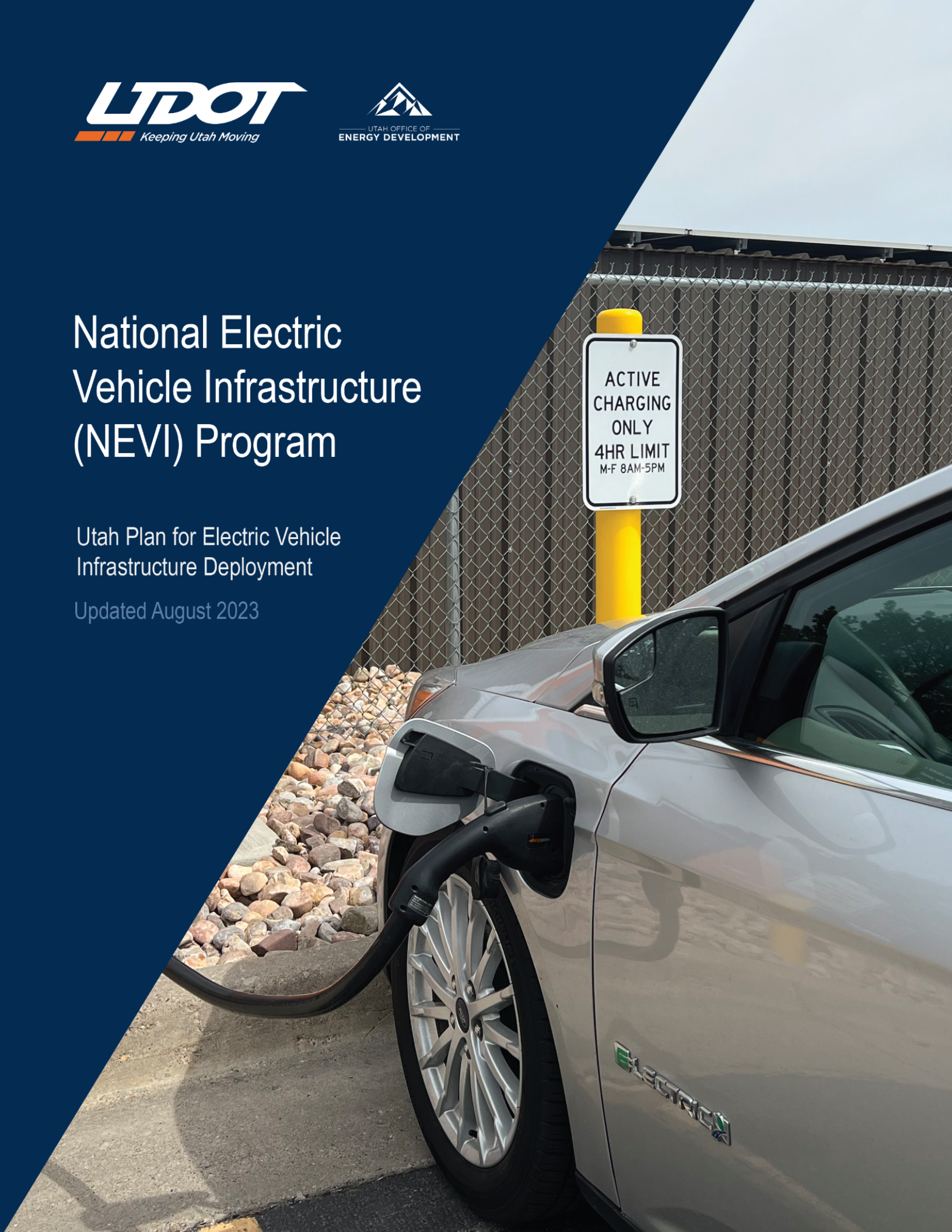
UDOT Keeping Utah Moving

UTAH OFFICE OF ENERGY DEVELOPMENT

National Electric Vehicle Infrastructure (NEVI) Program

Utah Plan for Electric Vehicle Infrastructure Deployment

Updated August 2023



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Utah Plan for Electric Vehicle Infrastructure Deployment

FY 2024 UTAH PLAN UPDATES

Utah is pleased to submit an updated Plan for Electric Vehicle (EV) Infrastructure Deployment highlighting what efforts have been undertaken to deliver EV charging throughout the state and what is planned for the future. Much of this FY 2024 Plan will remain the same as the previously approved plan, September 12, 2022, but all new content or changes will be identified by blue text. Many of the updates to the proposed plan are in response to the newly issued National Electric Vehicle Infrastructure (NEVI) Standards and Requirements 23 C.F.R. 680.

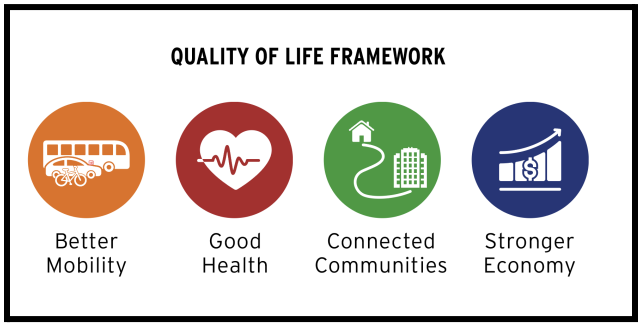
Updates from Prior Plan

Below is a list of bulleted items of updates for this year's plan submission.

- UDOT's EV Infrastructure Development - Expanded on what efforts were done to expand EV charging in Utah.
- State Agency Coordination - Detailed coordination efforts for the past year.
- Public Engagement - Described approach and efforts undertaken in the past year to coordinate with the public, stakeholders, equipment providers, utilities and DAC's.
- Planned Vision and Goals - Refined the vision and goals from the past year of experience with working towards implementing NEVI.
- Contracting - Provided additional details regarding the contracting methods Utah plans to pursue to deliver NEVI.
- Civil Rights - Detailed out the 23 CFR 680 requirements as they relate to Civil Rights.
- Existing and Future Conditions Analysis - Provided updates about existing charging within Utah, Alternative Fuel Corridor discussion and any changes to current conditions within the state.
- EV Charging Infrastructure Deployment - Updated NEVI Site maps, provided updates to funding and planned use of funds.
- Implementation - Updated how the state intends to implement NEVI with the final EV charging infrastructure requirements detailed under 23 CFR 680.
- Equity Consideration - Added a benefits table and discussed the strategy to track benefits to disadvantaged communities (DACs).
- Physical Security & Cybersecurity - Updated priorities and goals to ensure each NEVI station has appropriate physical security.
- Program Evaluation - Described how Utah will use data submittals to evaluate the NEVI program and influence future phases of the program.
- Discretionary Exceptions - Removed two previously approved discretionary exceptions and detailed out the current requests.

- Appendix A Stakeholder Engagement - Detailed out all coordination that has taken place with stakeholders since the submission and approval of the FY 2023 plan.
- Appendix D State of Utah NEVI Plan Exception Request, FY 2024 - Provided updated maps and narrative as to why discretionary exceptions were requested.

INTRODUCTION



Utah's approach to transportation is based on a Quality of Life framework built on four outcomes: Better Mobility, Good Health, Connected Communities, and Stronger Economy. This framework is implicit in all transportation projects and initiatives, facilitating the goal for all users of the transportation system to have choices, so that they can go where they want, when they want, in the way they want – safely.

The number of EVs as a percentage of total vehicles in Utah is 1.10%. However, since 2015, the number of EVs in Utah has grown by an average of 48 percent year over year, and the rate of growth is climbing. Many of the largest vehicle manufacturers (General Motors, Volkswagen, Ford, Volvo, Honda) have set ambitious goals towards converting to a largely electrified fleet within ten to fifteen years, and some are planning a complete transition away from internal combustion engine vehicles as early as 2035.

The Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, established a first-of-its-kind National Electric Vehicle Infrastructure Formula Program (NEVI). NEVI will provide funding to states to deploy electric vehicle charging infrastructure along public roads to establish an interconnected network across each state and throughout the nation. According to the Joint Office's Memorandum issuing guidance regarding the NEVI program on June 2, 2023, the Utah Department of Transportation (UDOT) has been officially tasked with planning and executing the NEVI program. Additionally, UDOT is working in close partnership with the Utah Office of Energy Development (UOED), and each agency plays a key role in implementing this vision. To reflect joint leadership of this program, the partnered team of UDOT and UOED are referred to throughout the document as the Utah NEVI Team. The plan also includes input from technical experts from public research universities; federal, state, and local agencies; the electric vehicle industry; energy service providers; and nonprofit entities. The plan addresses statewide EV charging needs and connectivity to reliably travel across the state and in rural areas, as well as augmenting the needs in urban areas for greater densities of EVs.

UDOT's EV Infrastructure Development

In 2017, UDOT began planning for the adoption of EVs and the infrastructure that would be needed to support them. Utah's governor, along with governors from seven other western states – Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, and Wyoming – joined together to form a group referred to as REV West. These eight governors signed a Memorandum of Understanding (MOU) to provide a framework for creating an Intermountain West EV Corridor, making it possible to drive an EV across major transportation corridors in the western United States. This effort has prepared Utah to work in coordination with surrounding states to create a seamless EV infrastructure.

In 2018, Utah developed its first Electric Vehicle Master Plan. Its purpose was to create and implement a unified EV infrastructure strategy for enhanced transportation and better air quality for Utah. This led to the creation of the State Agency Electric Vehicle Expansion Committee to continue to develop a unified EV infrastructure strategy for the advancement of EV charging across Utah, with an objective of improving air quality through zero emission transportation. This five-year master plan lays out best practices to guide state agencies and other interested parties in the implementation of EV technologies at their places of business. An outreach committee was also formed to assist in community outreach around EV expansion.

In 2019, the governors of all eight REV West states recommitted to the partnership and updated the founding MOU. The updated MOU expanded the scope of the partnership to include new interstate highway routes, defined seven activities for state collaboration, and included an annual progress report to update each governor and the general public on REV West's progress to date. Below are some of REV West's accomplishments:

- Built more than 175 direct current fast charge (DCFC) stations since the MOU launch, and another 150 DCFC stations are in the planning phase;
- Engaged the Federal Highway Administration (FHWA) for federal support through the Alternative Fuels Corridor (AFC) program, leading to the designation of nearly 1,250 miles of electric charging corridors, and more than 7,500 miles of "corridor pending" highways;
- Released Policy Baseline report in October 2018;
- Released Voluntary Minimum Standards for DCFC stations in December 2019;
- Leveraged U.S. State Energy Program funds and other sources to enhance coordination between State Energy Offices and transportation agencies on:
    - Addressing regulatory barriers to station development and signage;
    - Identifying infrastructure gaps;
    - Developing DCFC station analysis maps for internal planning;
    - Exchanging model EV programs and sharing strategies for EV program design.

- Obtained funding from the U.S. Department of Energy under the Corridors for the West (CORWest) grant led by the Utah Clean Cities Coalition, which identifies barriers to EV adoption and supports infrastructure deployment in rural and remote areas;
- Partnered with electric service providers on infrastructure development.
- Joined a collection of Intermountain West states called ChargeWest, created by Utah Clean Cities (UCC), which is committed to improving electric corridors across the western United States; building infrastructure on rural gateway communities, state and national parks, monuments, recreation areas and scenic by-ways.

