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<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT</td>
<td>Annual Average Daily Traffic</td>
</tr>
<tr>
<td>AFC</td>
<td>Alternative Fuel Corridors</td>
</tr>
<tr>
<td>AFF</td>
<td>Alternative Fuel Fee</td>
</tr>
<tr>
<td>AFV</td>
<td>Alternative Fuel Vehicle</td>
</tr>
<tr>
<td>BIL</td>
<td>Bipartisan Infrastructure Law</td>
</tr>
<tr>
<td>BEV</td>
<td>Battery Electric Vehicles</td>
</tr>
<tr>
<td>CCS</td>
<td>Combined Charging System</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CNG</td>
<td>Compressed Natural Gas</td>
</tr>
<tr>
<td>DAC</td>
<td>Disadvantaged Community</td>
</tr>
<tr>
<td>DCFC</td>
<td>Direct Current Fast Charger</td>
</tr>
<tr>
<td>DOE</td>
<td>Department of Energy</td>
</tr>
<tr>
<td>PHEV</td>
<td>Plug-in Hybrid Electric Vehicles</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>EV</td>
<td>Electric Vehicle</td>
</tr>
<tr>
<td>EVSE</td>
<td>Electric Vehicle Supply Equipment</td>
</tr>
<tr>
<td>FCE</td>
<td>Fuel Cell Vehicles</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>ICE</td>
<td>Internal Combustion Engine</td>
</tr>
<tr>
<td>LB 1016</td>
<td>Legislative Bill 1016</td>
</tr>
<tr>
<td>LNG</td>
<td>Liquified Natural Gas</td>
</tr>
<tr>
<td>LPG</td>
<td>Liquified Petroleum Gas</td>
</tr>
<tr>
<td>NCEA</td>
<td>Nebraska Community Energy Alliance</td>
</tr>
<tr>
<td>NDEE</td>
<td>Nebraska Department of Environment and Energy</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>NEVI</td>
<td>National Electric Vehicle Infrastructure</td>
</tr>
<tr>
<td>NRTL</td>
<td>Nationally Recognized Testing Laboratory</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>NDOT</td>
<td>Nebraska Department of Transportation</td>
</tr>
<tr>
<td>OCPP</td>
<td>Open Charge Point Protocol</td>
</tr>
<tr>
<td>OEM</td>
<td>Original Equipment Manufacturer</td>
</tr>
<tr>
<td>P3</td>
<td>Public-Private Partnership</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposals</td>
</tr>
<tr>
<td>STIP</td>
<td>Statewide Transportation Improvement Program</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>USDOE</td>
<td>United States Department of Energy</td>
</tr>
<tr>
<td>USDOT</td>
<td>United States Department of Transportation</td>
</tr>
</tbody>
</table>
Introduction

On November 15, 2021, the President signed into law the Bipartisan Infrastructure Law (BIL), which included a new funding program for electric vehicle (EV) infrastructure. The National Electric Vehicle Infrastructure (NEVI)Formula Program authorized under Paragraph 2 allocates $5 billion in formula funding and an additional $2.5 billion through enhancements to a range of discretionary grant programs. These funds are to expand the EV charging stations already established and to host new charging infrastructure. Through the formula element of the program, Nebraska will have access to $30.2 million over the five-year program span, or approximately $6 million per year.

The Nebraska Electric Vehicle Charging Plan lays a foundation for the State to support greater EV travel opportunities and the economic activities encouraged by establishing EV charging stations statewide. The Plan encourages the expanded use of EVs by providing drivers greater peace of mind knowing they will have access to charging stations outside their homes or place of work.

The initial focus (Year 1 of the six years) of program funding will be the I-80 corridor, which has been designated as an alternative fuel corridor (AFC). In addition to I-80 from east of Pine Bluff, Wyoming to the Missouri River at the Iowa border, designated AFCs in Nebraska include:

- US 6 from US 6/N-31 (204th Street) to the Missouri River
- US 6/N-31 from I-80 at Nebraska Crossing to US 6 (West Dodge Expressway)

Following build-out of the AFC corridors, NDOT will have freedom in establishing other locations/corridor for supporting EV charging station investment.

Figure 1 outlines the steps NDOT employed to prepare and approve the plan.
Including a wider variety of perspectives was a priority in the planning process. To engage with stakeholders, NDOT actively sought out both those who would be involved in deploying EV charging services and those who would use them. Industry and public outreach conducted as part of the plan development included:

- NDOT hosted informational meetings with stakeholders from counties and municipalities along the AFC, public power districts, charging station vendors, chamber of commerce representatives, representatives from the Nebraska Community Energy Alliance (NCEA) public transit providers and others. Workshops focused on providing background on the NEVI program, general guidelines of the program being developed by the NDOT, and opportunities for gathering more information.

- Public surveys to gather information about whether people are considering purchasing an electric vehicle and factors they are balancing in their decision, role the availability of non-home charging plays in their decision and willingness to pay for charging. A second round of surveying was conducted to gather input/reaction to the draft plan.

- Information dissemination and feedback collection through an NDOT administered NEVI-focused webpage on the NDOT site (Charging Forward). The site includes information regarding the funding program, the state’s NEVI plan, access to program guidelines (once they are developed), opportunities to provide input to the state and frequently asked
questions. NDOT webpage also connects with a map featuring current electric vehicle charging stations and fuel corridors.)

- Internal virtual meetings with NDOT District and Divisions staff to provide an overview of the new funding pass through program and gather input from District Engineers and from each of the pertinent DOT divisions. Follow-up sessions were conducted with a range of divisions and select districts to gather more information regarding the program concept.

**Support of the Justice40 Initiative**

The NEVI program will support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. Locating public charging stations in or near designated Justice40 areas provide benefits to the communities in several ways, including:

- Providing additional vehicle charging opportunities other than the owner's home and DCFC provide a charge much faster than the likely Level I charger likely available in the homeplace.
- Building out the full EV charging network will have the indirect benefit of reducing mobile source emissions in multiple areas, including those designated as disadvantaged by the Justice40 Initiative.
- Creating additional job opportunities. Introducing or expanding an additional fuel technology to the current internal combustion engine fleet has the potential to create additional jobs in Justice40 Initiative areas, including:
  - Jobs at point-of-sale businesses as the expectation is charging stations will draw additional customers.
  - Charger maintenance technicians to service equipment.
  - Short-term construction jobs during installation.

**Dates of State Plan for Electric Vehicle Infrastructure Deployment Development and Adoption**

Table 1 documents the milestone dates associated with preparation of the inaugural Electric Vehicle Charging Infrastructure Plan and the annual updated schedule.

<table>
<thead>
<tr>
<th>Dates</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2022</td>
<td>FHWA releases formula program guidance</td>
</tr>
<tr>
<td>May-July 2022</td>
<td>Public participation Draft EV plan NDOT approval of draft plan</td>
</tr>
<tr>
<td>August 1, 2022</td>
<td>Submit inaugural year plan to FHWA</td>
</tr>
<tr>
<td>August 2022 – August 2023</td>
<td>Target dates for buildout on I-80</td>
</tr>
<tr>
<td>August 2023 onward</td>
<td>Identify corridors beyond I-80</td>
</tr>
<tr>
<td>August 1, 2023</td>
<td>Submit Year 1 update to FHWA</td>
</tr>
</tbody>
</table>

**Justice40 Initiative**

The NEVI program will support the Justice40 Initiative guidance that **40%** of the benefits of government investments will be distributed to disadvantaged communities.
State Agency Coordination

Cross-Agency Coordination

NDOT has continuously consulted with the transportation specialist at the Nebraska Attorney General’s office to ensure that the Plan is consistent with state law. Among other topics, NDOT and the state counsel are working together to understand the implications of a recently passed law (Legislative Bill 1016) allowing NDOT to create public-private partnerships and progressive design-build contracts.

NDOT also consulted the Nebraska Department of Environment and Energy (NDEE), which is responsible for administering funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust for State Beneficiaries, Puerto Rico, and the District of Columbia. NDEE has distributed $1.8 million of its Volkswagen trust fund allocation to electric vehicle charging stations in a competitive grant process anticipated to result in a total of 35 new electric vehicle charging locations.

NDOT has also coordinated with counterpart agencies in neighboring states. Nebraska shares highway corridors with Colorado, Iowa, South Dakota, Kansas, Missouri and Wyoming. NDOT has provided a summary of the key foundational components of the plan to representatives in each state and requested input from each regarding how neighboring states have addressed each element. Table 2 documents the elements shared and responses from representatives in each state providing feedback.
<table>
<thead>
<tr>
<th>Program Element</th>
<th>Nebraska Plan</th>
<th>South Dakota</th>
<th>Iowa</th>
<th>Colorado</th>
<th>Wyoming</th>
<th>Missouri</th>
<th>Kansas</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Infrastructure Supported through Program Funding</strong></td>
<td>Capital construction/acquisition including:</td>
<td>South Dakota</td>
<td>Iowa</td>
<td>Colorado</td>
<td>Wyoming</td>
<td>Missouri</td>
<td>Kansas</td>
</tr>
<tr>
<td>Property Acquisition (By Owner/Operator)</td>
<td>Anything allowed by NEVI Program rules</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Charging Stations and Adjacent Pad</td>
<td></td>
<td></td>
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<tr>
<td>Extending electrical infrastructure to site</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Traffic control devices</td>
<td></td>
<td></td>
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<tr>
<td>Access control construction</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Station Operations/Maintenance (Up to 5-Years) Funding</strong></td>
<td>Yes – As long as the recipient can provide the ongoing cost as part of the construction/capital request. The NDOT is intending to limit financial obligations to construction period payment/reimbursement while retaining the recipients’ obligation to share data.</td>
<td></td>
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<tr>
<td><strong>Cost of Required Data Sharing</strong></td>
<td>Anticipate making it a requirement of acceptance of the installation grant that the owner is responsible for data sharing.</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td><strong>State Funding to Supplement Federal Program Funds</strong></td>
<td>No</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transit Agency Facilities</strong></td>
<td>Future consideration – Not in First Year</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Program Element</td>
<td>Nebraska Plan</td>
<td>South Dakota</td>
<td>Iowa</td>
<td>Colorado</td>
<td>Wyoming</td>
<td>Missouri</td>
<td>Kansas</td>
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<tr>
<td><strong>Year One Focus (FY 22)</strong></td>
<td>- I-80 Corridor – Designated AFC: Fill gaps in 50-mile spacing guideline.</td>
<td>- SD DOT does not anticipate the deployment of any charging equipment as part of this program in FY22.</td>
<td>- Corridors (I80, I90, I25) – we asked for 11 exceptions and have no intention of building stations in a place that already has them.</td>
<td>Development of the Plan – No distribution of funding for construction is anticipated.</td>
<td>Year 1 priority to fill 50-mile gaps on designated Electric AFCs: I-70, I-35, I-135, I-355, US-400, US-81.</td>
<td></td>
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</tbody>
</table>
| **FY 23 through FY 26 Efforts** | Focus funding across state to support two themes:  
- Support EV Demand – Review/Prioritize proposals for locations with higher adjacent traffic volume  
- Sustainability – Review/Prioritize proposals for locations supporting GHG emission reduction and/or Justice40 Initiative | First installation not likely until 2024. I-90 and I-29 (Official AFCs) US-85 and US-85S are desired routes to get from Rapid City area to either Lincoln, NE or Denver, CO. (Note: NDOT may consider US-385, but US-85 is unlikely). Future alternatives for placement focus on supporting tourism and/or supporting population centers. | Fund follow on routes identified in the plan that get folks from the corridors (interstates) to the national / state parks. | No funding distribution is anticipated until Year 3. | Anything allowed by NEVI program rules. | |
Public Engagement

