section 9, Implementation.

8.1. Funding Sources

The required non-federal match for NEVI formula funds is a minimum of 20 percent. State or private-sector matching funds will be used.

8.2. Completing the EV Charging Network

Florida will continue to monitor the EV network across the state over the life of the Program and monitor any corridor upgrades annually as private and public investments continue to occur. Monitoring upgrades will be a factor in the state's decision on where to prioritize investment of NEVI funding.

8.3. 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 recommends prioritizing 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 and economically constrained areas; to identify gaps where there is a benefit to the site owner; to assure alignment with state priorities; and when the need is not addressed elsewhere. Florida's Phase 1 focus for infrastructure improvement 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 by provisioning the electrical capacity for upgrades during the initial charger construction which can help support future demand changes, resulting in drastically lower upgrade time and cost. Futureproofing 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 support the existing and planned distribution and transformer capacity with electric utility providers along the designated AFCs.

8.4. 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 taken into account, 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 locally operated 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 increase in the coming years. According to the 2023 PSC review of the ten-year site plans, utilities anticipate that by 2032 there will be more than 2.5 million EVs and more than 49,000 charging stations (including all levels of charging) across the state[16]. This will result in an annual energy consumption of nearly 11 GWh by 2032, which represents an impact of 3.9 percent of the net energy load. Utilities have submitted their 2024 ten-year site plans, but the PSC has not completed its review.