In 2020, Utah created its second Electric Vehicle Master Plan. Building on previous plans, this plan was updated to include legislative directives for EVs. Additionally, the 2020 Utah Legislature passed House Bill 259 (H.B. 259), Electrical Vehicle Charging Network, which directed UDOT to develop a separate statewide EV charging network plan that provides implementation strategies to ensure that EV charging stations are available:

1. At strategic locations as determined by UDOT by June 30, 2021;
2. At incremental distances no greater than every 50 miles along the state's interstate highway system by December 31, 2025; and
3. Along other major highways within the state as UDOT finds appropriate.

The Utah Statewide Electric Vehicle Charging Network Plan, published on June 30, 2021, fulfilled the requirements of H.B. 259, which became Utah Code (UC) 72-1-216. Its purpose was to set a plan to prepare for rising rates of EV adoption and the resulting expansion of EV charging capacity needs in Utah's urban and rural areas by installing a charging infrastructure backbone along interstates and other strategically selected routes. It included contributions from stakeholder engagement, and provides guidance for EV charging station developers regarding implementation of electric vehicle service equipment (EVSE) on a statewide level. The Utah Statewide EV Charging Network Plan is the basis for the Infrastructure Deployment and Implementation sections of the NEVI Plan and also to fulfill the requirements of UC 72-1-216.

The 2021 Statewide EV Charging Network Plan identified charging corridors based on:

- Connectivity
- Traffic volumes
- Tourism
- Local and interstate commerce
- Transportation resilience and public safety
- Facilitation of accelerated fleet and consumer EV adoption

The State of Utah accomplished many goals related to EVs in 2020, including the following:

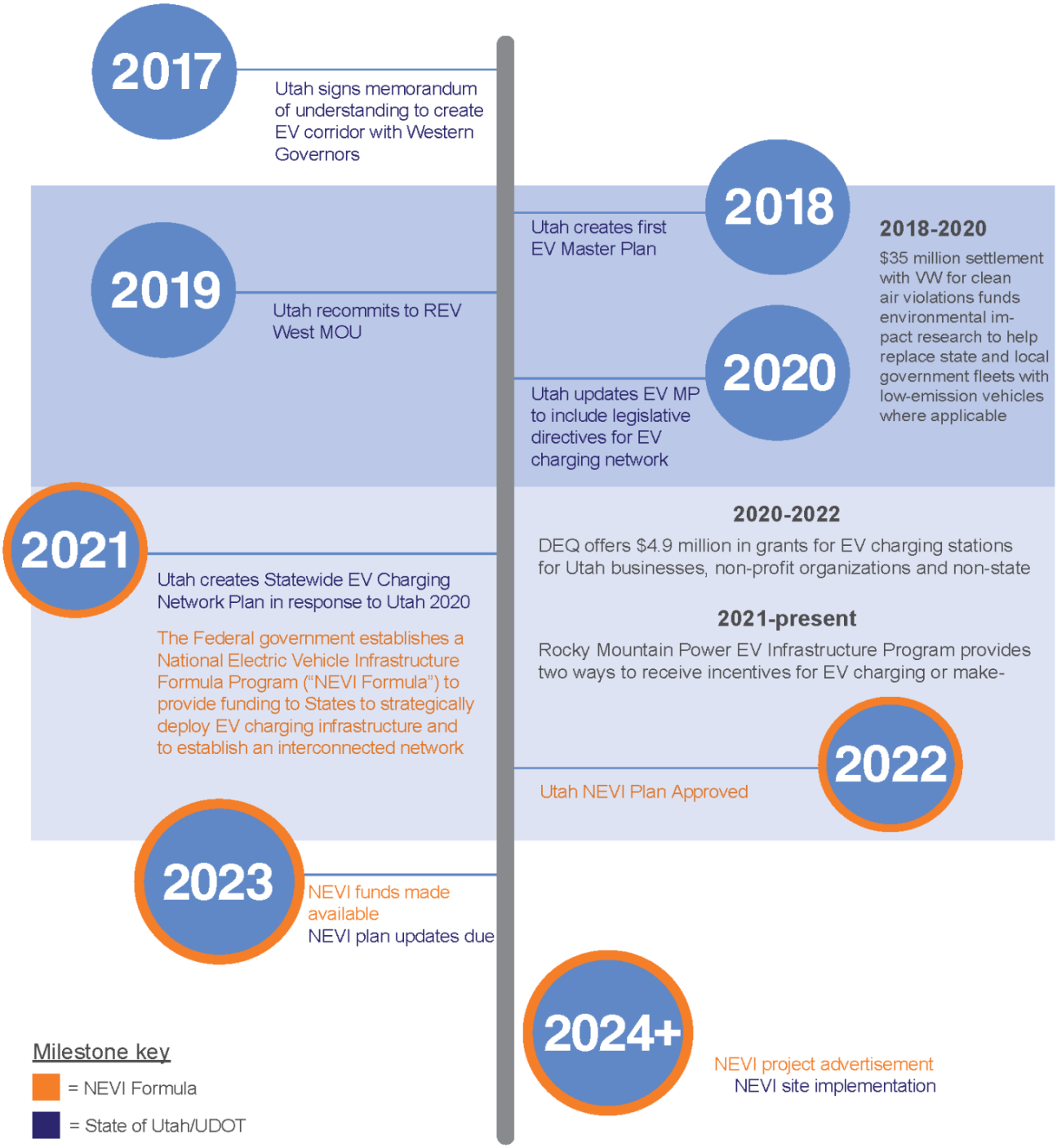
- Utah State Fiscal Year 2020 (FY20) legislative funding allocation for EV charging at state facilities;
- Division of Air Quality (DAQ) Workplace Electric Vehicle Charging Funding Assistance Program;
- Volkswagen Settlement Funding: UDOT Rural Electric Vehicle Service Equipment (EVSE) Expansion (See more below.)

In 2021 UDOT completed an EVSE installation project to invest $949,672 in grant funding from the Utah DEQ VW Settlement along with $200,000 in funding from the state legislature. The project resulted in 16 DCFC chargers in eight locations across the state, along with another 11 Level 2 chargers in areas where three-phase power was not feasible. The lessons learned from this project regarding contracting, utility coordination, site host selection and contracting, etc. have informed the implementation strategies in this plan.

Utah has continued to make EV adoption and the installation of EVSE a priority for the state. During the 2023 legislative session Senate Bill 125 was passed and signed into law. Title 53B-18-18 of Utah State Code designated and funded Utah State University's Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE) Research Center (ASPIRE) to be the Electrification of Transportation Infrastructure Research Center. The law also created the state's Electrification of Transportation Infrastructure Steering Committee. This steering committee is made up of personnel from the State Department of Transportation, the State Department of Environmental Quality, the Office of Energy Development, the large public transit district, the Governor's Office of Economic Opportunity, and a representative from the major electrical power provider in the state. UDOT chairs the committee.

This steering committee is tasked with developing a direction, priorities, planning, and development of initiatives for the state as it relates to electrification of transportation infrastructure.

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



STATE AGENCY COORDINATION

State agency coordination continues to take place since the approval of Utah's Plan for Electrical Vehicle Infrastructure Deployment in September of 2022 by the Joint Office. Coordination between UDOT, UDAQ (a division of the Utah Department of Environmental Quality), Department of Government Operations (DGO), Governor's Office of Economic Opportunity, and the Department of Natural Resources. All of these agencies share a similar vision to increase EV adoption by Utah residents, allow the traveling public access to transportation choice, including fast and reliable EVSE, with an ancillary goal to increase economic development within the state.

Utah's NEVI team understands the requirement to install EV supply equipment that is made and sourced in the United States. Utah has engaged with many EV suppliers and local companies as they have expressed interest in participating in Utah's NEVI Program. During each of these engagements we have communicated this requirement and developed contracting instruments requiring these parties to utilize US products, US labor force and US material in the production of all components of EV supply equipment.

Utah's NEVI team continues to collaborate with Utah's Electric Vehicle Resource Group to advance EV charging in the state. As mentioned previously, a law has been passed designating ASPIRE Research Center as the lead research center to coordinate and lead the Electrification of Transportation Infrastructure in Utah. This further directs and funds the coordination between key state agencies in this effort to advance sustainable transportation options. The first meeting was held June 15, 2023.

Utah's Electric Vehicle Resource Group is working toward the creation of a practical strategy for the advancement of EV charging infrastructure across Utah. The Resource Group is chaired by the UOED and includes the following partners:

- UDOT
- UDAQ (a division of the Utah Department of Environmental Quality)
- Department of Government Operations (DGO)
- Governor's Office of Economic Opportunity
- Department of Natural Resources
- Utah Clean Air Partnership (UCAIR)
- Leaders for Clean Air
- Utah State University's Advancing Sustainability through Powered Infrastructure for Roadway Electrification (ASPIRE) Research Center
- Rocky Mountain Power
- Utah Rural Electric Co-op Association

The NEVI Team has worked with the EV Resource Group to ensure that the planning and implementation of EV infrastructure is thoughtful, diverse, supported, and dynamic to the changing needs of the state.

In addition to engagement with the stakeholders in the EV Resource Group, the development of the NEVI plan has been accomplished through engagement with Utah's

State Office of Tourism, Department of Workforce Services, Governor's Office of Planning and Budget, Division of Multicultural Affairs, and the Department of Health.

UDOT will continue to meet with state agencies and expand outreach to all relevant stakeholder groups as the plan is implemented with a goal towards maximizing opportunities to utilize U.S.-made EV supply equipment.

PUBLIC ENGAGEMENT

The Utah NEVI Team established a public engagement strategy that builds on previous efforts (described in the Overview of Utah's EV Infrastructure Plan for Deployment, Development, and Adoption section of this plan) and lays out a plan for how to engage with a broad spectrum of stakeholders throughout plan development and deployment. This plan will continue to be updated as needed based on industry developments, utility coordination, and as community goals are identified.

The framework of our public engagement efforts has been based on the following goals:

- Gain full understanding of NEVI Program and required elements of Utah's plan.
- Engage a diverse range of stakeholders to understand their needs and concerns.
- Integrate insights and solutions that may lead to effective implementation of the Utah NEVI Plan.
- Identify DACs and develop strategies to meet their identified needs.
- Collaborate with neighboring states to help ensure connectivity.