Throughout plan development the NDOT completed several public engagement activities, including an online survey, development and distribution of two informational newsletters, stakeholder group meetings, numerous social media posts regarding the NEVI program and plan development, and one-on-one conversations with industry professionals. Public engagement objectives are outlined in the section below.

Ongoing public engagement will continue through at least 5-year plan implementation. The NDOT will consider annual online surveys to assess customer satisfaction with the program and to identify potential program enhancements. Annual updates will provide opportunities to develop a more focused engagement process expanding opportunities for involving rural, disadvantaged populations and areas with limited electric grid capabilities.

The plan’s public engagement approach, including strategies to reach underserved populations, align with NDOT’s Public Involvement Procedures. Following adoption of the inaugural plan, the NDOT will refine the engagement process to promote input by disadvantaged and rural communities.

Goals of the Electric Vehicle Charging Infrastructure planning process engagement efforts include:

- Identifying FHWA-mandated stakeholder groups in the plan’s development.
- Identifying appropriate and effective engagement methods.
- Providing plan/program information and collecting feedback on regarding initial program proposals and priorities from interested stakeholders.
- Considering strategies for seeking input from and considering the needs of those traditionally underrepresented by existing transportation systems as defined in Title VI of the Civil Rights Act of 1964 (Title VI), such as low income, minority, and non-English speaking households who may face challenges accessing employment and other services.
- Providing a contact to respond to public questions and requests for information.

Stakeholders Involved in Plan Development

The Nebraska Electric Vehicle Infrastructure Plan is being led by NDOT’s Strategic Planning Division in coordination with numerous partners and stakeholders. Plan development and input partners include MPOs, cities, counties, public power districts, manufacturers and numerous public stakeholders representing the majority of the USDOT recommended stakeholder groups. This chapter reflects input NDOT received to date and anticipates continued engagement that will be captured in annual Plan updates.

The attached table documents groups/organizations the NDOT has included in the initial plan outreach program or will actively involve in program refinement and implementation, and may include as part of updating the plan annually. The organizations identified in **Bold** provide direct access to groups that address the goal of the Justice40 Initiative identified in Executive Order 14008.
<table>
<thead>
<tr>
<th>MAPA</th>
<th>Nebraska Public Power District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln MPO</td>
<td>Nebraska Community Energy Alliance</td>
</tr>
<tr>
<td>Grand Island Metropolitan Planning Organization</td>
<td>Nebraska Tourism Commission</td>
</tr>
<tr>
<td>Siouxland Interstate Metropolitan Planning Council</td>
<td>Nebraska Highway Commission District 1</td>
</tr>
<tr>
<td>Nebraska Association of County Officials (NACO)</td>
<td>Nebraska Highway Commission District 4</td>
</tr>
<tr>
<td>League of Nebraska Municipalities</td>
<td>Nebraska Highway Commission District 5</td>
</tr>
<tr>
<td>City of Omaha</td>
<td>Nebraska Highway Commission District 6</td>
</tr>
<tr>
<td>City of Lincoln</td>
<td>Love's</td>
</tr>
<tr>
<td>City of Grand Island</td>
<td>ChargePoint</td>
</tr>
<tr>
<td>City of Kearney</td>
<td>Tesla</td>
</tr>
<tr>
<td>City of North Platte</td>
<td>Electrify America</td>
</tr>
<tr>
<td>City of Sidney</td>
<td>Ryde Transit (Kearney, NE)</td>
</tr>
<tr>
<td>City of South Sioux City</td>
<td>Nebraska Rural Review Board</td>
</tr>
<tr>
<td>Nebraska Public Service Commission</td>
<td>Western Area Power Administration</td>
</tr>
<tr>
<td>Nebraska Public Service Commission</td>
<td>Nebraska Commission of Indian Affairs</td>
</tr>
<tr>
<td>Nebraska Department of Agriculture</td>
<td>Ponca Tribe of Nebraska Districts 2 and 3</td>
</tr>
<tr>
<td>Nebraska Department of Motor Vehicles</td>
<td>State Fire Marshal</td>
</tr>
<tr>
<td>Nebraska Department of Motor Vehicles</td>
<td>Bureau of Land Management</td>
</tr>
<tr>
<td>Nebraska Department of Environment &amp; Energy</td>
<td>Nebraska Power Review Board</td>
</tr>
<tr>
<td>Lincoln Electric System</td>
<td>BD (manufacturer)</td>
</tr>
<tr>
<td>Omaha Public Power District</td>
<td>University of Nebraska Manufacturing Extension Partnership</td>
</tr>
</tbody>
</table>

**Bold** - Coordination efforts/participating groups that address the goal of the Justice40 Initiative identified in Executive Order 14008.

NDOT reached out to key stakeholders for one-on-one discussions to learn more about their operating context and needs. These included Francis Energy and ChargePoint, two leading electric vehicle charging station operators.

**General Public Outreach**

Outreach to the public began early in the planning process. A webpage on NDOT’s website provided an overview of the process and linked to opportunities for input, which included a Zoom-based public meeting and two online surveys. The website, and the surveys in particular, were advertised in the press and on social media. A comment form allowed open-ended input to be directed to NDOT throughout the planning process.

**Survey Response**

The NEVI planning team constructed a survey to gauge the public interest and perception of EVs, likeliness for EV adoption, and the current EV infrastructure. The survey consisted of 10 questions, was open for just under one month, opening May 25th and closing June 14th, 2022, and received 1094 responses in total. A vast majority of the responses were from residents of
Nebraska, and while major cities had higher response rates, responses were collected from 217 different zip codes in Nebraska.

Given the subject matter of the survey, there was a disproportionate number of responses from EV owners, with about 18 percent citing that they own a fully electric vehicle, while only about 0.3 percent of total Nebraskan vehicle registrations are EVs. Of those that owned gas-powered vehicles or no vehicle at all, around half of the respondents are either open to or planning on purchasing an EV in the next five years. Those who claimed to own a gas-powered vehicle were found to mostly be willing to pay for an EV ‘fill-up’, with many stating that around $20 to $30 was a reasonable price. Other respondents stated the cost of a charge “fill-up” would need to be lower than that of gas. There were very few who claimed they would not be willing to pay for an EV charge, and many of these respondents also stated that they were not interested in purchasing an EV at all.

Nearly two thirds of non-EV owners were found to hold EV charger infrastructure in high regard when deciding whether to purchase an EV, and nearly 90 percent did not think that there were enough chargers to make EV ownership feasible in Nebraska. When it came to the features and amenities around charging stations, the most important were found to be 24-hour access, restrooms, shade/shelter, and good lighting. Over half of respondents also chose restaurants as an option. Regarding EV owners, a vast majority claimed that they do nearly all their charging at home and drive anywhere from 10 to over 50 miles per day.

Plan Vision and Goals

NDOT supports the development of a statewide EV network that creates a safe, reliable, and accessible transportation system for the movement of people and goods, accommodates mobility needs in urban and rural areas, and ensures fiscal and environmental stewardship of transportation improvements.

The goals of Nebraska’s NEVI plan support and echo the existing five goal areas identified in the statewide Long-Range Transportation Plan, listed below:

Asset Preservation
Keep Nebraska’s Alternative Fuel Corridors in a state of good repair.

Mobility Choices for People and Freight
Provide efficient, affordable, and equitable access to EV charging infrastructure for moving people and goods throughout Nebraska in a fiscally sustainable manner.

Secure & Resilient Transportation
Provide a charging network throughout Nebraska that maximizes cybersecurity, interoperability, and network reliability.

Safety
Provide safe locations for all users to access EV charging infrastructure.

Support for Economic and Community Vitality
Provide a charging network that activates Nebraska’s economy, communities, and utilities.
Nebraska EV Charging Infrastructure Plan Goals and Objectives

The NDOT will coordinate with public and private partners to efficiently and effectively administer a program to distribute federal NEVI program funds to support Nebraskan’s and visitors’ ability to use an EV through having convenient, affordable and accessible fast-charging stations. The state will initiate this effort through focusing on designated AFCs.

The electric vehicle charging infrastructure plan goals are structured to support the existing NDOT Long Range Transportation Plan goals.

Asset Preservation: Keep Nebraska’s multimodal transportation assets in a state of good repair.

**EV Goal** – Keep Nebraska’s Alternative Fuel Corridors in a state of good repair.

**EV Objectives** –
- Optimize road and bridge preservation investments on AFCs.
- Invest in the preservation of EV charging infrastructure along AFCs.
- Develop criteria for evaluating the condition of EV charging infrastructure.

Mobility Choices for People and Freight: Provide efficient, affordable, and equitable options across all modes for moving people and goods throughout Nebraska and beyond.