Figure 10: Investor-Owned Electric Utility Providers

Homeland Infrastructure - Foundation Level Data (HIFLD) as of 06/27/2022

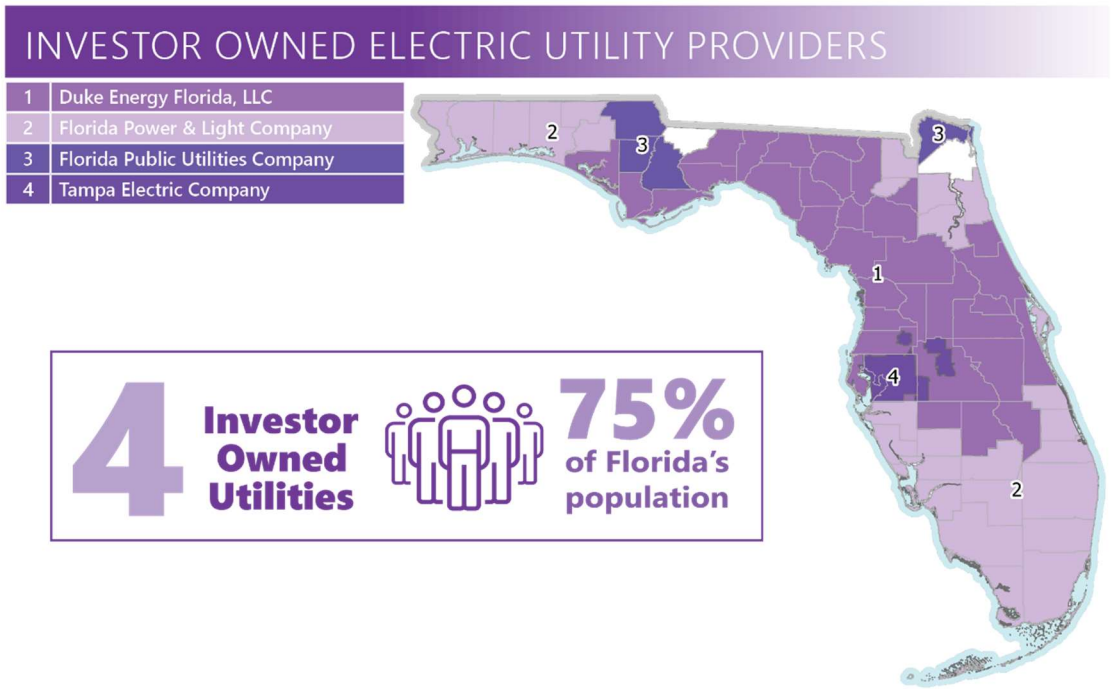