Stakeholder engagement to date has been effectively accomplished by incorporating the involvement of the following audiences:

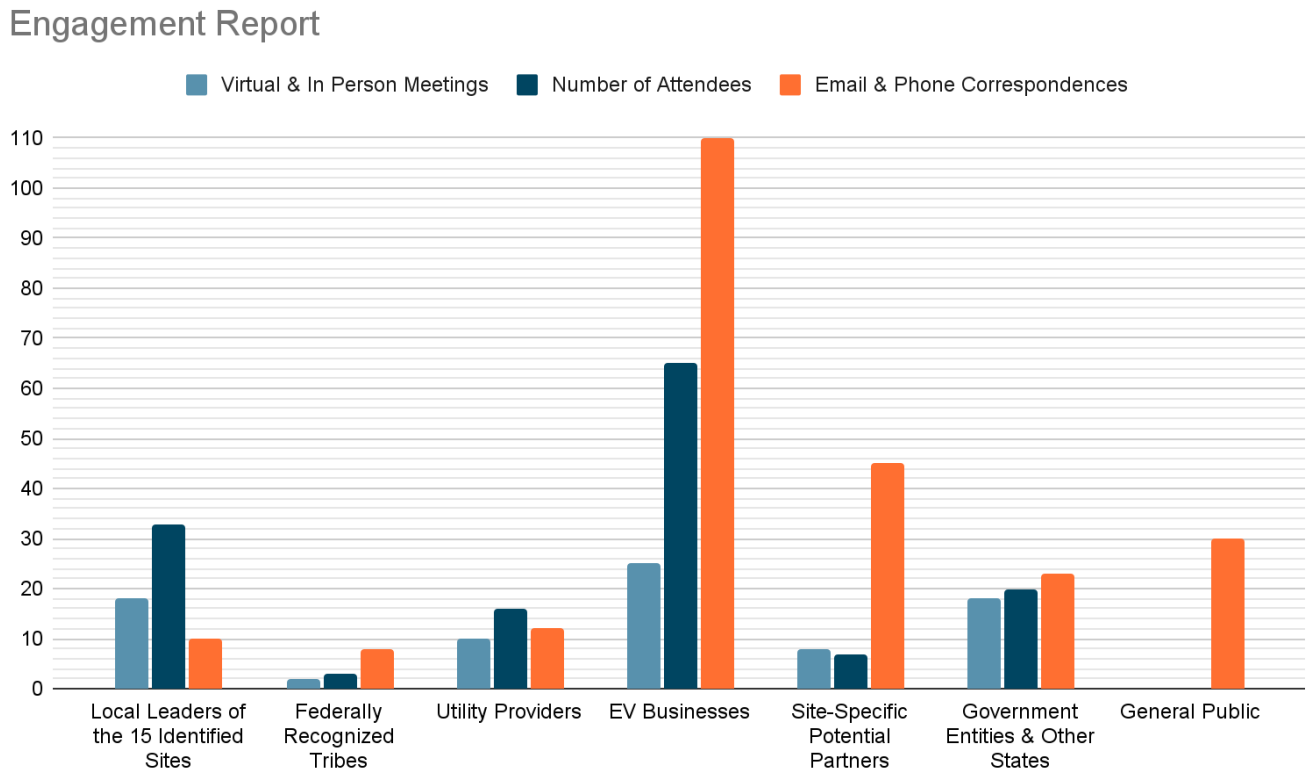
- **General Public** - the Utah NEVI Plan is available on the Utah NEVI Program website. Numerous comments have been received via the site's comment field, as well as via direct contact to members of the Utah NEVI Team. The comments have been overwhelmingly positive, and often provide recommendations for how to make the project more effective.
- **Government Entities** - the Utah NEVI Team met with representatives of each county and city where a potential site was identified in the previously approved plan. The objective was to gain mutual understanding about the goals and objectives of the NEVI project, to learn each planning authority's process for permitting, and to understand the community's preferences for potential placement.
- **Federally Recognized Tribes** - the Utah NEVI Team met with representatives of the Paiute Kanosh and Shivwits Bands. The Kanosh Band owns property in one of the approved site areas and is considered a DAC. The Kanosh Band has indicated support for potentially hosting a NEVI charging station. Additional analysis has been conducted to learn the tribe's preferences for the area in order to inform strategies for moving forward as partners.
- **Private Sector/Industry Representatives of the Transportation and Freight Logistics Industries** - as a result of several meetings with transportation and

freight entities, the Utah NEVI Team collaborated with the Utah Transit Authority (UTA), USU ASPIRE Center and the state of Nevada to submit a Charging and Fueling Infrastructure (CFI) grant to support the implementation of mid and heavy duty EVSE along Interstate 15 and Interstate 80 through Utah and Nevada to the California border.

- **State Public Transportation Agencies** - the Utah NEVI Team has ongoing meetings with the UTA and the High Valley Transit District to coordinate electrification efforts and identify where our interests overlap (transit parking, park and ride lots, excess grid capacity at light rail stops, etc.)
- **Urban, Rural, and Underserved or Disadvantaged Communities** - the Utah NEVI Plan update has 14 proposed site areas. At least 13 of the 14 site areas are rural and could reasonably be considered underserved. As discussed above regarding Government Entities, the Utah NEVI Team engaged with each community's representatives to learn more about area specific needs. Overwhelmingly, the top communicated interest was economic development.
- **Utility Providers** - the Utah NEVI team has ongoing engagement with the utilities identified in the Phase I site areas. This has included the Utah Municipal Power Agency (UMPA), the Utah Rural Electric Cooperative Association (URECA), Utah Associated Municipal Power Systems (UAMPS), Rocky Mountain Power, and the individual electric utilities responsible for the specific site areas. The objective was to understand the grid availability, schedule for any electrical connection activities, and potential costs associated with NEVI implementation.
- **Site-Specific Potential Private/Public Partners** - the Utah NEVI Team has met with dozens of potential partners from the private and utility sectors (see Engagement Report below) to ascertain how best to achieve the goals of the NEVI program.
- **Neighboring State DOTs** - the Utah NEVI Team has met with each neighboring state's NEVI point of contact to discuss ways to most effectively ensure cross border EVSE access. The meeting with Idaho resulted in Utah adding a proposed NEVI site area on I-84 in Snowville, Utah.

The Utah NEVI Team continues ongoing engagement of this broad spectrum of stakeholders, with the objective to update and course correct as we learn more site-specific planning and work towards a comprehensive approach to decision-making that accounts for the needs and perspectives of the broader general public, particularly in the rural areas that have been identified on the Utah Plan.

Community Engagement Outcomes Report



Notes from stakeholder meetings and interviews are included in Appendix A: Stakeholder Engagement.

Tribal Engagement

Tribal Engagement Activities

The Utah NEVI team utilized an initial in-person meeting, followed by email correspondence, phone calls, and virtual meetings.

Issues Identified for Tribal Communities

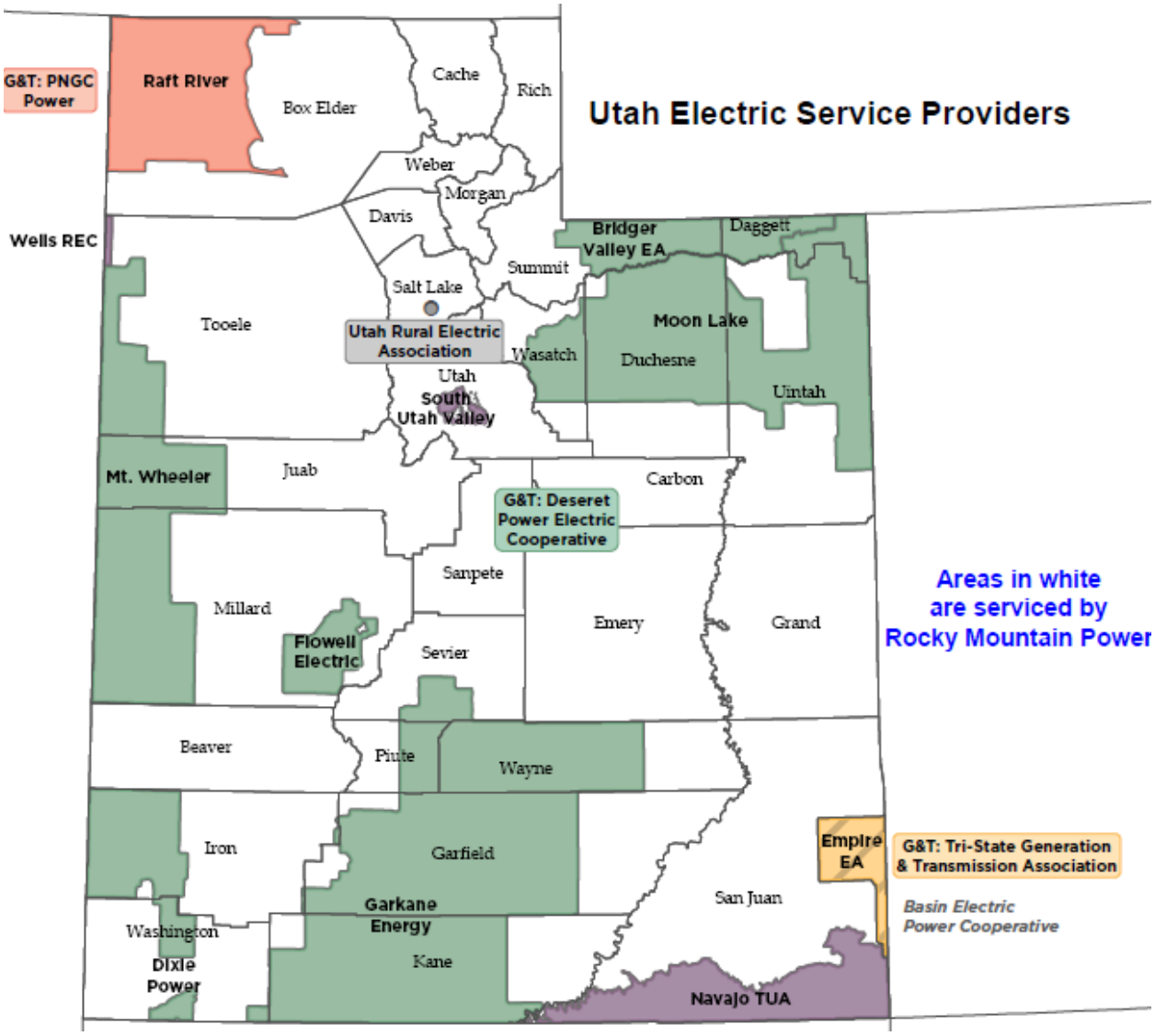
Cove Fort site area

- *The site area is at the junction of I-15 and I-70, which makes it a good location for EV charging in all directions.*
- *Kanosh Band's K-Rez Convenience Store in Cove Fort (10950 Blackrock Rd.)*
- *They are working on bringing in fuel to their business to be a full station*
- *The 20% funding match could be difficult*
- *This site is part of recently submitted CFI grant to help support major grid infrastructure needs (no 3 phase power capacity in the area)*

The Utah NEVI team and the Band also discussed the option of partnering with other interested parties. Partnering with well-capitalized site owners could help alleviate any financial risks to the site host while still allowing the business to benefit from travelers shopping in their store while charging.

Utility Engagement

Electric utilities that service the project area are Rocky Mountain Power, Utah Rural Electric Cooperatives Association (URECA), the Utah Associated Municipal Power Systems (UAMPS), and the Utah Municipal Power Association (UMPA). Individually, the NEVI Team met with representatives from Morgan City Power, Empire Electric, and Nephi Power. In meetings with the utility companies, each communicated that each area of interest would require an individualized capacity analysis. Until the actual host site is identified, it is unknown how much work will be needed to complete the “make ready” for individual sites along our corridors. Based on preliminary due diligence, the availability of three-phase power is anticipated to be a major challenge in many parts of rural Utah. This reality will inform the discretionary exception request process where waivers may be required in the interest of feasibility and practicality.