**EV Goal** – Provide efficient, affordable, and equitable access to EV charging infrastructure.

**EV Objectives** –
- Make AFCs in the state compliant with NEVI Program maximum spacing of 50 miles or obtain exemptions when meeting the guideline is not feasible.
- Optimize locating publicly accessible EV charging infrastructure to support urban and rural mobility.
- Provide support for freight and transit electrification across Nebraska.

Secure & Resilient Transportation: Manage the risk and magnitude of major disruptions to Nebraska’s transportation systems.

**EV Goal** – Provide a charging network throughout Nebraska that provides redundancy and addresses cybersecurity, interoperability, and network reliability.

**EV Objectives** –
- Consider roadway network, and in particular I-80, alternate route plans when developing a program of device placement.
- Minimize risk to EV charging assets from cyber-attacks.
- Ensure EV charging network support all user.
- Coordinate with public power districts to address electrical grid capacity limitations for EV charging infrastructure to provide reliable charging for vehicles.

Safety: Provide a transportation system in Nebraska that is safe for all users.

**EV Goal** – Provide safe locations for all users to access EV charging infrastructure.
EV Objectives –
- Minimize risk of EV charging users from inclement weather.
- Create safe charging locations through lighting, parking access, etc.

Support for Economic and Community Vitality: Choose investments in Nebraska’s transportation system that best support the vitality of Nebraska’s economy and all of its communities

EV Goal – Provide a charging network that activates Nebraska’s economy, communities, and utilities.

EV Objective –
- Ensure installation, maintenance, and operations of EV charging network is supported by local employment.

Contracting

Preliminary Contracting Process

Participation in the Nebraska NEVI Program will be open to all eligible vendor and business model types. Applicants will need to demonstrate how their proposal best meets the NEVI Program and the NDOT program goals. Procurement will be structured to encourage broad participation and competition from the private sector and contract terms and requirements will comply with federal rulemaking and state laws. Potential evaluation criteria for application review are discussed in the Evaluation Criteria section.

Contractual terms with the private vendors will include all federal rulemaking provisions to ensure performance and monitoring of EVSE operations and compliance. The conceptual contracting process discussed during plan development has two related but separate elements:
- The selection process, which identifies the applicants that will receive reimbursement
- Contract execution

The selection process evaluates the specific proposal for a charging site against a set of pre-determined criteria. Each proposal will differ based on the number of proposed charging ports, physical layout, available amenities, and other site characteristics.

The contracting process will combine the site characteristics described in the application with a set of standard terms and conditions that define liability, payment, and documentation requirements for all applicants. NDOT has suitable models for agreements similar to these from the Local Authority Economic Opportunity Agreement. These agreements allow for flexibility in defining the project, but establish eligibility boundaries, quantification of outcomes and terms for receiving grant payments.

The Nebraska Legislature, in 2022, passed Legislative Bill 1016 that has the potential to expand the NDOT’s project delivery toolbox by:
- Allowing the NDOT to deliver projects through public-private partnerships (P3s).
- Allowing NDOT to use progressive design-build contracts (increasingly an element of P3s).

The legislation defines a private partner as any entity that is a partner other than the State of Nebraska, any agency of the State of Nebraska, the federal government, any agency of the federal government, any other state government, or any agency of any government at any level.
The legislation tasks the NDOT to develop and report to the legislature by July 1, 2023, a set of
guidelines for establishing the process for entering into alternate contracting formats (design-
built, construction manager-general contractor, progressive design-build as examples. Guidelines
to be developed will address alternate partner selection processes including:

Request for qualifications (RFQ): The RFQ will be used to identify a minimum of two qualified
organizations to complete the identified work proposed by the agency. Those organizations
meeting the qualifications required will be provided the opportunity to respond to the project
Request for Proposals.

Request for proposals (RFP): Contracting agencies shall prepare a request for proposals for
each design-build or progressive design-build contract. The request for proposals shall contain, at
a minimum, the following key elements:

1. Proposed terms and conditions of the design-build or progressive design-build contract.
2. Project statement which contains information about the scope and nature of the project.
3. Statement regarding alternative technical concepts including the process and time period in
   which such concepts may be submitted.
4. Project performance criteria.
5. Budget parameters for the project.
6. Bonding and insurance required
7. Criteria for evaluation of proposals.
8. Written statement of the design-builder’s or progressive design builder’s proposed approach to
design and construction of the project.
9. Conditions of the particular project.

Proposal Evaluation Criteria

Through discussions conducted as the inaugural plan was developed, a set of preliminary
project/proposal/application review criteria were identified. Criteria reflect NEVI program goals,
the financial plan for the project, qualifications of the project proposer/owner to complete the
project, whether the project includes complementary amenities for station customer use during a
charging session (as included in the Federal NEVI Program overview), and whether all application
guidelines are addressed. Following adoption of the inaugural plan, the NDOT will refine the
contracting and application review process, including the criteria used to select projects for
funding. Table 3 documents a preliminary set of evaluation criteria discussed during plan
development and will be used as a starting point for discussion of the final criteria.

As shown in the table, various criteria could weigh more or less heavily in the selection process,
with those reflecting what the NDOT sees as most important to meeting program goals,
demonstrating a sound financial plan and being cost competitive are most important in the
process.
**Contracting Goals**

The Plan has several goals that are described in the previous section. To advance these more general goals, several specific goals have been identified for the contracting process:

- Rapid AFC build out
- Accountability and adherence to the deployment plan submitted by the applicant
- Non-discrimination and labor practice equity (see Nebraska Fair Employment Act)
- Engagement with and benefits to local communities (see Nebraska Fair Employment Act 48-1112)

**Table 3. Preliminary Project/Application Review Criteria**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Preliminary Importance Scale / Points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Location</strong></td>
<td></td>
</tr>
<tr>
<td>Within a defined Gap in the NEVI Plan</td>
<td></td>
</tr>
<tr>
<td>Distance from AFC Interchange</td>
<td>50</td>
</tr>
<tr>
<td>Proposed Total Number of Ports (min 4)</td>
<td></td>
</tr>
<tr>
<td>Distance to Nearest Justice40 Area &lt;10 miles</td>
<td></td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td></td>
</tr>
<tr>
<td>Total Proposed Project Cost (within 25% average of all)</td>
<td>15</td>
</tr>
<tr>
<td>Proposed Ports Requesting Reimbursement</td>
<td></td>
</tr>
<tr>
<td>Cost per Port Reimbursed (within 25% average of all)</td>
<td></td>
</tr>
<tr>
<td><strong>Amenities With Proposed Site</strong></td>
<td>Bold are MOST important</td>
</tr>
<tr>
<td>Publicly Accessible Restrooms</td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
</tr>
<tr>
<td>Sheltered Seating</td>
<td></td>
</tr>
<tr>
<td>Food and Drink Onsite</td>
<td></td>
</tr>
<tr>
<td>24-hour Access</td>
<td></td>
</tr>
<tr>
<td>Trash Cans</td>
<td></td>
</tr>
<tr>
<td>Public Wi-Fi</td>
<td></td>
</tr>
<tr>
<td>Canopy over charger parking</td>
<td></td>
</tr>
<tr>
<td>Restaurant (within 1/8 mile)</td>
<td>10</td>
</tr>
<tr>
<td>Convenience Store (within 1/8 mile)</td>
<td></td>
</tr>
<tr>
<td>Visitors Center/Tourism Point of Interest (within 1/8 mile)</td>
<td></td>
</tr>
<tr>
<td>Walking Trail</td>
<td></td>
</tr>
<tr>
<td><strong>Emergency Preparedness</strong></td>
<td></td>
</tr>
<tr>
<td>On an Evacuation Route</td>
<td>5</td>
</tr>
<tr>
<td>Emergency Notification System</td>
<td></td>
</tr>
<tr>
<td>Storm Shelter</td>
<td></td>
</tr>
<tr>
<td>Located outside of Floodplain</td>
<td></td>
</tr>
</tbody>
</table>
Alternate Contracting Processes

Passage of LB 1016 provides the NDOT a combination of expanded contractor selection and contracting with the selected contractor opportunities that create P3 conditions reflective of the intent of the electric vehicle infrastructure charging funding program. As the rules for activating LB 1016 opportunities are potentially one year away from adoption of the inaugural Electric Vehicle Charging Infrastructure Plan, the NDOT is including two potential contracting methods that will be refined as the plan and LB 1016 guidelines mature, including:

- Option 1: A contracting process similar to the Economic Opportunity Agreement currently used by the NDOT to direct discretionary funding to communities requesting funds for projects that show a clear need for transportation improvements to fulfill the goal of an economic development project.

- Option 2: Use of the process to be established by the NDOT before July 1, 2023 for LB 1016, which is anticipated to provide guidance regarding direct funding for construction of projects such as publicly accessible electric vehicle charging stations.

Option 1 – Similar to Economic Opportunity Program Agreement Process

The NDOT intends to establish a simple stepwise process for reimbursements to contracting owners to deliver charging stations as ease of participating will allow the greatest number of potential applicants. Details of the process will be developed by the NDOT in coordination with Nebraska Attorney General’s Office. For the purposes of establishing a starting point for contracting work to be completed following inaugural plan adoptions a general concept for contracting step is outlined below:

a. Application Submittal – Applicants will be responsible for obtaining, completing and submitting an application proposing installation of a NEVI compliant station. Details regarding the content and application methods will be developed in Year One of plan implementation. The application will include information pertaining to program funding elements, evaluation criteria applied to assess each proposal, and information regarding notification of selection. Table 4 outlines the currently proposed cost sharing elements for the Nebraska program.

b. Review and Selection – Once an application is determined to be valid in terms of deployment details and requested reimbursements, it will be evaluated based on pre-determined criteria. The evaluation will provide an input into the final project selection during the upcoming annual program period.

c. Notification of Awardees – Each applicant selected for award will be formally notified using the contact information supplied on their application. Awards will be published on NDOT’s website, and written lists will be made available upon request.
**Table 4. Grant Funding Inclusion by Program Element**

<table>
<thead>
<tr>
<th>Program Element</th>
<th>Grant Funding Inclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging Stations and Adjacent Pad (Autos)</td>
<td>Yes</td>
</tr>
<tr>
<td>Charging Stations and Adjacent Pad (Freight)</td>
<td>Yes</td>
</tr>
<tr>
<td>Extending Electrical Infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Station Operations and Maintenance (Up to 5-Years)</td>
<td>Yes</td>
</tr>
<tr>
<td>Traffic Control/Signage</td>
<td>Yes</td>
</tr>
<tr>
<td>State Funding to Supplement Federal Transit Services</td>
<td>Yes</td>
</tr>
<tr>
<td>Transit Services (Future Consideration)</td>
<td>Yes</td>
</tr>
<tr>
<td>Cost of Data Sharing (Must Provide Data)</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**d. Development of Contract:**

i. **General Terms** – The general terms of the contract (Terms and Conditions) are proposed to be modeled from existing NDOT contracts and follow as closely as possible the form and terms of existing documents.

ii. **Inspection and Payment Terms** - Sites will be inspected prior to disbursing payment for cost reimbursement. Details regarding the review items will be developed as part of the plan implementation to be completed after the inaugural plan is adopted.

iii. **Site Specific/Plan Specific Items** – Site and plan items to include as part of the application and contracting should include:
   1. A site layout and construction plan
   2. Statement describing charger service availability
   3. A plan to maintain site conditions and accessibility

**e. Contract Execution** – Signatures by both the applicant authorized representative and the NDOT are needed before the contract is formally executed.