Figure 11: Cooperative Electric Utility Providers

Homeland Infrastructure - Foundation Level Data (HIFLD) as of 06/27/2022

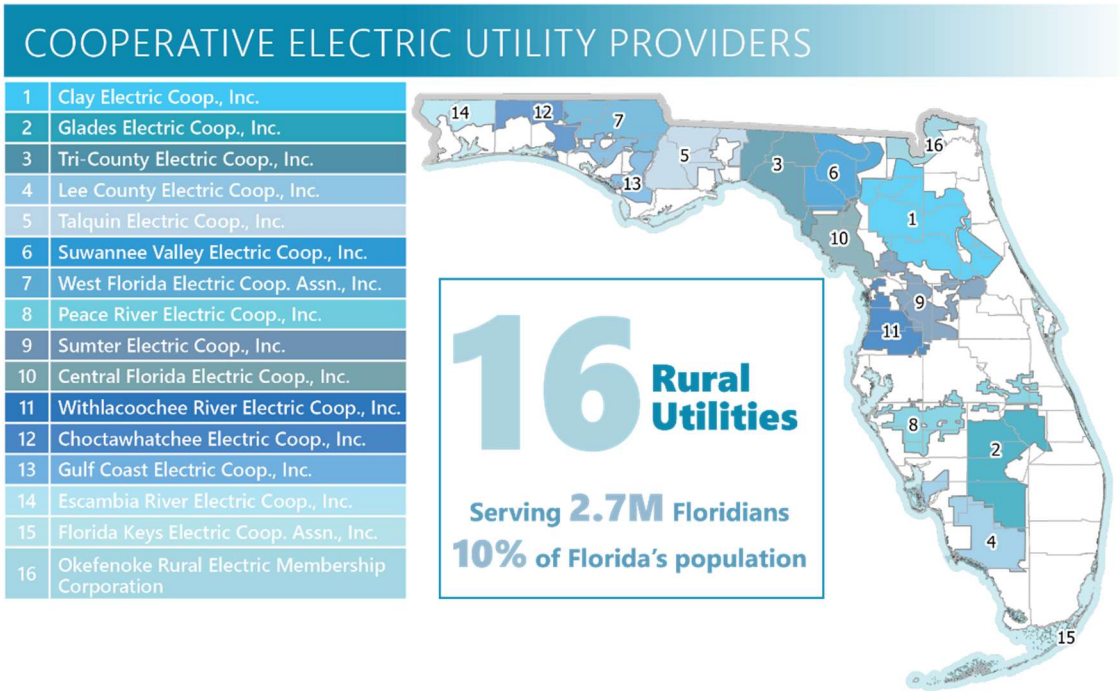
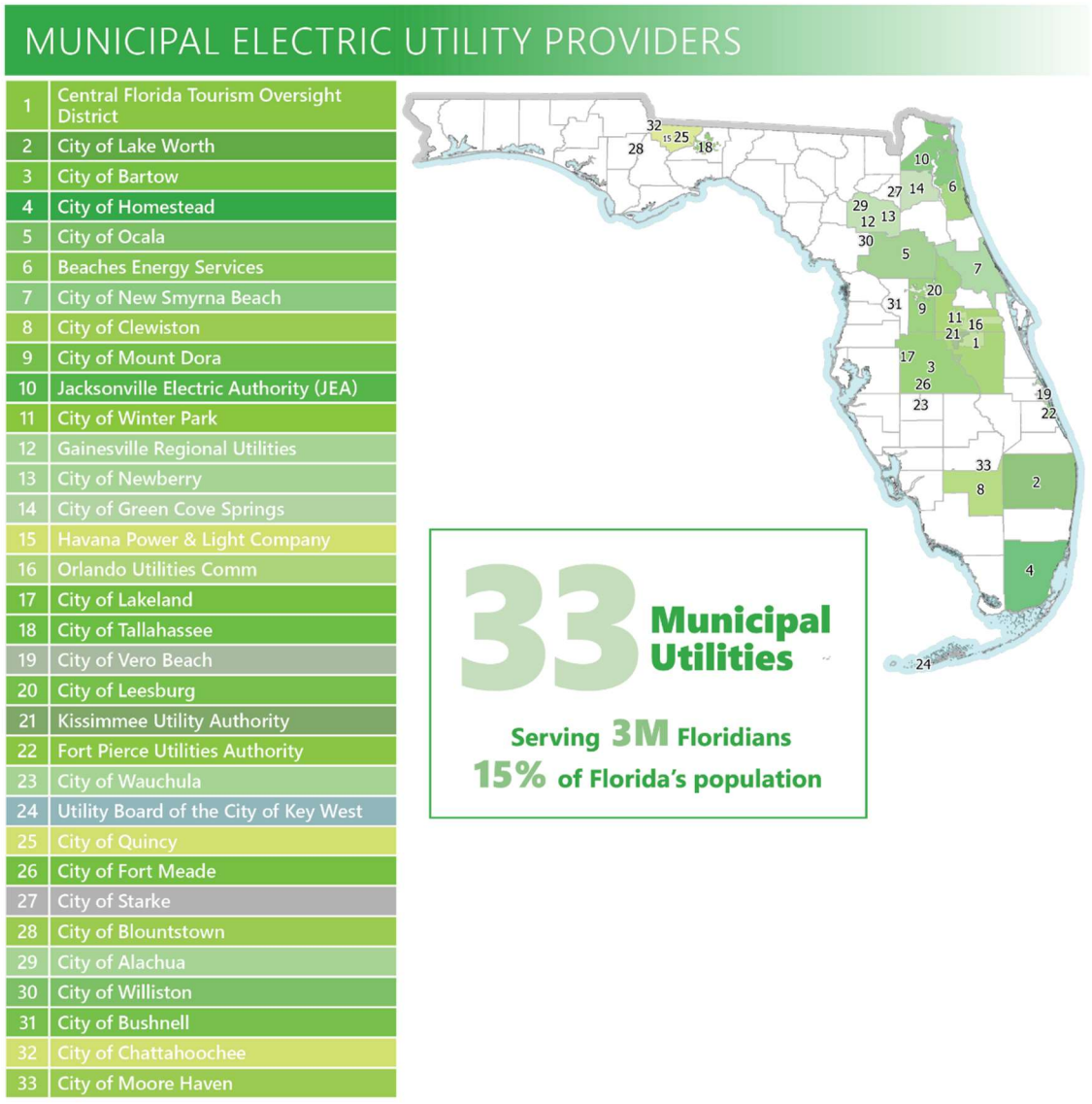