Utah's Electric Service Provider Service Areas 2020

Site-Specific Public Engagement

Utah's 2023 NEVI Plan identifies 15 sites; removes two previously approved sites (Morgan & US-40); proposes two new sites (Coalville & Snowville); and changes one approved site to be a discretionary exception (Cove Fort); however, individual site designs will not be developed until the plan has been approved and funding is available. The NEVI Team has identified key stakeholders (city officials, county officials, local utilities and business owners) who have shared insights about how to best design and configure each site. This communication has been documented in our Community Engagement Report. In most cases, the local community has greater and more nuanced knowledge about ideal locations that will garner the highest utilization, how to deliver the most benefit to the community, and any other factors unique to the area that might influence success. In addition to seeking input from site-specific stakeholders

early in the process, the NEVI Team will strive to maintain communication with local stakeholders through installation and ongoing operations.

The NEVI Team has also communicated the importance of local coordination and input during site selection to all third party entities that are considering applications to deliver NEVI complaint charging sites under this program. The Request For Application (RFA) document that will be advertised by UDOT contains language indicating that successful applicants will be required to engage communities in the locations where EV charging infrastructure will be sited with participating NEVI funding.

Stakeholders Involved in Plan Development

Key Stakeholders

The key stakeholders previously in the State Agency Coordination section will continue to shape the vision for EV expansion in Utah as well as others such as private sector companies, EVSE original equipment manufacturers (OEMs), and the Utah Clean Cities Coalition. A complete list of stakeholders who were engaged during plan development has been provided in this section. Notes from stakeholder meetings and interviews are included in *Appendix A: Stakeholder Engagement*.

Partner Stakeholders

Initial outreach to this stakeholder group primarily aimed to inform partner stakeholders of the NEVI program and kick off discussions about how they and the Utah NEVI Team might achieve shared positive outcomes. For example, the Division of Multicultural Affairs will advise the NEVI Team regarding equity and access for disadvantaged communities (DACs). The Division of Workforce Services and Division of Human Resources will collaborate to identify workforce training and development opportunities for jobs related to the EV infrastructure industry. As the NEVI Plan moves into implementation, the Team will begin work on mutually beneficial efforts with these partners.

General Public

Early on, communication with the general public will be focused on education about the rising number of EVs in Utah and the need for EVSE infrastructure. During NEVI Plan development, the NEVI Team has created a website to provide basic information and receive comments from the general public. As efforts progress, the NEVI Team will expand the scope of its communications to share more information about the Utah NEVI Plan through media stories, social media, and other mass communications channels. The Team also intends to hold public meetings to share information with various audiences and seek their input.

Key Takeaways from Ongoing Stakeholder Engagement

Throughout the stakeholder outreach conducted while updating this plan, some common themes emerged. Some of the key takeaways are summarized here:

- Planning and engagement should be coordinated at the local level to ensure the implementation of the plan addresses local interests regarding economic development, equity, and access to transportation choices.
- The spirit of collaboration is strong in the state and many potential partnerships have been identified where partners would provide site locations, in-kind services, and investments to support development of the state's EV infrastructure.
- Communities recognize the need to build EV infrastructure, but lack the capital investment and utility infrastructure to support extensive buildout in the state's rural communities.
- EV adoption is outpacing existing infrastructure. The state should focus on filling gaps in EVSE and invest in demand areas.
- Many of the gaps that exist currently in Utah's charging network are in, or en route to, tourist destinations in rural communities.
- Utah needs to plan for adaptability around supply chain issues and the procurement of EVSE and utility infrastructure.
- NEVI contracting language should provide full disclosure of known risks and encourage robust due diligence on the part of potential public and private sector partners. For example, recent media reporting indicates that in areas where low utilization is expected, small local governments/businesses may not recoup their investment, even with NEVI subsidization.
- In benchmarking with other states' NEVI program representatives, the Utah NEVI team discovered that several are planning funding caps to mitigate budget risk. (Colorado has successfully implemented this practice).
- Through communication with our border sharing states, we identified the need to add a site in Snowville to complete the I-84 corridor.
- Influenced grant program development and scoring criteria.
- Improvements to the Utah NEVI RFA language.
- Partnership list was identified as needed and created.
- Local government leaders and service providers, in rural areas, shared potential risks and concerns unique to each identified site area. Discussions are ongoing for possible solutions including good, better, and best possible specific locations within that site area.

Engagement Types and Tools

UDOT's team constructed a public involvement plan and resources to support the development of the NEVI Plan. Outreach strategies and resources created to support the NEVI Plan include:

Project Webpage

A public input site was developed to provide background on the NEVI program, host the draft and final NEVI Plan, and collect stakeholder input.

Additional resources have continually been added to this public website. The Utah NEVI team created a stakeholder mailing list, and members of the public and key stakeholders may subscribe to the stakeholder list on the website, so they may receive updates on Utah's progress on the implementation of the NEVI program locally.

Program Partnering List

A partnering list is displayed publicly, which allows for potential site hosts, site owners and equipment providers to collaborate on potential solutions at the identified NEVI locations. Other federal guidance and tools are provided to ensure the latest information regarding NEVI and EV charging is accessible to all.

Project-Specific Email

A project-specific email address was created and listed on the public input site, to provide another way stakeholders can ask questions, leave comments and request meetings. The email is being monitored by the Utah NEVI project team and will continue to be throughout the project. Directed interested stakeholders to the project webpage and to review and comment on the draft version of the NEVI Plan.

Virtual, in Person, Phone, and Email Correspondences

The Utah NEVI team conducted more than (70) in person or virtual meetings between April 2022 and July 2023 with a broad spectrum of key stakeholders to identify key issues to inform the development of the NEVI Plan and identify additional stakeholders that should be considered.

In order to increase inclusivity and accessibility of engagement, the Utah NEVI Team has offered multiple engagement avenues. The majority of our outreach has been through virtual meetings, email correspondences, and diagnostic phone conversations. These methods have proven to be more efficient in reaching a greater number of stakeholders in a timely manner while respecting their schedules.

Request for Information (RFI)

UDOT initiated a Request for Information (RFI) process in partnership with REV West participants. *(A summary of RFI findings is included in Appendix B.)*

EV Resource Group Coordination

The EV Resource Group met in March 2022 and June 2022 to provide input on corridor locations, key issues, and to support ongoing outreach within the communities and agencies that they represent.

Stakeholders Involved in NEVI Plan Development

The below table contains a list of stakeholders that were engaged in the development of the NEVI Plan. See Appendix A Stakeholder Engagement detailing the engagement that has taken place since the approval of the original plan. Each of those stakeholders identified in that report provided feedback about the NEVI Plan during our engagement, and their comments were noted and taken into account regarding the updates for this submission.

Engagement on EV Infrastructure between Sept 2021 and July 2023	
Entity	**Type of Engagement and Key Takeaways**
EV Resource Group	Quarterly Meetings
Community-based organizations - Utah Clean Cities, Utah Clean Energy, South West Energy Efficiency Project, AMPLY Power, Western Resource Advocates.	These groups provided input to UDOT's Strategic Investments program in developing the 2021 Utah Statewide EV Network Charging Plan.
Department of Energy and Clean Cities Coalitions organizations - CORWest, Drive Electric USA-Utah, RURAL USA-Utah, and EMPOWER programs	Launched to implement a network of EV charging and innovative partnerships Utah Clean Cities are heavily involved with state, regional and national efforts on multiple and complementary Alternative Fuel projects.
State environmental protection agencies - Utah's Department of Environmental Quality	Involved in the EV Resource Group and involved in the 2021 Utah State EV Master Plan.
State Economic Development Agencies - Utah Office of Tourism	Virtual meeting In support of EV Interstate travel for destination travelers.
State and Federal land management agencies - Utah State Parks Division, (manages 42 state parks and recreation areas) -U.S. Forest Service (Utah has five national forests) -National Park Service (Utah is home to five parks)	Each agency has indicated interest in being site hosts for EV charging stations.

State public transportation agencies UDOT Utah Transit Authority	UDOT is leading on the development of the plan UTA will be involved in planning for future projects and identifying overlap where we can achieve built out status.
State manufacturing extension partnerships - University of Utah Manufacturing Extension Partnership (UUMEP) Center	Participants in the EV Resource Group. Actively involved in developing EV manufacturing.
Electric utilities and transmission and distribution owners and regulators	UDOT is in regular coordination with to understand opportunities to leverage funding and develop opportunities for EV charging sites: Rocky Mountain Power – Ongoing coordination. $50 million investment in electric vehicle charging infrastructure within the service area. Utah Rural Electric Cooperative Association – Interested in partnerships. Utah Municipal Power Agency – Interested in partnerships. Utah Associated Municipal Power Systems - Interested in partnerships.
Port and freight authorities - UDOT's Planning group covers freight planning, Utah Inland Port Authority (UIPA)	UIPA's five-year strategic plan includes developing strategies for deploying low or no emissions technology, including electric.
Private sector EV charging station Owners and network operators and program managers - EVgo Services, Evercharge, Enviro Spark, EV Structure, ABB, Blink, ChargePoint, Electrify America, Livingston Energy Group, T4L, Spacebott LLC, Center for Sustainable Energy, HDR Inc, McKinsey & Company, Michael Baker International, Mountain West Consulting, Replica, FreeWire Technologies, Strata Networks, Apex Electrical, RC Hunt Electric, Tritium, bp pulse, Delta Electronics, ClipperCreek, Webasto, Leviton, SemaConnect	Ongoing coordination with private sector companies. In June 2022, UDOT received input from 20 EVSE providers, utility contractors, manufacturers, and EV program managers to identify considerations in procurement of equipment, planning, implementation, and operations and maintenance.

Vehicle manufacturers - RIVIAN, Volvo, Volkswagen, Ford	UDOT's Strategic Strategic Investments program is working to identify planned investments in EV infrastructure to allow the state to direct investments to areas around the state with lesser demand.
Education and Research - ASPIRE	The ASPIRE program, a Utah State University program, has local partnership on research and innovation in EV infrastructure. They are committed to ongoing participation in the EV Resource group.
Environmental justice, equity, and other community advocacy organizations with an interest in EV charging - Office of Multicultural Affairs, Division of Human Resource Management's Equity and Inclusion Accelerator.	Commitment to supporting community engagement and guidance on equity in transportation planning.
Investors in EV charging infrastructure - Walmart, Flaming Gorge Resort, Maverick, Loves Truck Stops	Business leaders have expressed interest in being site hosts.

Future Stakeholder Engagement As Applicable

Vehicle manufacturers - Utah Auto Dealers

Tribal governments - Utah is home to eight Tribal Nations including:

- Navajo
- Ute Mountain Ute
- Ute
- San Juan Southern Paiute Tribe
- Confederated Tribes of Goshute
- Skull Valley Band of Goshute
- Paiute Indian Tribe of Utah
- Northwestern Band of Shoshone Nation

Metropolitan Planning Organizations and Regional Transportation Planning Organizations - Utah has seven Association of Governments that participate in regional transportation planning.