**f. Documentation and Inspection for Site Validation** – Guidance for program implementation should identify milestones for NDOT inspection/review of the site to validate substantial completion. Physical aspects of the site (number of ports, accessibility, amenity presence, etc.) will be included in items to confirm, along with proper charging operation at the site.

**g. Payment** – At this time, the program is anticipated to be a reimbursement program, which means federal funding payment will not be made until all aspects of the contract are confirmed as complete.

**h. Data Availability** – The application guidance and/or contract document content will specify key data items that the applicant will be required to submit to NDOT on a quarterly or more frequent basis. Charger utilization and availability (“uptime”) will be among the required data.

**Option 2 – Public-Private Partnership Agreement Process**

Going into the step of preparing guidance of how the P3 process authorized through LB 1016 is to function, it is known that the electric vehicle infrastructure funding program is a potential immediate program to use the P3 concept. Thus, as guidance is developed, lessons learned in
using or attempting to use Option 1 will be reviewed. Shortcomings, barriers, and/or difficulties identified to effectively and efficiently solicit, receive, review and implement projects through Option 1 contacting will be considered in preparing the P3 program guidance. The goal will be to use the opportunity of creating new procedures that ensure a streamlined process for deployment is developed.

**Existing and Future Conditions Analysis**

**State Geography, Terrain, Climate and Land Use Patterns**

<Insert general discussion here. This section should include an overview and analysis of the State’s geography, terrain, and climate. It should include information on current and future environmental conditions, including temperature and precipitation patterns, and other extreme weather events and climate impacts.>

Nebraska is located on the western limits of the Great Plains region, between the Missouri River basin and the Platte River. Relative to many others states in the heartland and the characterization that Nebraska is flat, the range of elevation extremes is broad. The highest point in the state sits at 5,424 ft (1,653 m) above sea level in Johnson Township near Kimball and the lowest point is 840 ft (256 m) above sea level at the Missouri River in Richardson County. The native landscape is primarily grass-covered prairie.

Nebraska’s temperatures range from the mid-20s (F) in the coldest months (December-February) to the upper 80s (F) in the warmest months (May-August). Figure 2 displays the average monthly temperature by month for the state. Climate in the state is considered a continental climate characterized with cold winters and warm summers. Figure 3 displays the average annual temperature across the state. Generally, average temperatures increase from north to south and from west to east, with the southeastern portion of the state being, on average, the warmest. Lower average temperatures in the west reflects the higher elevations relative to the east portion of the state.

Based on climate model projections, by the 2050s, Nebraska is projected to have 30 to 50 more days above 90 degrees, 20 to 30 days warmer than 32 degrees, and an eight to 12 percent increase in precipitation.

Figure 2 also documents the average monthly precipitation over the year. The state receives most of its precipitation between May and August. Consistent with temperatures increasing from west to east, annual average precipitation, shown in Figure 4, increases from the western more arid panhandle to the eastern border.
Figure 2. Monthly Climate Averages for Central Nebraska

Figure 3. Twelve-Month Average Temperatures Across Nebraska – June 2021 through May 2022
The 2020 Census established a statewide population of 1.94 million people, with well over half of the population located in the Omaha and Lincoln metropolitan areas. Omaha is the largest city (487,300) in the state, followed by Lincoln (292,700) and Bellevue (63,700). While the population of the state increase modestly at 7.4 percent between 2010-2020, most of the growth occurred in six counties representing:

- Omaha and the metropolitan area
- Lincoln and the metropolitan area.
- Grand Island
- Kearney

Between the 2010 and 2020 census periods, 25 of the state's 93 counties experienced a level of population growth, while the remaining 68 (73 percent of all counties) lost some amount of population. The most extreme losses occurred in Rock, McPherson, and Dundy Counties. Figure 5 displays population change by county for the 2010 to 2020 census periods.
State Travel Patterns, Public Transportation Needs, Freight and Other Supply Chain Needs

Travel Patterns

Travel within the state is characterized by summarizing traffic count data collected at the 70 continuous count stations located on a range of urban and rural highways and select city streets across the state. The make-up of the 70 locations is outlined below:

- 42 are on rural state and federal highways
- Nine on low volume rural roads
- Three on city streets in Grand Island
- Three on city streets and highways in Lincoln
- Eight on city streets and highways in Omaha
- One on the Interstate in South Sioux City
- One on a city street in Scottsbluff
- One on a city street in Holdrege
- One on a city street in Seward
- One on a city street in York

Source: U.S. Decennial Census
Most stations collect data on vehicle type in addition to volume. As a result, continuous classification data is available at most stations. Table 5 documents monthly variation in travel across the range of stations by location type. Across all systems, June represents the highest travel month, followed closely by July. For the rural interstate system, the initial focus of the NEVI Program funding, the highest recorded travel month is July.

Table 5. Percent Monthly Annual Average Traffic on Various Road Systems (2021)

<table>
<thead>
<tr>
<th>Month</th>
<th>Rural Interstate (12 Locations)</th>
<th>Urban Interstate (7 Locations)</th>
<th>Other Rural Highways (30 Locations)</th>
<th>Urban Arterials (13 Locations)</th>
<th>Low Volume Rural Roads (9 Locations)</th>
<th>TOTAL ALL SYSTEMS (Estimated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>71.3</td>
<td>79.5</td>
<td>80.2</td>
<td>83.7</td>
<td>74.3</td>
<td>80.4</td>
</tr>
<tr>
<td>February</td>
<td>69.4</td>
<td>83.7</td>
<td>79.9</td>
<td>87.4</td>
<td>70.3</td>
<td>80.0</td>
</tr>
<tr>
<td>March</td>
<td>86.4</td>
<td>97.5</td>
<td>95.3</td>
<td>99.0</td>
<td>84.3</td>
<td>93.6</td>
</tr>
<tr>
<td>April</td>
<td>96.3</td>
<td>102.8</td>
<td>103.2</td>
<td>103.5</td>
<td>99.1</td>
<td>112.7</td>
</tr>
<tr>
<td>May</td>
<td>107.3</td>
<td>107.5</td>
<td>108.3</td>
<td>104.4</td>
<td>113.7</td>
<td>108.2</td>
</tr>
<tr>
<td>June</td>
<td>119.7</td>
<td>111.8</td>
<td>112.0</td>
<td>105.3</td>
<td>121.4</td>
<td>112.7</td>
</tr>
<tr>
<td>July</td>
<td>126.3</td>
<td>106.8</td>
<td>109.7</td>
<td>103.6</td>
<td>131.7</td>
<td>111.4</td>
</tr>
<tr>
<td>August</td>
<td>119.6</td>
<td>104.3</td>
<td>106.8</td>
<td>105.3</td>
<td>111.6</td>
<td>108.0</td>
</tr>
<tr>
<td>September</td>
<td>113.5</td>
<td>104.2</td>
<td>106.2</td>
<td>105.3</td>
<td>107.1</td>
<td>106.7</td>
</tr>
<tr>
<td>October</td>
<td>106.2</td>
<td>106.3</td>
<td>106.5</td>
<td>105.3</td>
<td>109.2</td>
<td>106.1</td>
</tr>
<tr>
<td>November</td>
<td>97.3</td>
<td>100.2</td>
<td>98.7</td>
<td>99.3</td>
<td>93.8</td>
<td>97.9</td>
</tr>
<tr>
<td>December</td>
<td>86.7</td>
<td>95.6</td>
<td>93.2</td>
<td>97.9</td>
<td>83.4</td>
<td>92.5</td>
</tr>
</tbody>
</table>

Source: Nebraska DOT, 2021 Continuous Count Data and Traffic Characteristics on Nebraska Street and Highways

NDOT also summarized data from the continuous recorders by day of the week. Consistently across all systems, Friday is the highest recorded travel day (based on cumulative volume) followed by Thursdays. The lowest overall travel day is Sunday as a majority of commute travel does not occur. Table 6 documents travel by day of the week.

Table 6. Percent of Yearly Traffic by Day of Week (2021)

<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Rural Interstate (12 Locations)</th>
<th>Urban Interstate (7 Locations)</th>
<th>Other Rural Highways (30 Locations)</th>
<th>Urban Arterials (13 Locations)</th>
<th>Low Volume Rural Roads (9 Locations)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday</td>
<td>12.6</td>
<td>14.3</td>
<td>14.1</td>
<td>14.3</td>
<td>14.2</td>
</tr>
<tr>
<td>Tuesday</td>
<td>12.8</td>
<td>15.1</td>
<td>14.6</td>
<td>15.0</td>
<td>13.9</td>
</tr>
<tr>
<td>Wednesday</td>
<td>13.9</td>
<td>15.4</td>
<td>14.9</td>
<td>15.2</td>
<td>13.9</td>
</tr>
<tr>
<td>Thursday</td>
<td>14.5</td>
<td>15.5</td>
<td>15.3</td>
<td>15.3</td>
<td>14.5</td>
</tr>
<tr>
<td>Friday</td>
<td>15.9</td>
<td>16.0</td>
<td>16.2</td>
<td>16.1</td>
<td>16.0</td>
</tr>
<tr>
<td>Saturday</td>
<td>15.7</td>
<td>13.1</td>
<td>13.4</td>
<td>13.3</td>
<td>14.5</td>
</tr>
<tr>
<td>Sunday</td>
<td>14.7</td>
<td>10.7</td>
<td>11.6</td>
<td>10.9</td>
<td>13.1</td>
</tr>
</tbody>
</table>

Source: Nebraska DOT, 2021 Continuous Count Data and Traffic Characteristics on Nebraska Street and Highways

Traffic flow across the state reflects population and population density. Thus, higher daily traffic volume, across all vehicle classifications occurs in the eastern portion of the state. Figure 6
displays traffic counts on representative routes across the state. For the I-80 corridor, the designated AFC along with US 6 in the Omaha area, traffic volume grows from west to east, following increasing population density patterns. Average daily volume in the corridor at the western state line in 2021 were 9,300 vehicles per day, with almost 60 percent (5,550) of the mix being commercial vehicles. In contrast, I-80 volume through Omaha on the eastern end of the state were over 173,000 vehicles per day and seven percent (12,445) trucks.