Figure 12: Municipal Electric Utility Providers

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 buildout. ***Since 2021, publicly available DCFC has grown from 870 ports to over 3,800 ports as initially driven by the private sector.*** *To enhance the efficiency in implementation of the Program, evaluation is underway to identify needed infrastructure improvements to support market-driven installation of EV charging. 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 along the interstate system.*

Figure 13 summarizes the results of the Phase1 gap analysis based on the NEVI final rule. **Table 2** identifies the existing Phase 1 gap segments and **Table 3** lists the Phase 1 sites needed by FDOT Districts, shown in **Figure 14**.

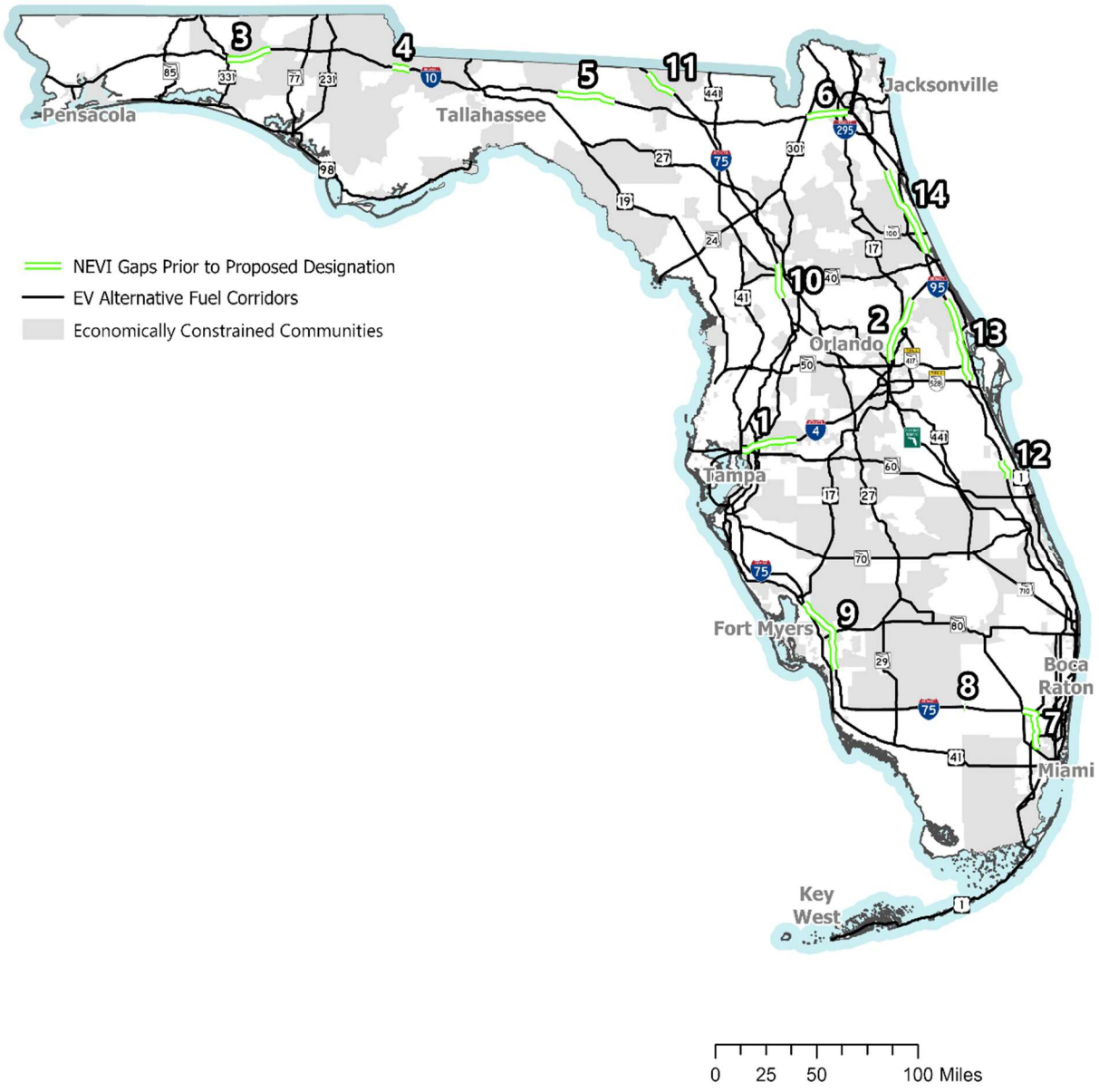
Table 2: Phase 1 Gap Segments (as of 12/10/24)

Gap	Corridor	Start–Mile Post	End–Mile Post	Number of Sites Required	District
Segment 1	Interstate 4 (SR 400)	1	25	1	D7
Segment 2	Interstate 4 (SR 400)	87	118	1	D5
Segment 3	Interstate 10 (SR 8)	85	104	1	D3
Segment 4	Interstate 10 (SR 8)	158	166	1	D3
Segment 5	Interstate 10 (SR 8)	233	258	1	D2 or D3
Segment 6	Interstate 10 (SR 8)	343	362	1	D2
Segment 7	Interstate 75 (SR 93)	1	23	1	D4 or D6
Segment 8	Interstate 75 (SR 93)	49	49	1	D4
Segment 9	Interstate 75 (SR 93)	123	161	1	D1
Segment 10	Interstate 75 (SR 93)	341	358	1	D5
Segment 11	Interstate 75 (SR 93)	451	467	1	D2
Segment 12	Interstate 95 (SR 9)	156	166	1	D4 or D5
Segment 13	Interstate 95 (SR 9)	208	249	1	D5
Segment 14	Interstate 95 (SR 9)	273	318	1	D2

Table 3: Phase 1 Sites Needed by FDOT District (as of 12/10/24)