- Bear River Association of Governments
- Wasatch Front Regional Council
- Mountainland Association of Governments
- Five County Association of Governments
- Six County Association of Governments
- Southeastern Utah League of Governments
- Uintah Basin Association of Governments

Freight industry groups - Utah Trucking Association

Private sector EV charging station owners and network operators

- Delta EV Charging Solutions
- Blink
- BTC Power
- ClipperCreek
- EFACEC
- Enel X
- EVBox
- EverCharge
- EvoCharge
- EVSE LLC
- Flo
- FreeWire
- Grizzl-E
- JuiceBar

- LiteOn
- PowerCharge
- SemaConnect
- Siemens
- Signet
- Tritium
- Wallbox
- WattZilla

Unions and other labor organizations as applicable

Real estate industry groups

Minority- and women-owned organizations - Women's Business Center of Utah

EV industry organizations and EV advocacy groups

Gas station owners and operators

Emergency management and public safety agencies - Be Ready Utah, Utah Department of Public Safety, Utah Division of Risk Management

State weights and measurement agencies - Utah Department of Agriculture and Food Metrology Lab

See Appendix A for a complete list of stakeholder and key feedback.

Ongoing Outreach

Following initial stakeholder engagement, UDOT is continuing outreach and engagement specific to the NEVI plan. The following is an outline of the anticipated engagement effort for the near future and into the first five years of implementation.

Years 1-3

- Continued Public Comment on NEVI Plan: Stakeholders and the public will be invited to review the Utah NEVI Plan and provide comment by visiting the project webpage.
- Key Stakeholder Interviews (second round): Continued focus on identifying stakeholders and community interests as well as EV corridors and charging site locations for consideration in planning years 2-5. This outreach will include interviews with at least 15 groups including the EV Resource Group, advocacy groups, municipal planning organizations, Utah Auto Dealers Associations, additional state agencies, federal land management agencies, minority- and women-based organizations, and emergency management and public safety agencies.
- Tribal Engagement: The two largest Native American reservations by land mass are located in Utah. This equates to 4.5 percent of the land area in Utah. Utah is also home to eight distinct tribal nations. The NEVI plan will include feedback and engagement with these sovereign nations.
- Quarterly EV Resource Group Coordination.
- Email milestone updates to NEVI stakeholder list after the second round of key stakeholder engagement.
- Milestone updates to the NEVI webpage.
- Ongoing public outreach and education regarding EVs and EVSE will help increase awareness and ultimately improve consumer confidence in Utah's EV charging network.
- Direct coordination with local communities that fall within Utah's AFCs to identify charging site locations and coordinate on community specific interests.
- Identify interested communities and partners for EV sites beyond the AFCs with a focus on localized, equitable investment.

Years 4-5

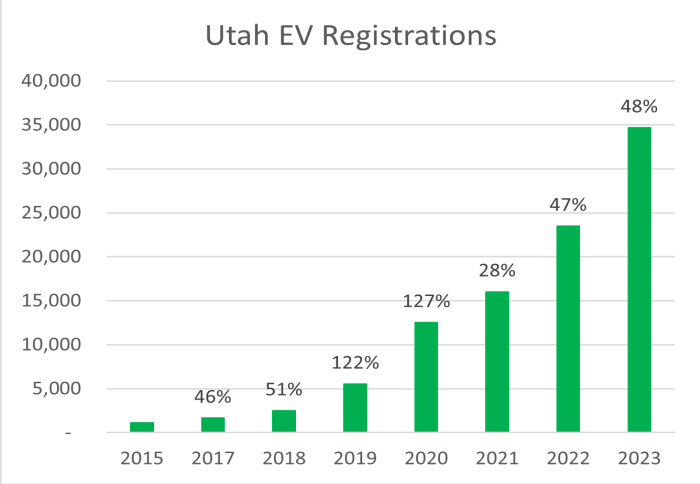
- Build on lessons learned from the Build Out project into contracting specifications, and continue local engagement.
- Coordinate with local energy service providers and the Utah Department of Government Operations to identify both public and private partnership and funding opportunities with a focus on economic development opportunities, increasing transportation choices, and providing energy resiliency.
- Continue interagency coordination and coordination with local governments, near term and future site hosts, equipment providers, and utilities to achieve Fully Built Out Certification via the implementation of NEVI compliant EV charging equipment in Utah.
- Continue development of partnership strategies with Utah's five national parks, forty-two state parks, scenic byways and other places of interest, for Phase II.

PLAN VISION AND GOALS

The vision of the Utah NEVI Plan is to coordinate with the diverse rural and urban communities in Utah to strategically deploy EV charging infrastructure and establish an interconnected network supporting the development of convenient, accessible, reliable, and equitable EV charging.

Utah's Challenge

With Utah's population booming, the state needs to grow in a way that balances a variety of needs and preserves quality of life. UDOT aims to provide Utahns with diverse choices to travel where they want, when they want, in the way they want – safely. In order to meet this goal, Utah must be prepared to meet imminent demands as EV ownership and usage increase.



Utah is the fastest growing state in the nation according to 2020 Census Bureau data. The state's population is projected to increase from approximately 3 million people in 2015 to almost 6 million by 2065, and much of that growth is expected to occur along a narrow 90-mile corridor known as the Wasatch Front.

Currently, the number of EVs in Utah is relatively low, however, the rate of adoption is increasing rapidly. In 2023, 34,676 EVs, or about 1.1 percent of the overall number of registered vehicles were registered in the state. While that number may not seem large, EV ownership in 2023 reflected a 48 percent increase from the previous year, and the average year-over-year rate of increase since 2015 was 48 percent. The need for investment in EVSE is about more than meeting the needs of today. It's about preparing for a fast-approaching future, when EVs are ubiquitous and adequate charging infrastructure is essential.

We identified and prioritized corridors based on their contribution to the following:

- Connectivity
- Traffic Volumes
- Tourism
- Local and Interstate Commerce
- Transportation Resilience and Public Safety

Plan Vision

The Utah NEVI Team's vision is to provide all users with convenient access to EV charging infrastructure, so they can go where they want, when they want, in the way

they want. The plan is built upon the following strategies:

- Data Collection
    - Data will be collected from NEVI participating EV charging stations throughout Utah. This data will be aggregated and anonymized by the charger owner to protect users' privacy. This data collection effort may be used to further influence the goals and implementation of Utah's NEVI Program.
    - Utah collects EV annual registration numbers by county. This data has and will be used to analyze EV adoption and traveling preferences of the public.
- Equitable access and connectivity are the first priorities.
    - Create a backbone for EVSE network reliability by requiring site owners/partners to meet NEVI program criteria, and providing EVSE every 50 miles with the requisite 97% uptime availability.
    - For each of the identified NEVI site areas contained in this plan, Utah has conducted an analysis to determine if the site areas fall within a DAC. Utah has utilized census data, USDOT Equitable Transportation Community (ETC) Explorer, and Electric Vehicle (EV) Charging Justice40 Map tool to conduct this analysis.
- Implementation should enable private sector ownership as quickly and broadly as possible by leveraging contracting strategies and input from potential private sector owners to identify and facilitate transfer of EVSE ownership to private businesses. Throughout the life of the project, NEVI funded EVSE will be required to collect data in a manner that protects user privacy.
- Overall planning and individual site installations should enhance quality of life and strengthen local economies, especially in rural and underserved areas. The engagement process is intended to solicit local stakeholders in locating and implementing individual sites to identify ways that EVSE can strengthen the economy, optimize mobility, connect communities, and improve health. The Plan focuses investment of NEVI program funds whenever possible in areas that are underserved, specifically on rural communities.

NEVI program requirements align with Utah's prior strategy to build an infrastructure backbone to meet foundational needs for EV access and connectivity. This will help mitigate range anxiety by ensuring that charging infrastructure is located within reasonable distances from the previous and next EV chargers. Per NEVI program guidelines, Utah will strive to meet the minimum 50-mile spacing requirement on interstates and designated AFCs, other than in a small number of locations where submitted discretionary exceptions have been approved (see page 87). The intent for this initial phase is to provide a safety net for EV drivers; however, it may not adequately accommodate high-volume travel periods in some locations.

Additional EV chargers may be installed over time to accommodate increasing EV adoption rates and demands. It is expected that augmentation of capacity will likely be fulfilled by both private sector and strategic government investments, the NEVI Team will continue to engage with private sector partners to identify opportunities for private investment. The Team will plan with a goal to "future-proof" site designs, installing

sufficiently sized power infrastructure to account for anticipated increases in user demand. This all ensures that the greatest long-term value is gained through investment of NEVI funds, and will also make future private investment more attractive by reducing feasibility challenges. The Utah NEVI Team is exploring contracting strategies to encourage private acquisition of EVSE (see discussion in the Contracting section on page 28).

As the path to privatization of charging infrastructure continues to unfold, it appears beneficial for the public sector to invest early in the process by providing the core infrastructure necessary to support the early phases of adoption. This may be accomplished by direct EVSE installations, public-private partnerships, matching grant programs, building code requirements, and other mechanisms that encourage EVSE infrastructure buildout.

Outcome-Oriented Goals

The Utah NEVI Team has established the following goals for the five year program:

- ***Years 1-3:*** Begin interagency coordination and work toward a unifying vision and plan to deploy EV charging in Utah. Identify NEVI site areas and begin coordination with local governments, site hosts, equipment providers, and utilities. Create NEVI Program advertising documents that will allow Utah to install NEVI charging stations in year 4.
- ***Year 4:*** Place NEVI charging stations along Utah's AFCs to achieve Fully Built Out Certification. These corridors include I-15, I-70, I-80, I-84, I-215, and portions of US-6 and US-191.
- ***Years 4-5:*** Identify and begin building high-priority corridors that provide access to Utah's five national parks, forty-two state parks, and other places of interest. Update the Plan to focus on additional localized investment in rural corridors and equity hotspots based on lessons learned in years 1-4.
- **Years 6 and beyond:** At the conclusion of the NEVI Formula Program, Utah hopes that the funds invested and chargers installed will have increased EV adoption. The increase in EV adoption will lead to greater investment by private industry in EV supply equipment for light, medium and heavy duty vehicles.

Goal 1

Ensure anyone can choose to travel in an EV, no matter where in Utah they want to go.

- ***Desired Outcome:*** Provide NEVI-compliant charging stations spaced approximately 50 miles apart along Utah's AFCs by the third year of the program. Accomplishing this goal will allow EV drivers to rely on a network of fast DC chargers that will give them a consistent charging experience and confidence to travel throughout Utah. Although sections of I-15, I-215, and I-84 meet corridor ready status for EV charging stations under the AFC program, they will all need some form of upgrade or modification to meet the NEVI requirements.

Goal 2

Maximize tax dollar value by leveraging funding with public-private partnerships.

- ***Desired Outcome:*** NEVI funds will be used to support installation of public/private EV charging sites that maximize investment of state and other federal funds to develop a robust charging network with meaningful connectivity to adjoining states in the region.

Goal 3

Complement and support the buildout by the private sector and new entrants into the EV market.

- ***Desired Outcome:*** Establish regular communications with partners and stakeholders through milestone updates and public input opportunities and regular coordination with the EV Resources Group and the Electrification Steering Committee.

Goal 4

Apply an equity lens across all elements of the NEVI Plan to ensure that the deployment, installation, operation, and use of EV charging infrastructure achieves equitable and fair distribution of benefits and services to rural and underserved communities.