Figure 6.  Daily Traffic Volume (2021)

TO BE ADDED TO FINAL

Public Transit

Across the state there are approximately 57 public transit agencies, with most of the agencies providing demand response service within smaller communities and between small communities and regional centers. Figure 7 displays transit coverage across the state. There are two agencies providing flexible or deviated fixed route service (Roadrunner Transit in Scottsbluff-Gering-Terrytown and City of Sidney Transit in Sidney). Fixed route service is provided in Lincoln, Omaha, and South Sioux City (purchased through Sioux City Transit System in Sioux City, Iowa).

The Omaha and Lincoln agencies include electric vehicles as a part of their fleet and report expectations of adding more vehicles in the future. For either agency to substantially add to their electric vehicle fleet, they will need to update/expand their electric service capacity at their garage facilities.

Figure 7.  Nebraska Public Transit Coverage

Freight and Other Supply Chain Needs

Freight mode conditions and needs are addressed in the Deployment section.
AFC - Corridor Networks

Nebraska’s AFC network consists of three corridors:

- I-80 throughout the state, which includes both “ready” and “pending” segments
- US 6 from US6/N-31 to the Missouri River (“pending”)
- US 6/N-31 from I-80 at Nebraska Crossing to US 6 (“pending”)

I-80 is the only AFC with gaps remaining; the other two AFCs already have the 50-mile spacing acceptable in the NEVI program.

Existing Locations of Charging Infrastructure Along AFCs

In the I-80 corridor, there are five sites with direct current fast charging stations. They are all operated by Electrify America. Their locations are listed in Table 7 and shown in Figure 8.

The full list of charging locations in the corridor, including L2 locations, is available in the appendix.

Table 7. DCFC Charging Locations on I-80 Corridor as of May 4, 2022

<table>
<thead>
<tr>
<th>Alternative Fuels Data Center ID</th>
<th>Charger Level</th>
<th>Route</th>
<th>Location</th>
<th>NEVI Compliant for ports?</th>
<th>EV Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>190416</td>
<td>DCFC</td>
<td>I-80</td>
<td>Grand Island</td>
<td>Yes</td>
<td>Electrify America</td>
</tr>
<tr>
<td>190422</td>
<td>DCFC</td>
<td>I-80</td>
<td>Ogallala</td>
<td>Yes</td>
<td>Electrify America</td>
</tr>
<tr>
<td>190443</td>
<td>DCFC</td>
<td>I-80</td>
<td>North Platte</td>
<td>Yes</td>
<td>Electrify America</td>
</tr>
<tr>
<td>190444</td>
<td>DCFC</td>
<td>I-80</td>
<td>Lexington</td>
<td>Yes</td>
<td>Electrify America</td>
</tr>
<tr>
<td>190446</td>
<td>DCFC</td>
<td>I-80</td>
<td>Lincoln</td>
<td>Yes</td>
<td>Electrify America</td>
</tr>
</tbody>
</table>
Known Risks and Challenges

NDOT identified several challenges associated with expanding EV deployment in the statewide Long-Range Transportation Plan. Two potential transportation challenges from additional EVs in Nebraska are:

- **Financial**: Widespread migration from internal combustion engine (ICE) vehicles to electric vehicles has the potential to decrease in revenue collection due to lower fuel use that would result in less gas tax.

- **Electrical infrastructure**: Widespread migration to electric vehicles would bring with increased demand for electricity and has the potential to create location-specific need for added infrastructure investment.
The state has addressed, at least partially, the loss of gas tax funding through implementation of an Alternative Fuel Fee of $75 annually assessed to all vehicles powered by any fuel other than those covered by the state/federal fuel taxes. The Alternative Fuel Fee current charged represents approximately the fuel tax generated from 175 gallons of fuel. For a typical vehicle getting 25 miles per gallon, the fee reflects an annual average miles traveled of 4,340 miles. On average in the US 10,100 miles are driven in autos and light trucks (BTS, tables 01_35_021522 01_11_021122 for 2020). Thus, the $75 fee reflects less than half the annual average miles travel for the typical vehicle in class with EV models.

As the inaugural electric vehicle infrastructure plan was being developed, additional challenges the NDOT and stakeholders will likely need to address as the program continues, including:

- Lower adoption range or vehicles across the state. In 2022 there are approximately 2,600 electric vehicles registered in the state, which represents 0.2 percent of all vehicles registered. Nationally, electric vehicles represent approximately 11 percent of new car sales and leases. Thus, penetration is Nebraska likely trails the nation, which may impact the argument for investing in infrastructure in select low population areas.

- During the NEVI planning process, stakeholders identified the inability of non-utility operators to charge a per kilowatt hour fee at a station location as a challenge in Nebraska. It was noted that other states allow providers to charge by the kilowatt hour, which makes for a more efficient marketplace transaction.

- Electricity demand charges: A practice in Nebraska by public power districts is to impose demand charges (tariffs) on power and varies between peak use periods and lower use periods. The intent is to balance use and/or provide revenue to be able to fund infrastructure expansion to address demand in higher use periods. The fee charged as demand charges are calculated by the electric provider for a set period (generally monthly) and are determined based on when power was used. For the public electric vehicle charging industry demand charges are problematic in that they are calculated well after the charging event is closed out and the customer’s bill is calculated. As the charges are based on the amount of electricity used and when it is used, they will likely vary period to period. Thus, it will be difficult for station owners to budget for the cost as it will likely vary substantially, especially in the early program periods. If items are difficult to budget for, they may be difficult to continuously recoup by including the cost on the customer’s bill.

Other risks and challenges the NDOT recognizes include:

- Limited number of Build America, Buy America (BABA) certified charging station OEMs
- On-going supply chain impacts on vehicle manufacturers
- Current inflationary impacts on construction materials
- Labor shortages impacts on construction and manufacturing

NDOT recognizes the difficulties that these challenges can introduce into the delivery of EV
infrastructure across the state and will work with private parties, stakeholders, and planning partners to mitigate them as efficiently as possible.

**EV Charging Infrastructure Deployment**

The overarching strategy for building out Nebraska’s EV charging infrastructure consists of three themes.

**Theme 1: Filling AFC Gaps**

In the first year of grant applications, funding will be directed toward installations that help to fill in gaps longer than 50 miles between existing EV charging stations. It is the intention of the NDOT to address existing gaps in the 50-mile spacing in the first year of accepting applications/responses to RFPs, assuming there is adequate funding available to do so. The NDOT also understands for some period into the future, use of stations located in some areas along the I-80 AFC could experience a low level of use. Thus, as solicitations/RFPs are prepared, the NDOT will also consider requests for exemptions to the 50-mile spacing requirement for AFC segments that cannot reasonably be filled.

**Theme 2: Support EV Demand**

After the initial requirements for AFC corridors have been met and a cross-state infrastructure spine has been established along I-80, the State’s attention will turn to locations that promise the highest charging use levels. Defining these areas may include use of criteria charactering higher use opportunity such as:

- Adjacent route traffic volumes
- Higher density land uses
- Population and population density
- Other travel demand-predictive factors

Areas meeting the demand predictive criteria are anticipated to be metropolitan areas and select smaller cities.

While the theme’s location selection criteria listed above focus on travel and population characteristics, it is likely locations meeting key selection criteria may also support the freight and economic development goals established by the NDOT for transportation improvements. Routes identified as Priority Commercial System and Key Freight Corridors are represented by some of the highest volume rural routes other than I-80. Thus, criteria that focus on addressing the Supporting EV Demand theme may also support future freight opportunities.

**Theme 3: Sustainability**

A foundational purpose of the NEVI funding program is to advance transportation technologies with the potential to reduce the sector’s carbon footprint by slowing the growth, or even reducing production, of mobile source greenhouse gases. The concepts of sustainability and equity are closely aligned in the NEVI Program, which goes beyond addressing considering opportunities in
Justice40 Initiative areas. In Nebraska, the equity focus includes consideration of how the program can support needs in rural areas, where demand, relative to metro areas of Omaha and Lincoln, for charging events will be lower. As demand will be lower and other challenges highlighted in the Known Risks and Challenges section, the feasibility of locations in rural areas being economically viable without federal program support will be more challenging. As details of the program implementation continue to be developed as additional guidance is available from USDOT, needs and opportunities to direct funding to rural areas will be evaluated.

Theme 2 and Theme 3 are closely aligned, as higher population and population density are typically required to create recurring congestion that contributes to elevated GHG emissions. Additionally, while the focus of the Sustainability theme is on reducing GHG emissions, the investment will not likely have an impact on congestion as it does not actively focus on removing vehicles. Rather, it focuses on replacing the number of vehicles with internal combustion engines (ICE) with vehicles with electric motors.

Theme 3 additionally supports Justice40 initiative by focusing program funding into higher population, low-income areas of Lincoln and Omaha. While there are geographically larger Justice40 Initiative areas in more rural areas of the state, funding directed to higher population areas of the metros creates the potential reach more people more efficiently than in Justice40 Initiative areas in smaller communities and rural areas in western and central areas of the state outside urban areas. Areas in Lincoln and Omaha designated as disadvantaged tend to be those containing arterial routes with higher congestion. Using federal funding in these areas to expand public charging opportunities may reduce apprehension to purchase electric vehicles, which has the potential to lead to more people choosing an electric vehicle over a gas-powered vehicle in their buying, which creates the greatest opportunity for air quality improvements by replacing GHG-emitting vehicles with lower-emission EVs.