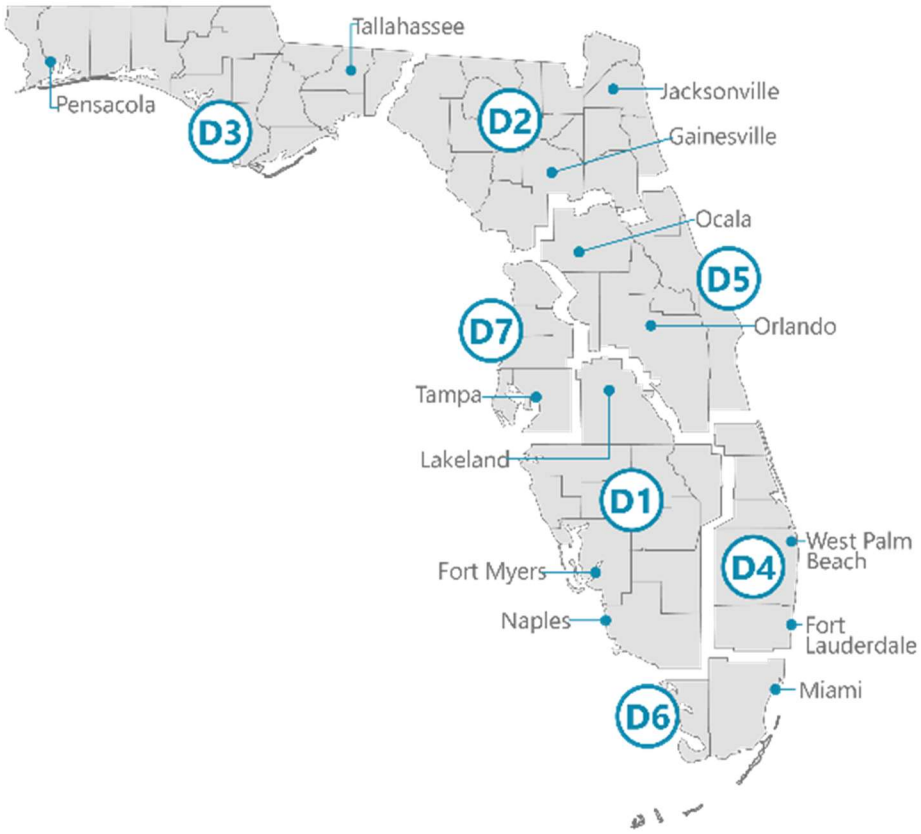
District	Number of Sites
D1	1 site
D2	4 sites (1 gap shared with D3)
D3	3 sites (1 gap shared with D2)
D4	3 sites (1 gap shared with D5 and D6)
D5	4 sites (1 gap shared with D4)
D6	1 site (1 gap shared with D4)
D7	1 site

Figure 13: NEVI Corridor Gaps



This Plan will fill these gaps through the investment of NEVI funding where the market is prioritizing installation of DCFCs.

Figure 14: FDOT Districts



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 of infrastructure improvements which support a robust EV infrastructure network. **Florida is committed to leading the nation in supporting a statewide network of convenient, affordable, and reliable fueling and charging infrastructure**.

Refer to Section 13, Program Evaluation, for associated Plan performance measures.

9.1. Planning

FDOT's role is to ensure all fuel and charging types are considered as part of a robust and worldclass transportation network. The following planning actions and associated activities will develop a future-proof network that is convenient 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.

○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 investment, including adoption rates, weather patterns, land use, roadway improvements, and market installations of DCFC.
- ☑ Update AFC nominations as necessary and track the progress of this Plan.

○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, conservation 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.

○ACTION | Plan for acquisition of EV charging infrastructure.

- ☑ A RFI to solicit feedback and recommendations from the industry was released on June 6,2022, and closed on June 28, 2022.

○ACTION | Monitor potential risks that can delay efficient and effective investment.

- ☑ Monitor nationwide availability of and inflation impacts on infrastructure and consider waivers, such as for 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 a consistent and reliable approach to required documents.

9.2. Installation and Operations

FDOT's role is to partner with industry and the market to invest in infrastructure needed to support connectivity to EV charging sites. The following actions and associated activities will be used to develop competitive selection documents that are logically sequenced with respect to readiness, are transparent to the industry, and result in the successful 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 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.

○ACTION | Coordinate with stakeholders to identify needs and gaps within the transportation system to support the overall EV network.

- ☑ Develop a defined approach to prioritize infrastructure investment that can support site deployments that considers the stakeholder needs, open and publicly accessible locations, and site readiness. These considerations include:
  a. Initial focus on interstate buildout followed by buildout of the non-interstate AFC network consistent with federal guidelines for minimum standards.
  b. Rural and economically constrained 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. Utility readiness and alignment with utility expansion plans.
  f. "Smart hub" locations with regional charging nuclei around the state that includes provisions for future expansion of charging infrastructure.
  g. Coordination with neighboring state deployments.
  h. Safety considerations and connection to amenities and other services.
- ☑ 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.

○ACTION | Focus on station uptime and reliability through performance reporting.

- ☑ 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.