- ***Desired Outcome:*** UDOT will continue to develop opportunities for transportation investments in diverse and disadvantaged communities to stimulate economic growth and provide access to jobs and critical services, while being mindful of the potential impacts and unintended consequences of growing development on existing communities.

CONTRACTING

Matching Funding Program

In order to leverage other non-federal grant funds (state funds, utility incentives, etc.), the Utah NEVI program for the AFCs will be administered as a matching funding program for EVSE. It is possible for public/private partners to avail themselves of other state and private funding grants that can help fill critical areas in the network.

The Utah NEVI competitive matching funding program will enable and encourage public/private partners to participate in development of the EV charging network. Modeled after similar successful grant programs, the Utah NEVI matching funding program was developed to incentivize public/private partners to invest in, build and maintain EV charger infrastructure.

Matching funds will be awarded on a competitive basis according to a point system that incentivizes proposed budget, speed of installation, future proofing, and traveler amenities provided. Applicants may apply for a reimbursement of eligible project costs of up to $600,000 or 80% of the total project costs, whichever is less.

Non-eligible project costs:

- Operating and maintenance costs including, but not limited to, leases, rents, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply (e.g. utility bills) for the charging equipment and supporting elements, such as area lighting.
- Major grid upgrades

During the development of its RFA process, UDOT made best efforts to include language encouraging investment in local communities and access for small/minority business gains capture. Given that most of the NEVI site areas are located in rural Utah, NEVI investments in underserved communities are expected to help improve economic gains. UDOT will structure the evaluation and scoring process to prioritize program goals.

Key Considerations:

- NEVI compliant EVSE installation
- 97 percent uptime requirement
- Host site criteria elements (restrooms, cell service, lighting, etc.)
- Community engagement
- Inclusion of small and rural businesses to gains capture
- Extended equipment warranty and networking plans
- Data sharing structures and details
- Physical and Cybersecurity
- The use of qualified workforce meeting minimum qualifications (i.e., EVITP) for technicians performing installation and maintenance of charging stations to ensure that the deployment of charging infrastructure will:
    - support stable career-track employment for Utah workers
    - increase the safety and reliability of charging station function and use
    - mitigate potential project delivery issues such as cost overruns and delays
- Justice40 measurements and goals
- Emphasis on equitable opportunity contracting per Title VI of the Civil Rights Act of 1964

During the procurement process, vendors will be asked to present and describe their approach for addressing and meeting NEVI program goals as outlined in the RFA and scoring criteria. Proposal evaluations will be combined with pricing information to determine the overall best value proposal.

UDOT has a broad base of experience in developing contracts to accomplish a wide variety of needs in planning, constructing, operating, and maintaining their highway network; however, the mandate to install EV Charging Stations on designated Alternative Fuel Corridors, oftentimes on private property under a Title 23 construction program, is a new challenge for the Utah NEVI team. As this is unfamiliar territory for UDOT, we have been in close consultation with many of our neighboring DOTs (Colorado, Texas, Ohio, etc.) to understand how they are approaching NEVI implementation.

Utah, like numerous states, believes that NEVI program goals may be best achieved via a competitive RFA to award grants to private partners that are willing to bring private funds to satisfy the NEVI match requirement to construct, own, operate and maintain NEVI compliant EV Charging Stations in selected site areas. The Utah NEVI Team intends to write matching funding agreements with each successful applicant to distribute NEVI funds while requiring the awardee to adhere to all federal and state requirements. Each agreement will have two parts to the contract.

1. Construction Phase - detailing all construction requirements for each applicant to be eligible for reimbursement of eligible construction costs.
2. Operation, Maintenance & Reporting Phase - detailing all requirements for awardee to operate and maintain each EV charging site funded under NEVI for a minimum of five years. Each owner/operator must also adhere to reporting requirements set forth in 23 CFR part 680. The Utah NEVI agreement will utilize a retainage strategy that will be distributed to the awardee on an annual basis upon successful achievement of operations, maintenance, and reporting objectives.

UDOT's role in the NEVI Formula Program is to ensure all the federal requirements are being met as it relates to NEVI or a federal highway construction project. UDOT has engaged with many private entities, locally and nationally, about their interest to participate in Utah's NEVI program. UDOT believes that the majority of the EV chargers funded with NEVI Program Funds will be deployed on or in close proximity to property owned and operated by small businesses. Given that most of the approved site areas are in rural areas, UDOT believes that small/local businesses may be able to capture economic benefits associated with EV owners as they travel and recreate in Utah.

UDOT is requiring potential awardees to work closely with local authorities, energy service providers, and local businesses to determine a suitable site for each identified NEVI EV charger site area. This EV Infrastructure deployment plan has identified general areas as to where EV chargers need to be installed; however, it will be the responsibility of the applicants and contractors to determine the best suited location through engagement with the local communities. The RFA has a requirement for applicants to demonstrate what coordination has taken place and efforts to obtain the support of local communities as part of their application.

Status of Contracting Process

Utah has been working closely with our federal partners, local agencies, and private partners to develop a competitive RFA that will be used to determine how to award NEVI funds to private partners for the construction of NEVI sites. Coordination has also taken place with other states through one-on-one meetings, working groups (RevWest, NASEO, etc.) and national conferences to share approaches to contracting. Utah intends to advertise its RFA by the end of 2023.

Awarded Contracts

To date, Utah has not awarded any contracts to construct NEVI charging stations.

Scoring Methodologies Utilized

NEVI funds will be awarded on a competitive basis according to a point system *(Table 5)* Proposed improvements in these categories may contribute to a higher score and higher likelihood of successful award.

Table 5: Competitive Criteria

Consideration	Points Award Criteria	Points Available
Funding Match	The NEVI Program requires a minimum 20% funding match from applicants. The maximum reimbursement for EV charger installation and/or EV charging station site construction and 5 year prepaid O&M warranty is capped at $600,000.00 or 80%, whichever is less. Outline the applicant's funding match percentage of total EV charger installation and/or EV charging site construction, and provide details about funding match sources, availability, accessibility, and any applicable restrictions. Applicants will receive competitive points based on the below scale for applicant total investment exceeding 20% of the total cost of EV charger installation and/or EV charging stations construction and 5 year prepaid O&M warranty. 20% - 0 Points 21% - 30% = 5 Points 31% - 40% = 15 Points >41% = 25 Points	**25**
Site Design & Amenities	Outline the proposed EV charging station design and amenities included as part of the completed and commissioned site. Preference may be given to applicants who propose site amenities and designs which include conveniences that are anticipated to improve the customer experience and which exceed requirements outlined in the laws, rules, and regulations that govern this program. Examples include but are not limited to: • Nearby third-party amenities (bathrooms, convenience store, restaurants, parks, pet facilities, etc.)	**15**

Table 5: Competitive Criteria		
Consideration	**Points Award Criteria**	**Points Available**
	• Pull through charging • Large vehicle accommodation • Inclement weather coverings • Cell phone / wi-fi service coverage • Charge site misuse prevention • Lighting, safety, security, etc.	
Site Capabilities	Outline the proposed completed and commissioned site charging capacities and site power redundancies and backups. Preference may be given to applicants who propose more chargers and/or greater power charging levels, exceeding the minimum requirements outlined in Sections 680.106(b), 680.106(c), and 680.106(d) and/or other laws, rules, and regulations that govern this program. Preference may also be given to applicants who propose plans to provide for the needs of customers in the case of power outages, failures, etc, that are not included as requirements in the laws, rules, and regulations that govern this program. Examples include but are not limited to: • Backup generators • Backup level 2 chargers • Additional Fast DC Chargers • Energy storage • Onsite power generation	**15**
Proposed Timeline	Outline the proposed project timeline to achieve completion and commissioning of the EV charging station. Include anticipated milestone dates. Outline equipment access and availability and describe how it will impact your proposed timeline. Provide rationale and support for how the proposed schedule will be met (include any letters of support from utilities, property owners/host, or other agreements in place or in progress). Preference may be given to applicants who propose project timelines and supporting documentation that will deliver a completed and commissioned site prior to the expiration of the Buy America waiver.	**10**
Experience	Outline applicant's past experience installing, owning, and/or operating fast DC EV chargers. Necessary information should include: • Project Description	**10**

Table 5: Competitive Criteria		
Consideration	**Points Award Criteria**	**Points Available**
	○ Installation Location ○ Type of Project ○ Number and Type of Chargers Installed ○ Date site was Completed/Commissioned ○ Operations and Maintenance Plan ○ Performance Metrics (Uptime, Revenue) ● Client / Asset Owner Information ○ Reference Contact and Telephone Number ○ Customer Reviews	
Site Future Proof Plan	Outline a plan for how the EV charging station will be maintained, beautified, and improved for the future. Preference may be given to applicants who exceed requirements outlined in the laws, rules, and regulations that govern this program. Examples include but are not limited to: ● EV Charger O&M beyond the minimum five-year requirement, as outlined in Section 680.106(i) ● Site future expansion capability ● Forward compatibility for future charging technology	**10**
Site Acquisition	Describe the property ownership status and outline any leases, acquisitions, or easements necessary for the site. Provide supporting documentation including any deeds, easements, agreements, communication, or other supporting documentation. Provide a completed copy of the UDOT NEVI Environmental Checklist. Preference may be given to applicants who minimize property acquisition time/costs and to applicants who minimize environmental impacts.	**5**
Equity & Disadvantaged Communities (DAC)	Applicants are encouraged to identify and prioritize locations within these communities. Applicants that propose sites meeting the Electric Vehicle Charging Justice40, Transportation Equity Community, or Tribal Lands definitions for disadvantaged communities or disproportionately impacted communities will be awarded the maximum allowable points under this criteria.	**5**
Site Bundling	Outline any proposed site bundling (applying for NEVI funds for more than one site) and describe the advantages and opportunities created through such bundling.	**5**

Table 5: Competitive Criteria		
Consideration	**Points Award Criteria**	**Points Available**
	Preference may be given to applicants who propose bundling more than one site together in such a way that maximizes the number of sites that reach completion and commissioned status.	

Applications will be scored based on the following Qualitative Assessment Guidelines. These guidelines are used to help ensure consistency in scoring.

Table 6: Qualitative Assessment Guidelines	
10	The application demonstrates a complete understanding of the criteria and significantly exceeds the intent and the stated expectations.
5 – 9	The application demonstrates a strong understanding of the criteria and exceeds the intent and the stated expectations.
1 – 4	The application demonstrates an adequate understanding of the criteria and meets the intent and the stated expectations.
0	The application demonstrates a vague understanding of the criteria and does not meet the intent or the stated expectations.

Plan for Compliance with Federal Requirements

The Utah Department of Transportation (UDOT) will be providing oversight of all construction projects funded under NEVI. UDOT has a long-standing history of delivering construction projects that comply with 23 U.S.C, and applicable requirements under 2 CFR 200 and other federal construction requirements. UDOT will be administering all construction projects through our UDOT Construction Division, utilizing their resources to ensure compliance with these federal requirements.

Prior to submitting an application, applicants are required to determine whether they can satisfy the prescribed minimum requirements outlined in the applicable governing laws and regulations that apply to the NEVI program. All applicants must agree to comply with all federal and state requirements. Any subsequent agreement will contractually require all awardees compliance and adherence to these requirements.