**Deployment Solicitation Process**

For the initial plan development, the NDOT established a conceptual five-step deployment process to address advancing project development from concept design to performance evaluation of a station during operations. Figure 9 displays the proposed linear process. It is anticipated elements of each step may evolve as the program completes several iterations of project selection, construction and operation of additional sites. The NDOT anticipates reviewing the process during each of the annual updates to ensure the process incorporates lessons learned in the period.

Following adoption of the inaugural plan, which will confirm the process is compliant with USDOT guidance, NDOT staff will expand each element of the administration process by adding the level of detail required for potential organizations to participate in deployment based on the three themes of the overall program.

**Funding Sources**

NDOT is committed to supporting up to 80 percent of project capital costs with program applicants expected to furnish the remaining 20 percent. Project evaluation criteria for construction capital costs will include assessing the applicant’s ability to provide the 20 percent match for capital costs and their plan for addressing operations and maintenance costs for at
least a five-year period. Understanding the EV market is developing in Nebraska and electric vehicles presently make up less than one percent of the 1.6 million registered vehicles in the state, the NDOT will continue to evaluate how not funding operations and maintenance costs impacts meeting the state’s deployment theme success. The plan is to be updated each year, which provides the NDOT opportunity to adjust the content and assumptions presented in this inaugural plan.

2022 Infrastructure Deployments/Upgrades

The NDOT 2022 focus is on building out designated AFCs across the state before allocating NEVI program funding to other corridors, which provides the basis for the Filling In the I-80 Gaps theme. Gaps have been identified working from west to east across the I-80 corridor from Pine Bluff, WY to Council Bluffs, IA. The initial year of the program will address Theme 1: Closing the AFC Gaps, which will focus program dollars on the I-80 corridor and segments of US 6 in the Omaha metro area. NDOT program will provide funding for new installations of four-port DCFCs that support providing devices spaced at most 50 miles apart along the corridor.

Figure 9. Nebraska Electric Vehicle Charging Infrastructure Deployment Process

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
</tr>
</thead>
</table>
| 1 Application | • Solicitation Period  
  – Define Open Period  
  – Advertising Sources  
  – Informational Webinar (at least Years 1 and 2)  
• Solicitation Requirements  
  – Project Description Content  
  – Site Locations/Characteristics  
  – Equipment Requirements  
  – Maintenance Plan  
  – Funding and Financing Plan  
  – Construction Plan  
  – Compliance:  
    – Buy America  
    – Project Review/Selection Content |
| 2 Evaluation/Selection | • Proposal/Solicitation Review  
  – Complete/Incomplete Proposal  
  – Merit Criteria Review/Scoring  
• Respond to Solicitors (Approved/Not Approved) |
| 3 Reconciliation/Refinement of Selected Solicitations | • Final Plans/Local Approvals/Permits  
• Environmental Approval  
• Contracting between the DOT and Project Group  
• Provide Construction Schedule |
| 4 Construction | • Milestone Reviews/Updates  
• Reimbursement Schedule (if a more pay as you go process consistent with other construction projects)  
• Close Out Check List |
| 5 Operations | • Reporting Requirements  
• Evaluation (Justice40 and others) |
A preliminary analysis completed as part of the Statewide Plan development concluded approximately six installation locations are needed to satisfy the build-out requirement of the Nebraska designated AFCs. This analysis considered the existing five locations listed in Table 7. Assuming a four-port installation cost of $1,000,000, of which the program would fund $800,000, the expectation is the AFC could achieve build-out in the first year. Proposed AFC installation locations, together with the five existing locations, are documented in Table 8.

While AFCs also include a 12-mile segment of US 6/N-31 from I-80 to Elkhorn and 16 miles of US 6 from Elkhorn to the Missouri River adjacent to downtown Omaha, the build-out assessment is focused on I-80 as the alternatives to I-80 on the AFC list are within the 50-mile maximum acceptable spacing. Thus, build-out of the AFCs can be completed within the I-80 corridor.

Table 8. 2022 Infrastructure Deployments – Build-out the Nebraska AFCs and Fill In The Gaps

<table>
<thead>
<tr>
<th>City/Town</th>
<th>Route</th>
<th>Location</th>
<th>Anticipated/Current EV Network – Port Configuration of In-place</th>
<th>Utility Territories</th>
<th>Anticipated Station Ownership (P – Private Ownership)</th>
<th>FY22 Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kimball</td>
<td>I-80</td>
<td>US 71</td>
<td>TBD</td>
<td>Kimball Power District or High West Energy</td>
<td>P</td>
<td>$800,000</td>
</tr>
<tr>
<td>Sidney</td>
<td>I-80</td>
<td>US 385</td>
<td>TBD</td>
<td>Sidney Public Power District/ Wheatbelt Public Power District</td>
<td>P</td>
<td>$800,000</td>
</tr>
<tr>
<td>Big Springs</td>
<td>I-80</td>
<td>N-258</td>
<td>TBD</td>
<td>Big Springs (NPPD)</td>
<td>P</td>
<td>$800,000</td>
</tr>
<tr>
<td>Ogallala</td>
<td>I-80</td>
<td>US 26/N-61</td>
<td>TBD</td>
<td>Ogallala (NPPD)</td>
<td>P</td>
<td>See next line (in place)</td>
</tr>
<tr>
<td>Ogallala</td>
<td>I-80</td>
<td></td>
<td>Electrify America - 7 DCFC CHAdeMO CCS</td>
<td>Ogallala (NPPD)</td>
<td>P</td>
<td>NA</td>
</tr>
<tr>
<td>North Platte</td>
<td>I-80</td>
<td></td>
<td>Electrify America - 7 DCFC CHAdeMO CCS</td>
<td>North Platte PPD</td>
<td>P</td>
<td>NA</td>
</tr>
<tr>
<td>Lexington</td>
<td>I-80</td>
<td></td>
<td>Electrify America – 7 DCFC CHAdeMO CCS</td>
<td>Lexington PPD or Dawson PPD if on south</td>
<td>P</td>
<td>NA</td>
</tr>
<tr>
<td>Gothenburg</td>
<td>I-80</td>
<td>N-47</td>
<td>TBD</td>
<td>Gothenburg PPD</td>
<td>P</td>
<td>$800,000</td>
</tr>
<tr>
<td>Kearney</td>
<td>I-80</td>
<td>Kearney</td>
<td>TBD – Current charger installations do not meet NEVI guidelines</td>
<td>Kearney NPPD</td>
<td>P</td>
<td>NA</td>
</tr>
<tr>
<td>Kearney</td>
<td>I-80</td>
<td>N-44</td>
<td>TBD</td>
<td>Kearney NPPD</td>
<td>P</td>
<td>$800,000</td>
</tr>
<tr>
<td>Grand Island</td>
<td>I-80</td>
<td></td>
<td>Electrify America - 7 DCFC CHAdeMO CCS</td>
<td>Southern PPD</td>
<td>P</td>
<td>NA</td>
</tr>
<tr>
<td>City/Town</td>
<td>Route</td>
<td>Location</td>
<td>Anticipated/Current EV Network – Port Configuration of In-place</td>
<td>Utility Territories</td>
<td>Anticipated Station Ownership (P – Private Ownership)</td>
<td>FY22 Funding Amount</td>
</tr>
<tr>
<td>-----------</td>
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<td>---------------------------------------------------------------</td>
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<td>------------------------------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>York</td>
<td>I-80</td>
<td>US 81</td>
<td>TBD</td>
<td>York (NPPD)</td>
<td>P</td>
<td>$800,000</td>
</tr>
<tr>
<td>Lincoln</td>
<td>I-80</td>
<td>Electrify America - 7 DCFC CHAdeMO CCS</td>
<td>LES</td>
<td>OPPD</td>
<td>P</td>
<td>NA</td>
</tr>
<tr>
<td>Omaha</td>
<td>I-80</td>
<td>TBD</td>
<td>TBD</td>
<td>OPPD</td>
<td>P</td>
<td>$800,000</td>
</tr>
</tbody>
</table>

Note: Shaded cells represent locations where NEVI compliant chargers are presently in-place.

**Upgrades of Corridor Pending Designations to Corridor Ready Designations**

NDOT does not anticipate nominating additional corridors as Alternative Fuel Corridors.

**Increases of Capacity/Redundancy along Existing AFC**

In the first program year, the emphasis will be on filling out the gaps in the existing AFCs on I-80. Once that critical task has been completed, building capacity and providing redundancy will become more realistic.

**Electric Vehicle Freight Considerations**

The National Highway Freight Network (NHFN) was established as part of the FAST Act with the purpose of strategically directing federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN consists of four subsystems of roadways:

1. Primary Highway Freight System (PHFS). A network of highways identified as the most critical highway portions of the U.S. freight system according to national data. I-80, the primary AFC across Nebraska, is included as part of the Primary Highway Freight System.

2. Other Non-PHFS Interstate Highways. These are the remainder of the interstate highway system not included in the PHFS.

3. Critical Rural Freight Corridors (CRFCs). These are roadways not in an urbanized area which provide access to the PHFS and the interstate highway system with other important freight or public transportation facilities. Each state is to define its CRFCs for inclusion on the NHFN.

4. Critical Urban Freight Corridors (CUFCs). These are roadways in urbanized areas which provide access to the PHFS and the interstate highway system with other important freight or public uses.

Different modes of transportation are used within Nebraska’s freight system. In 2015, over 882 million tons of freight worth $615 billion were transported to, from, within, or through Nebraska. While rail is the dominant mode, carrying 60 percent of the total weight and approximately 57 percent of the total value of goods, trucks accounted for the second highest modal share measured by weight, carrying 29 percent of the total weight.
Separately from federal classifications, the State of Nebraska has identified a Key Freight Corridor network: of roadways that facilitate statewide and interregional truck travel. These roadways were identified by examining current daily truck volumes and growth in truck volumes as indicated by an analysis of 2045 commodity flows. In total, 18 routes representing nearly 2,364 centerline miles were identified as Key Freight Corridors. I-80 makes up approximately 20 percent of the Key Freight Corridor mileage. Figure 10 displays routes across the state designated as part of the Key Freight Corridor network.