○ACTION | Deploy a competitive, market-driven selection 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 advanced schedules to align resources.
- ☑ Time selections to align with funding availability and site scheduling considerations as described in Implementation Action 2, Strategy 1.
- ☑ Ensure timely, transparent, and competitive selection of infrastructure improvements.
- ☑ Allow flexibility in the competitive selection process for applicants to request infrastructure improvements based on market and community needs.
- ☑ Establish a market-based competitive selection process that accommodates various implementation strategies from a wide variety of applicants. Use of these 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 innovative solutions.

9.3. Emergency Preparedness

Providing connection 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, such as mobile charging, to ensure Florida's residents and visitors can safely evacuate prior to, and return home after, a disruptive event. 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 research and pilot opportunities to deploy mobile charging options.

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

○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, 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.

○ACTION | Build a network with redundancy and durability that supports uninterrupted availability.

- ☑ Identify solutions for hardening infrastructure to withstand poor weather conditions and maintain connection to DCFC sites.
- ☑ Include technology within the infrastructure design that supports site 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. Distribution of Benefits Considerations

This Plan was developed to facilitate the advancement of clean transportation deployment to high-demand corridors through the investment of infrastructure improvements that provide connection to DCFC sites. This Plan also integrates consideration of EV deployment that achieves at least 40 percent distribution of benefits to economically constrained communities that include individuals with disabilities, are rural, or meet other descriptions of such communities as outlined by the NEVI Final Rule and the NEVI guidance.

FDOT's Environmental Screening Tool supports work efforts needing to comply with the Final Rule. Approximately 50 percent of Florida's EV AFCs lie within economically constrained communities.

Given Florida's unique stakeholders, FDOT will coordinate with rural and economically constrained communities to determine specific needs as related to this Plan. Engagement efforts within these communities are discussed in Section 3, Public Engagement. Benefits to these communities are highlighted in the table below.

Table 4: Economically Constrained Communities Benefit Measures

Benefits	Metric	Data Source
Enable reliable connection to charging.	Number of EV chargers along AFCs	EV charger locations from EVIDP implementation
Maintain Florida's superior air quality.	EPA's National Ambient Air Quality Standards	Vehicle registration data and traffic volumes
Increase EV charging connectivity to economically constrained communities.	Distance to nearest charger from a known economically constrained community	FDOT EST; EV charger locations from EVIDP implementation
Increase the job pipeline, job training, and enterprise creation across Florida.	Number of job training/ upskilling opportunities through FDOT's established workforce development program	Job records

11. Labor and Workforce Considerations

A skilled and trained workforce is vital to successful implementation of the Program. FDOT will leverage its renowned statewide workforce development program to train a skilled workforce, creating pathways for careers in infrastructure construction. Florida's program is in compliance with 23 CFR 680.106(j).

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 construction site(s).

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

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.

A monthly metric shall be prepared to report on the workforce, including the locally hired employees to meet the elements specified.

12. Physical Security and Cybersecurity

No change.

13. Program Evaluations

FDOT will evaluate the Program to identify progress made in infrastructure investment. 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, community, and long-term operations and maintenance of infrastructure while maximizing the use of funding. These evaluations will be conducted annually and will be submitted to FHWA for approval.

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.

Community

» Cooperatively develop with communities, quantifiable benefits to urban and rural economically constrained areas as a percentage of the overall Plan deployment.

Connectivity

» Monitor traffic volumes and infrastructure connected to charging sites.

Redundancy

» Calculate percentage of sites served with redundancy of power supply through 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.

14. Discretionary Exceptions

No change.

Appendix A Acronyms and References

List of Acronyms

ADA	Americans with Disabilities Act
AFC	Alternative Fuel Corridor
CFR	Code of Federal Regulations
DCFC	Direct Current Fast Charger
EPA	Environmental Protection Agency
EST	Environmental Screening Tool
EV	Electric Vehicle
EVIDP	Electric Vehicle Infrastructure Deployment Plan
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
NACS	North America Connector Standard
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
PPEP	Partner and Public Engagement Plan
RFI	Request for Information
SHS	State Highway System
U.S.	United States

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[16] https://www.floridapsc.com/pscfiles/website-files/PDF/Utilities/Electricgas/TenYearSitePlans/2023/Review.pdf

Appendix B Partner and Public Engagement Plan

No change.

Appendix C Title VI Compliance

No change.

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