Evolving Procurement Process

As allowed in the June 2, 2023 NEVI Guidance, UDOT intends to contract in a way that enables all NEVI funded EVSE infrastructure to become the property of the private partner upon the successful completion of the five-year project. Utah, along with many

other states, has asked for more specific guidance and acceptable contract terms regarding how to fulfill the NEVI Guidance provision, “ownership of EV charging infrastructure does not need to revert to the State when a State elects to contract with a private entity to install, operate, or maintain EV charging infrastructure.” We anticipate that in the early phases of EV adoption and EVSE deployment there will be some installations that will be less attractive to potential private sector partners (i.e., installations in rural areas with low utilization rates and interstate rest areas). UDOT will work to address individual situations on a site-by-site basis.

Additional procurement related needs include:

- Working with existing site owners to upgrade sites to meet NEVI guidelines and best practices. Some potential owners include Electrify America, Tesla, UDOT and others.
- Tesla recently announced its intention to license its North American Charging Standard (NACS) charging port technology to others. After this announcement, several major automobile manufacturers have indicated that they will be adopting the NACS port on their product offerings in the near future. The Utah NEVI RFA will be compliant with current existing requirements of ensuring permanently attached CSS port access, and will encourage the provision of NACS adapters, as available.

CIVIL RIGHTS

This plan and its implementation will comply with all State and Federal civil rights laws, including but not limited to Title VI of the Civil Rights Act, the American Disabilities Act, and Section 504 of the Rehabilitation Act.

UDOT is committed to achieving full compliance with Title VI of the Civil Rights Act of 1964 and all related non-discrimination laws. Through its policies, assurances and procedures, UDOT makes every effort to ensure that no person is excluded from participation in or denied the benefits of any UDOT program or activity on the basis of race, color, national origin, sex, disability, age, gender identity, sexual orientation, or income.

The Title VI Program ensures compliance by:

- Conducting internal and external compliance reviews.
- Conducting Title VI training to staff, suppliers, vendors, contractors, local governments and other UDOT sub-recipients of federal funds.
- Developing Title VI compliance information for internal and external dissemination.
- Processing the disposition of Title VI complaints received by the UDOT.
- Providing oversight and monitoring that provisions of Executive Orders on Environmental Justice and Limited English Proficiency (LEP) are carried out under Title VI program jurisdiction.

Each year UDOT updates its Title VI Implementation Plan to ensure that it is in compliance with state and federal laws and ensuring all people have equal opportunities. Please see the 2023 Title VI Implementation Plan.pdf

Americans with Disabilities Act (ADA) Requirements

The Americans with Disabilities Act of 1990 (ADA) is a civil rights statute prohibiting discrimination against persons with disabilities in all aspects of life. This law is enforced by the U.S. Department of Justice (DOJ) and requires accessible planning, design, and construction to integrate people with disabilities into mainstream society. UDOT complies with all aspects of the law to ensure that persons with disabilities can safely access facilities and services.

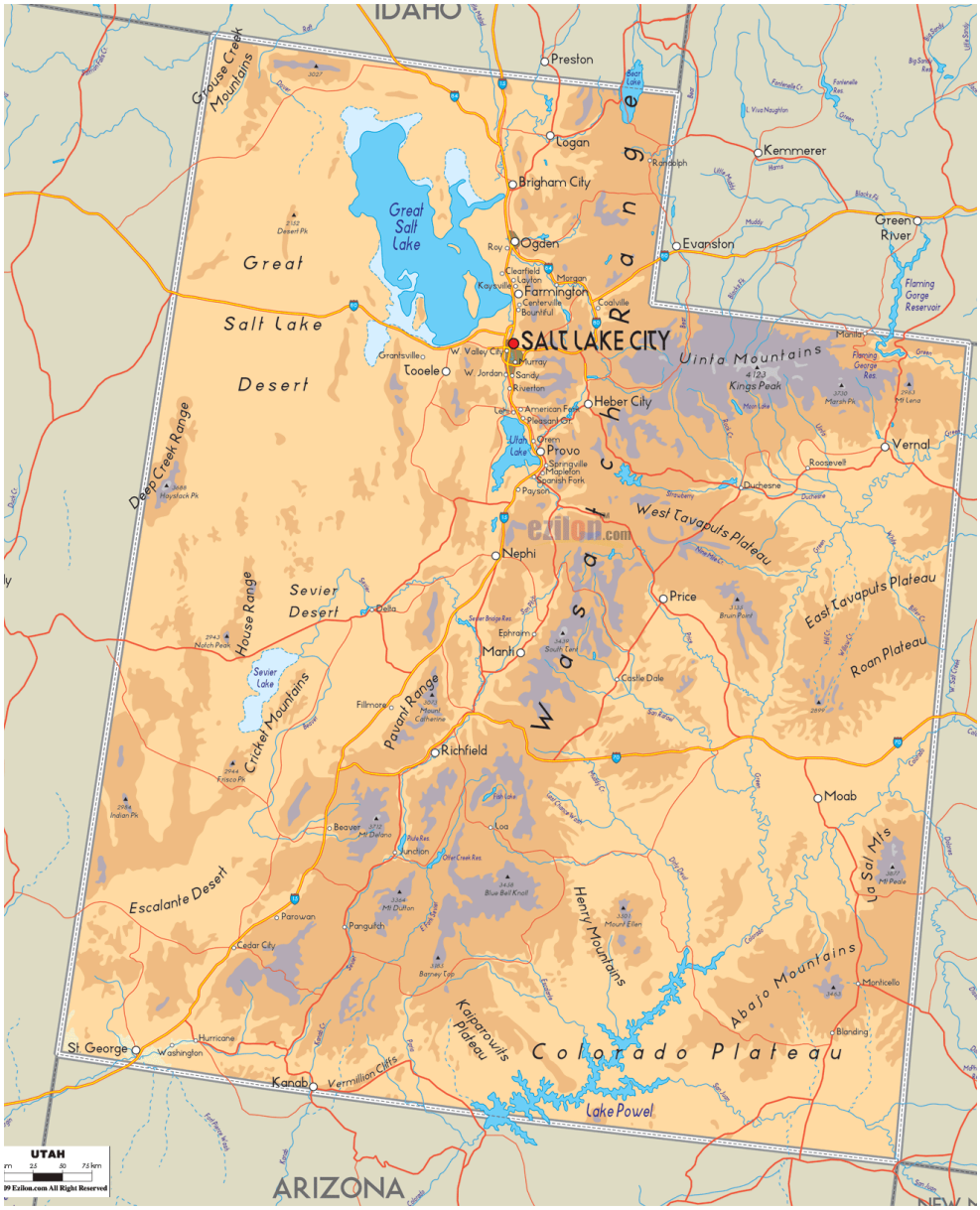
During 2012 and 2013, the Federal Highway Administration (FHWA) developed the following guidance regarding ADA requirements for constructing access ramps on resurfacing projects. Projects deemed to be exempt must include access ramps within the scope of the project.

UDOT will develop EV charging stations in accordance with applicable ADA standards related to accessible parking spaces and EV charging sites (Title 23 CFR 680). Projects that alter existing infrastructure will upgrade existing secondary access ramps or install new, compliant ramps as part of the project.

Public outreach events must be held in accordance with Section 504 of the Rehabilitation Act of 1973 to generate public feedback from the disability community.

EXISTING AND FUTURE CONDITIONS ANALYSIS

State Geography, Terrain, Climate and Land Use Patterns



Map of Utah's Geography

Geography and Terrain

Utah's major geographic regions include: the Middle Rocky Mountains, the Basin and Ridge Region in the west, and the Colorado Plateau in the southeast. Utah has some of the most diverse geography in the lower 48 states. High alpine ski areas receive more than 500 inches of snow each year, while the lower desert areas around St. George rarely see snow events. Utah is internationally renowned for its light powder ski snow, and its scenic beauty of red sandstone in Zion and Arches National Parks. Salt Lake City is adjacent to the Wasatch fault line, and significant seismic events are an ongoing concern for infrastructure design and resiliency.

Historical Climate

Utah is an arid state due to the geographic relationship to the Rocky Mountains, which acts to divert precipitation. Within the state, there are widely varied sub climates such as the high alpine areas along the Middle Rocky Mountains, and the lower subtropical climates of southwestern Utah. The southern part of the Colorado Plateau has cool, dry winters and wet summers, with frequent thunderstorms. Northern Utah is affected by air masses from the northern Pacific Ocean and continental polar air; it receives most of its precipitation in the cool season.

Utah has four distinct seasons. The average temperature high during July in northern Utah is 92 degrees Fahrenheit and 100 degrees in southern Utah. During the winter months, the average statewide temperature is slightly below freezing. There are numerous sub-climates that exceed those temperatures, often to the extreme.

Future Climate

Like many other western states, despite a wet 2022-23 winter, Utah is in the midst of an exceptional drought. As with other parts of the world, Utah is already seeing an increased occurrence in extreme weather events including floods, fires, exceptional snow, and rain events. For example, last year, the state of Utah reported 1,131 wildfires, exceeding the 10 year average. There was also an increase in the number of flash flood warnings and 40 percent more avalanches in 2021.

Land Use Patterns

Utah is more than 70 percent public land, including five national parks, national recreation areas, national monuments, national forests, Bureau of Land Management (BLM) managed areas, and state lands. (Link to reference) Approximately 75 percent of Utah's population is concentrated along the Wasatch Front near Salt Lake City (Link to reference) The combination of highly concentrated population and expansive public lands creates unique challenges for deploying EVSE across the state. As an example, there is a 100-mile section of I-70 with no services or population centers. Sections of I-80 also have long stretches of highway with no services.

State Travel Patterns, Public Transportation Needs, Freight and Other Supply Chain Needs

Travel Patterns

Rural highways in Utah carry approximately 32 percent of statewide vehicle miles traveled (VMT); however, 72 percent of lane miles in Utah are in rural areas. Although VMT on rural highways is relatively low, routes outside urban areas are vital. They carry traffic for commerce, regional travel, and tourism – one of Utah's critical economic centers. Additionally, these routes connect underserved people in rural towns with access to opportunity and critical needs, such as healthcare, groceries, and education. Routes outside of the main interstate system also serve as detours during extreme events such as crashes, floods, mud/landslides, wildfires, snowstorms, etc.
Commuting traffic along the Wasatch Front area is the most significant concentration of vehicle miles traveled within the state. Additionally, seasonal and weekend traffic is creating substantial increases of vehicle travel on most rural routes. Travel to state and national parks is highest between April and September each year, with volumes between four and ten times higher than off-peak months. This means that traffic volumes can also vary significantly based on time of year.

Public Transportation

UDOT is responsible for planning, designing, building, maintaining, and operating a multimodal system. The system includes the interstate and state highways. UDOT also manages funds specifically for active transportations such as pathways and bike lanes that provide greater ability to commute, access public transit and enjoy recreation. UDOT works closely with local transit providers to serve the greatest benefit overall with both systems working together.

The USDOT recently issued a transportation equity publication focused on transportation equity. It includes articles about equity in planning, prioritization, and operations. Here at UDOT, our focus is on All Users and acting in alignment with the governor's office to promote Expanding Opportunity for All.