In 1988 the State established the Priority Commercial System (PCS) to provide a continuous network of routes designed to carry higher traffic volumes, especially commercial vehicles. The PCS includes the rural expressway system and directly serves all first class (5,001 to 100,000 in population) and larger cities — providing key connections to major commercial centers. The PCS directly serves 80 of the 115 second class cities (800 to 5,000 population) and comes within 10 miles of 18 second class cities. The majority of the priority system, displayed in Figure 10, is composed of the U.S. Routes.

The combination of I-80, Key Freight Corridors and the Priority Commercial Network provide the potential to greatly enhance opportunities for charging commercial vehicles as:

- The routes with these designations generally carry a higher percentage of heavy commercial vehicles.
- The corridors that make up the networks also represent those serving more longer distance travel.
- The combined corridors serve higher total vehicle volumes.

Thus, from the commercial vehicle support perspective, the Key Freight Corridor and Priority Commercial Corridor designated routes could be used as a means of identifying higher truck use corridors. Additionally, corridors carrying these designations also generally carry higher total traffic volume. Thus, investing NEVI program funding into these corridors could serve a dual function of providing funding for commercial vehicles and corridors of higher demand outside urban areas.

Public Transportation Considerations

The two primary fixed route agencies in the state, Lincoln StarTran and Omaha Metro Transit have made investments into electric vehicles and in-house charging stations. Additionally, both agencies have included in their strategic planning the expectation for adding more electric vehicles to the fleet. While stations along I-80 would likely provide little utility as possible enroute charging opportunities, following build-out of the I-80 corridor, there are potential sites along the fixed route networks in each area that could serve the dual purpose of general public and public transit vehicle charging.

Building out the I-80 corridor will require the majority of first year funding. Thus, including consideration for public transit electric vehicle funding would be incorporated into 2023 through 2026 updates.
Figure 10. Nebraska Key Freight Corridors and Priority Corridor Network
FY23-26 Infrastructure Deployments

State, Regional, and Local Policy

Program applicants will be required to affirm that their proposed project conforms to the local regulations of the applicable city and/or county. It will be applicants’ responsibility to ensure compliance; however, the public outreach has included and will continue to include guidance on the steps involved in applying.

Implementation

The overall NEVI program in Nebraska will evolve over the course of its initial five-year horizon. As experience with the reimbursement program accumulates, the strategies used will adapt to maximize the program’s success.

Implementation is delineated in five distinct strategies. For each of the implementation strategies described in this section, the approach will vary by year. It is anticipated that the strategies will evolve based on experience, feedback from customers and interactions with providers.

Strategies for EVSE Operations & Maintenance

Although subsidizing up to five years of operations and maintenance costs is eligible under the NEVI funding program, NDOT has elected to limit cost sharing to investment in the capital construction phase of project development.

Beyond deploying electric vehicle supply equipment (EVSE) infrastructure throughout the state, the NDOT Electric Vehicle Charging Infrastructure Plan seeks assurance that the program supported infrastructure will be operated and maintained to acceptable minimum standards. The overarching expectation is that charging stations be available for use and physically accessible to the public 24 hours per day, seven days per week, year-round. To provide assurance to the NDOT, respondents will be required to include an Operations and Maintenance Plan (O&M Plan) detailing how the deployed EVSE infrastructure will be supported for a period of at least five years following system commissioning.

As of the time this inaugural plan was prepared, the minimum standards and requirements associated with maintenance of EV charging infrastructure have not been developed by the Joint Office. As the NDOT has experience with infrastructure deployments such as dynamic message boards, traffic data collection equipment, camera systems, etc., the Department has extensive experience in preparing guidelines for maintaining equipment in a state of good repair. Thus, being good stewards of public funding. Based on historical knowledge of a broad array of equipment, a general concept for O&M plan content has been developed This concept will be updated as guidance is provided.

The O&M Plan must also specify the types of EVSE use data that will be made available to the public and/or to NDOT. Successful award recipient is required to provide the EVSE data in support of NEVI and NDOT program objectives. The metrics generated by this data are needed to support public adoption of EVSE. The specific format, reporting frequency and recipient of the data will be identified at a later date and appended to the contract prior to award.

An overview of the minimum operations, maintenance and data reporting requirements are summarized below.

**Operation Requirements Included in O&M Reporting**

- Maintain summary records of the following information for transactions:
  - Time of day use to understand peak and off-peak use periods.
  - Average duration of charger bay occupancy and charge time (minutes)
  - Total charge (kWh)
  - Cost of charge (electricity price and any fees)

The NDOT will continue to refine the level of detail for the reporting period. Reporting information for each transaction exceeds the level needed and reporting at this level creates customer privacy concerns. Whether daily, weekly or monthly reporting summaries are appropriate will be determined as part of program refinement before deployment.

- Provide 97 percent uptime for each EVSE charging facility, requires all hardware and software be online and the station be available for use.
- Remotely monitor system operations (daily).
- Investigate and resolve operational issues within 2 business days of notification.

**Maintenance Requirements**

- Verify proper charging function across all charging ports by applying load to each charger port and verifying charging level is at 90 percent of rated wattage capacity (monthly).
- Verify all forms of payment are successfully processed by each charger station (monthly).
- Maintain site access:
  - Snow and ice removal service to maintain site access within eight hours of major weather events
  - Miscellaneous upkeep to maintain access to site, including maintaining the following in good repair: pavement, striping, signage, lighting, etc.
- Maintain site amenities:
  - Maintenance of restroom facilities, if applicable (daily)

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– Upkeep of grounds including mowing, litter pickup, etc. (daily)
– Maintenance of food service equipment and supplies, if applicable (weekly)
– Trash collection service (weekly)
• Investigate and resolve maintenance issues within 2 business days of notification.

Proposed Data Reporting Requirements
• Provide utilization data to NDOT (quarterly):
  – Number and location of EVSE charging facility uses per day
  – Total charge (kWh) per location per day
  – Percent uptime of each EVSE charging facility, calculated quarterly basis for the previous 12 months
  – Mean time between failure (MTBF) of each charging facility
• Provide real-time data to be made available publicly through third-party data sharing/mapping applications.
  – Base price for electricity charged to consumers ($/kWh), also made available on-site
  – Additional fees, if applicable, also made available on-site
  – Additional information on site location, availability, etc.
Respondents shall provide an O&M Plan as a part of the submittal package. The O&M Plan shall contain the following sections:
• Statement of commitment to proper operation and maintenance of EVSE facilities
• Detailed description of how minimum operation requirements will be met
• Detailed description of how minimum maintenance requirements will be met
• Detailed description of how minimum data reporting requirements will be met

The Respondent’s O&M Plan will be scored in accordance with the selection criteria section of this document.

Strategies for Identifying Electric Vehicle Charger Service Providers and Station Owners
NDOT identified existing electric vehicle charging station providers using maps available online from sources such as the Alternative Fuels Data Center. Organizations operating charging stations in Nebraska include Blink, ChargePoint, Electrify America, EV Connect, and SemaCharge.

Charger service providers and potential station owners/operators are expected to take the

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initiative to apply for funding if they believe they can meet the minimum eligibility requirements. NDOT has developed a NEVI specific webpage and used social media platforms managed by NDOT and other state partners to advertise the webpage. Additionally, the webpage availability was promoted as part of the public survey completed by approximately 1,100 people.

The potential applicants were informed of the planning process and draft versions of the NEVI program that will eventually be implemented. Notification of application opportunities will be published through the Nebraska DOT’s existing Business Opportunities web portal. However, the State will not be reaching out individually to potential applicants to avoid any conflicts of interest and ensure fairness in the application process.

**Strategies for EVSE Data Collection & Sharing**

Data collection is a key element in the operations and maintenance strategy for EVSE deployment. While it is anticipated additional guidance regarding data collection and sharing requirements will be received from the Joint Office, the NDOT has prepared preliminary proposals for consideration as the program is implemented. These guidelines will be revised as needed based on federal guidance received. Two potential sources of data for the program:

- Required data from EVSE providers
- NDOT inspections of charging sites

Of these, the EVSE required data is expected to be the primary source of operational information. As part of the contract required to receive reimbursement, EVSE providers must provide several data points on a periodic basis:

- Number of charging events per EVSE site
- Maximum number of simultaneous ports used
- Aggregate vehicle minutes at each EVSE site
- Minutes of “down” (unavailable) time per port per site.
- Number of site visits for equipment maintenance per site

Data will be submitted to the NDOT designated NEVI program administrator at an interval of no greater than quarterly.

**Strategies to Address Resilience, Emergency Evacuation, Snow Removal/Seasonal Needs**

The primary risks for resilience analysis for the AFCs in Nebraska are weather-related. These can be delineated into climatological and event categories.

For climatological risks, extreme summer and winter temperatures are the primary concerns. Along the AFC, temperatures of over 110 F (43 C) have been recorded in the summer and temperatures below -33 F (-36 C) have been recorded in the winter. All EVSE must be rated to operate between -40 and +60 and specification sheets submitted during the application process will describe the equipment ratings.
Weather events include severe thunderstorms, tornadoes, and blizzard conditions. Access to amenities such as storm shelters and other weather refuge sites will be included in the evaluation of an application. Snow removal, mowing and other site maintenance items must be included in an Operations and Maintenance Plan submitted by the applicant and will be evaluated for completeness and suitability by NDOT in the selection process.

**Strategies to Promote Strong Labor, Safety, Training, and Installation Standards**

During the application process, all applicants will be informed that they must comply with relevant State laws and any local building codes. Nebraska has robust legal protections for workers and the public through the Nebraska Fair Employment Practice Act, Age Discrimination in Employment Act, Providing Equal Enjoyment of Public Accommodations law, and the Equal Pay Act of Nebraska. Together these ensure that labor practices are non-discriminatory and that the EVSE stations will be accessible to all travelers as a public accommodation.

Training and installation standards are covered in NDOT construction specifications. During the application process, applicants will be informed of the applicable specification sections. Conformance with specifications will be verified during the inspection of the sites described in the Contracting section of this plan.

**Civil Rights**

In accordance with Title VI of the Civil Rights Act of 1964, NDOT ensures that no person shall, on the grounds of race, color, religion, national origin, age, disability, sex, or income be excluded in the participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by NDOT.

As the NEVI program focuses on investments anticipated to have little to no footprint impact, NDOT’s civil rights considerations focus on whether there is a disproportionate benefit to non-minority and non-low income populations and whether sites are accessible to persons with disabilities.

The proposal review process includes criteria supporting active review of critical civil rights programs. These criteria include:

- Site review: Proposals must demonstrate ADA access requirements are met.
- The Supporting EV Demand and Sustainability themed implementation priorities directly focus benefits associated with increasing charging access and reducing mobile source emissions on low-income and minority populations of the state, with emphasis in the highest population areas of Lincoln and Omaha.

Additional information regarding how the implementation themes have the potential to benefit low-income and minority populations are outlined in the Equity Considerations section that follows this section.
Equity Considerations

In June of 2022, notice of the proposed rulemaking for the code of regulations was issued, stating that “Providing minimum standards and requirements for the development of each charging station helps to ensure equitable access to clean transportation options and the electric grid across all communities, increasing parity in clean energy technology access and adoption.” NDOT completed an assessment of likely societal, community, and household benefits that may be directed to Disadvantaged Communities, which include rural areas of the state. NDOT anticipates further direction to be provided on the specific calculation of benefits. Until such guidance is provided, NDOT agrees with the proposed rulemaking.

Implementation

As detailed earlier, implementation of the plan will occur in the following phases:

• Filling AFC Gaps
• Supporting EV Demand
• Sustainability

While the Filling AFC Gaps theme will focus more effort on corridors with little direct association with areas reflecting characteristics of the Justice40 Initiative, it will direct initial funding to rural areas of the state, which is consistent with NEVI program efforts. Except for areas in Omaha and North Platte, designated AFC segments are beyond a mile of Justice40 Initiative designated areas. The combination of the separation between designated Justice40 Initiative areas and I-80 and a high probability that vehicles using future I-80 AFC charging stations will be from I-80 through traffic rather than local traffic, likely results only minor travel-related impacts on Justice40 Initiative areas from the migration to lower emissions vehicles connected with the NEVI program. For the purposes of this plan, a direct association is defined as funding directed to EV port installations within one mile of a designated Justice40 area.

Building out the AFCs will satisfy the funding requirement of delaying funding other priority installations associated with equity goals and focusing 40 percent of the benefits of investment in Justice40 designated areas.

The implementation themes of Supporting EV Demand and Sustainability have the potential to directly benefit Justice40 designated areas, shown in Figure 11, through the following:

• Charging demand likely reflects where EVs are located and used regularly and registered EVs are addressed more in Lincoln and Omaha, where there are also greater Justice40 populations relative to the remainder of the state. Thus, installation of devices to support current and future EV travel demand, will also have the potential to benefit Justice 40 populations by increasing availability of non-home charging opportunities. By increasing the non-home opportunities, consumer concern of available charging will be at least partially addressed, adding to the probability more people may select an EV over an ICE vehicle when making a purchase.

• Reducing mobile source emissions. The Sustainability theme focuses on device installation in areas with the highest regional congestion, which also reflect elevated levels of mobile source emissions for greenhouse gases (GHG). By reducing concerns of limited charging capacity by
adding charging stations in areas of higher congestion, increases the opportunity for persons to truly choose an EV purchase over an ICE purchase. Replacing ICE vehicles with EVs in congested areas will not reduce congestion, it can, however, reduce the mobile source emissions associated with vehicles in congested corridors and at congested intersections. Areas of higher congestion in Omaha and Lincoln are proximate to Justice40 designated areas. Thus, reducing missions from mobile sources has the potential to benefit air quality in Justice40 designated areas.

For NDOT to be allowed to use NEVI Program funding for implementation themes directly supporting Justice40 and other equity-based considerations, the AFC must be built out, which logically elevates the initial Filling AFC Gaps theme.

Figure 11. Justice40 Census Tracts in Nebraska

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

To identify disadvantaged communities, the U.S. Department of Transportation (DOT) and U.S. Department of Energy (DOE) developed a joint definition of disadvantaged communities in the context of the NEVI Formula Program. It was established using publicly available data sets that capture vulnerable populations, health, transportation access and burden, energy burden, fossil dependence, resilience, and environmental and climate hazards (https://www.anl.gov/es/electric-
vehicle-charging-equity-considerations). The DOT established this definition by using the current DOT and DOE definitions of DAC, looking at census information for tribal lands and U.S. Territories.

The Department of Energy (DOE) and Department of Transportation (DOT) define disadvantaged communities in different perspectives, but they are both equally important in the context of implementing NEVI initiatives. The DOE uses the following indicators to measure DACs: fossil dependence, energy burden, environmental and climate hazards, and vulnerability. From a transportation perspective, the DOT defines DACs by the following indicators: transportation access, health disadvantage, environmental disadvantage, economic disadvantage, and social disadvantage (https://www.anl.gov/es/electric-vehicle-charging-equity-considerations).

Using these indicators, DOT and Argonne National Laboratory created the Electric Vehicle (EV) Charging Justice40 Map tool. It is a national map of the United States, which identifies DACs, public EV charging stations, and FHWA designated EV corridors (for rounds 1-5). It will be continuously updated as the program develops and may be used as a tool for grant applicants for identifying DACs, for which Justice40 grants will cover (https://www.anl.gov/es/electric-vehicle-charging-equity-considerations).

NDOT will use the Electric Vehicle Charging Justice40 Map to aid in decision making when it comes to funding EV charging stations off the I-80 corridor. There are several DACs identified which do not currently have a charging station or have only one within a large geographical area.

**Process to Identify, Quantify, and Measure Benefits to DACs**

NDOT will be supporting the Justice40 goal by meeting the program requirements for minimum spacing and directing Federal funds to applications that expand access to clean transportation options and the electric grid across all communities. Measuring the degree of benefit is not likely to be required in the first few years due to the complexity and lack of specific guidance at this time. Also, measuring benefits in urban and rural areas in the same manner is not recommended as the feasibility of constructing and operating charging stations is unique to each context. All charging station locations can provide some benefit to disadvantaged communities.

Anticipated measurable benefits that may be considered in the future include:

- Reduced emissions
- Fewer pedestrian fatalities
- Economic growth
- Reduced travel/commute times
- Multimodal transportation
- System maintenance
- Workforce development
- Improved reliability
Benefits to DACs through this Plan

The most important benefit that NDOT will be measuring through the creation of EV charging stations is the system's performance. Understandably, use of EV charging stations in those areas may be slow at the start of the program, but as the electric vehicle market increases and initial purchase prices come down, it is the goal that those vehicles will become more prominent, and use of public EV charging stations increases.

In addition to the benefits outlined above, the State will look to federal agencies for additional guidance to implementing benefits into DACs, as well as how they will be measured.

Labor and Workforce Considerations

Nebraska’s labor and workforce considerations revolve around providing Nebraskan’s and tourists alike a reliable, efficient, and affordable access to EV charging stations statewide.

The State will also continue existing work relationships and continue to support NDOT’s Equal Employment Opportunity (EEO) Statement and Affirmative Action Plan, as well as continue in fulfilling the Disadvantaged Business Enterprise (DBE) requirements.

Cybersecurity

NDOT is committed to making sure the implementation, operation, and maintenance of electrical vehicle charging stations are compliant with the security policy and standards of the Office of the Chief Information Officer (OCIO). NDOT third party vendors who operate EV charging stations will be required to provide NDOT anonymous data on a recurring basis. They will be required to publish station location, power ratings, and costs to the various sites tracking EV charging stations, including the US Department of Energy Alternative Fuel Data Center (AFDC). They will also, in coordination with NDOT’s IT personnel, ensure compliance with cyber security standards before, during, and after the construction of EV charging stations.

Program Evaluation

Using tools developed in the implementation of this EV plan, NDOT will comprehensively evaluate their plan on an annual basis. Progress reports for charging stations will be required on a to-be-determined, regular schedule.

This section of the plan will be expanded as additional technical guidance from USDOT and other federal sources is received.
**Discretionary Exceptions (if any)**

NDOT will document and notify the FHWA if any discretionary exceptions need to be made should an EV charging station not fulfill the federal requirements set forth. Currently, there have not been any identified, but if that changes, proper communication will take place.

One potential exception the NDOT has identified occurs between North Platte and Lexington where NEVI compliant stations are currently operating. North Platte and Lexington are located 58 miles apart, exceeding the 50-mile NEVI program guideline. Demand from vehicles along the I-80 corridor may not warrant adding a NEVI compliant station at Gothenburg to fill the greater than 50-mile. Adding a location at Gothenburg eliminates the gap, however, results in a likely less than economically viable spacing of 34 miles (North Platte to Gothenburg) and 25 miles (Gothenburg to Lexington).
Appendix A: Full list of Electric Vehicle Charging Locations

[insert table here]
Appendix B: Survey Questions

Community Survey

1. What is your main mode of transportation?
2. How likely are you to purchase an electric vehicle (EV) in the next three years?
3. What factors would encourage you toward purchasing an EV?
4. Is the availability of public EV charging stations an important factor in your consideration of purchasing an EV?
5. Are there currently enough public EV charging stations available that would make you feel comfortable purchasing an EV?
6. Are you willing to pay for the electricity to charge your vehicle? If yes, how much are you willing to spend for a “fill-up”?
7. What amenities are of importance when waiting for your electric vehicle to charge?

Questions for Current EV Owners

8. How many miles do you drive in a typical day?
9. Do you do most of your charging at a public charging station or in your private driveway/garage?

Demographics

10. How did you hear about this survey?
11. What is your Zip Code?
12. What is your age?
13. What race/ethnicity best describes you?

Business Survey

1. Contact information
2. What is the nearest interstate to your location?
3. How far away is that interstate from your location?
4. What type of facility are you?
5. How do you considered installing electric vehicle charging facilities?
6. If there were business incentives for installing electric vehicle charging, would you be more inclined to support hosting?

7. Is your site accessible 24/7?

8. Do you believe hosting an electric vehicle charging station will bring you more business?

9. Have you noticed an increase in electric vehicle traffic through your business?

10. Would you like to be updated with more information as Nebraska’s Electric Vehicle Implementation Plan in the future?

11. Is there any more information regarding EV charging stations you would like to share?