Utah Transit Authority (UTA) is the major service provider for public transportation along the Wasatch Front. The service area is approximately 1,600 square miles and serves six counties, including many nearby municipalities.The average annual ridership from 2014 to 2018 exceeded 45 million trips. For years 2016 to 2020 average annual ridership was 40,535,760. UTA's current active bus fleet includes 506 service buses and 22 contingency buses, which are serviced by five maintenance facilities; one of those facilities houses Special Services, a demand response system serving people with disabilities.

UDOT and UTA will identify potential opportunities to co-locate charging stations. An example of this partnership may be the use of UTA Park and Rides lots as public and fleet charging stations.

Utah also has five other transit providers outside the UTA service area. UDOT has a division devoted to planning and support of rural transit agencies, and the NEVI Team will coordinate with them regarding EVSE opportunities. As discussed in the Public Engagement section, UDOT, UTA and the USU ASPIRE program recently submitted a CFI grant application to meet mid and heavy duty (including electric buses) along Utah's freight and commuter interstate routes.

Ride hailing services such as Uber and Lyft also have a presence along the Wasatch Front. In 2021, Salt Lake City adopted its own Electrified Transportation Resolution, which includes goals to expand electric vehicles for its internal fleet, advance charging infrastructure in the community, and work with external partners to electrify public transit and smart mobility platforms such as rideshare and car share. (Link for reference) Salt Lake City will continue to pilot partnerships with rideshare services while building out its own network of more than 200 charging stations.

Tourism

Tourism is a major part of Utah's economy, contributing $10.56 billion annually. Travelers from all across the world come to Utah to see the Mighty Five national parks (Bryce, Zions, Arches, Canyonlands, and Capitol Reef), as well as the many national forests, recreation areas, scenic byways, and monuments. Utah's parks, monuments, recreation areas, ski areas, historic sites, and state parks draw millions of resident and nonresident visitors annually.

In 2021, Utah's national park visitors spent $1.6 billion in Utah's "gateway communities," which are local communities adjacent to national parks. They supported 22,900 jobs, $822 million in labor income, and $2.5 billion in total output with Utah's five national parks. These communities received a combined 11.3 million recreation visits in 2021. (Link for reference)

Since 2020, attendance at national parks has resulted in significant increases to traffic in parks and surrounding communities. For example, in 2021 there was a 90 percent average daily increase to Zion National Park when compared to 2019. Other locations such as Arches National Park and Canyonlands National Park have also seen a growth of more than double the amount of cars on average when compared to previous years. Developing reliable and accessible EV infrastructure along Utah's AFC corridors and directing investment to the state's gateway communities and rural areas will support Utah's thriving tourism industry.

Freight and other Supply Chain Needs

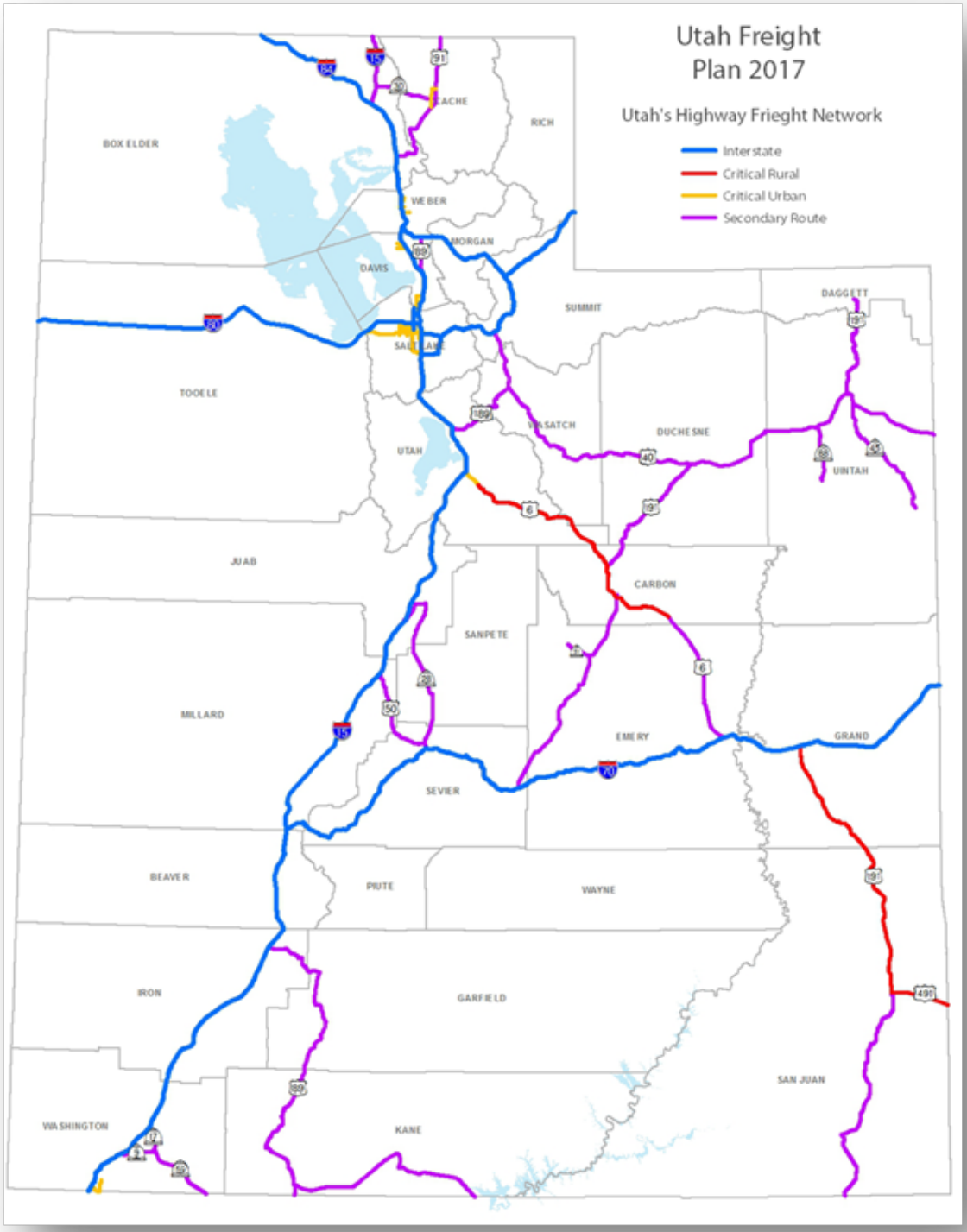
Several major interstate freight routes run through Utah, including I-15, I-80, I-84, and I-70. These routes are critical for moving goods from the west coast to the eastern states. Heavy-duty vehicles make up a significant portion of vehicles traveling many of these interstate corridors. In central and rural Utah, the mix may be as high as 45 percent trucks (single and multiple trailers).

In 2018, a renewed interest spurred the Utah State Legislature to create the Utah Inland Port Authority (UIPA) with the goal to become the freight Crossroads of the World. The Inland Port is a multi-modal trade and logistics hub that will facilitate the production and

movement of goods in and out of Utah. This is anticipated to increase rail and highway freight across the state.

Additionally, UDOT and Rocky Mountain Power (RMP) will participate on the Freight Logistics Electrification Demonstration (F-LED) project, a collaboration with USU, UDOT and UIPA to electrify heavy-duty freight and hauling operations within the Inland Port. The project will incorporate innovative charging systems with 5G communications including plug-in, static and dynamic wireless charging. The project will utilize advanced intelligent control systems to optimize its operation and energy use. During the 2021 legislative session, the Utah Legislature appropriated funds to USU to enable the project. The recently submitted CFI grant application, if approved, would support investment in heavy-duty freight electrification at the UIPA.

The Utah NEVI team is coordinating with RMP in evaluating potential investments at the Utah Inland Port. RMP has begun this process by signing a Cooperation Agreement with UIPA. In the Cooperation Agreements, all parties agree to coordinate and cooperate on developing EV infrastructure within the development areas. RMP proposes to make investments within UIPA as part of the F-LED project, a state funded collaboration with UIPA and USU, to electrify freight hauling operations.



Source: UDOT 2017 Freight Plan

Known Risks and Challenges

Deploying high-power EVSE requires a pragmatic approach and thoughtful planning. In May 2022, UDOT issued a RFI in order to gather additional perspectives on risks, best practices, and other pertinent information. (A summary of RFI findings is included in Appendix B.) Below is a list of some key risks and considerations:

Supply Chain

Material supply chain issues may limit the number of EVSE available for purchase nationwide. This may force some states to purchase EVSE at higher prices in order to meet NEVI implementation schedules. The recently promulgated Build America Buy America (BABA) rule and waiver will incentivize suppliers to manufacture EVSE domestically. It is unknown if the industry will be able to meet the near term onset of $3 billion in demand.

NEVI Minimum Site Power Requirements

Four 150kW charging ports may not be possible or practical in some rural areas where access to three-phase power is not proximate.

Matching Funds

May be difficult to arrange on lesser valued locations.

Availability of Labor and Workforce

Meeting the minimum qualifications per the NEVI rule.

Transportation Infrastructure Resiliency

EVSE redundancy and connectivity to alternative corridors will be imperative to meet near term growth and meet user expectations. The Utah NEVI program funds are intended to help create an EVSE backbone after implementation, while encouraging additional strategic longer-term investments by private industry as expansion is needed.

Site Resiliency

Planning for onsite power generation may play a critical role in long-term acceptance of electrified transportation as converting to electrified transportation includes increased risk during emergency events requiring long travel times or use of alternative routes or power grid failures.

Future-Proofing

Site design during early phases of EV adoption has focused on single stall parking. Efforts should be made to consider larger vehicles and vehicles towing trailers. Pull through designs, additional capacity and other future-proofing measures should be implemented.

Capacity

While Utah's primary strategy is focused on providing statewide access to DCFC, future increased capacity needs should also be considered early in the development phase. Adoption of EVs may be adversely impacted if adequate charging ports are not available during travel, particularly during high travel periods such as holidays or other big events.

Connectivity to other corridors

Proper EVSE corridor planning includes considerations about connectivity to other corridors to ensure an overall functional network. In some cases, spacing of charging sites along interstates may exceed 50-miles by several miles to efficiently integrate EVSE on connecting corridors into the network.

Lack of grid availability

Some rural and remote areas do not have any existing power infrastructure, or the existing power infrastructure is already at capacity. Electric grid capacity and EVSE is limited in many areas of rural Utah, and in some critical areas, the major power upgrades necessary to support NEVI compliant EVSE are not eligible for NEVI funding. In UDOT's previous VW/DEQ grant project, three-phase power did not exist at two sites. The estimated cost to bring three-phase power to two of the sites was quoted at double the entire project budget.

Liability mitigation

Each site must be assessed for site specific liability risks and mitigated via insurance as necessary.

Schedule

Issues likely to impact the deployment timeline in the first implementation year of the program include:

- The procurement process timeline
- Locating and negotiating with suitable site locations/hosts
- Grid and circuit load analysis/engineering by ESPs
- Grid and circuit modifications to meet power needs
- Environmental clearances, as necessary
- Equipment availability/supply chain issues (NEVI compliant EVSE, and utility transformers, and switchgear)
- Build America Buy America requirements

Some factors likely to impact the process of deploying charging infrastructure during the implementation phase include:

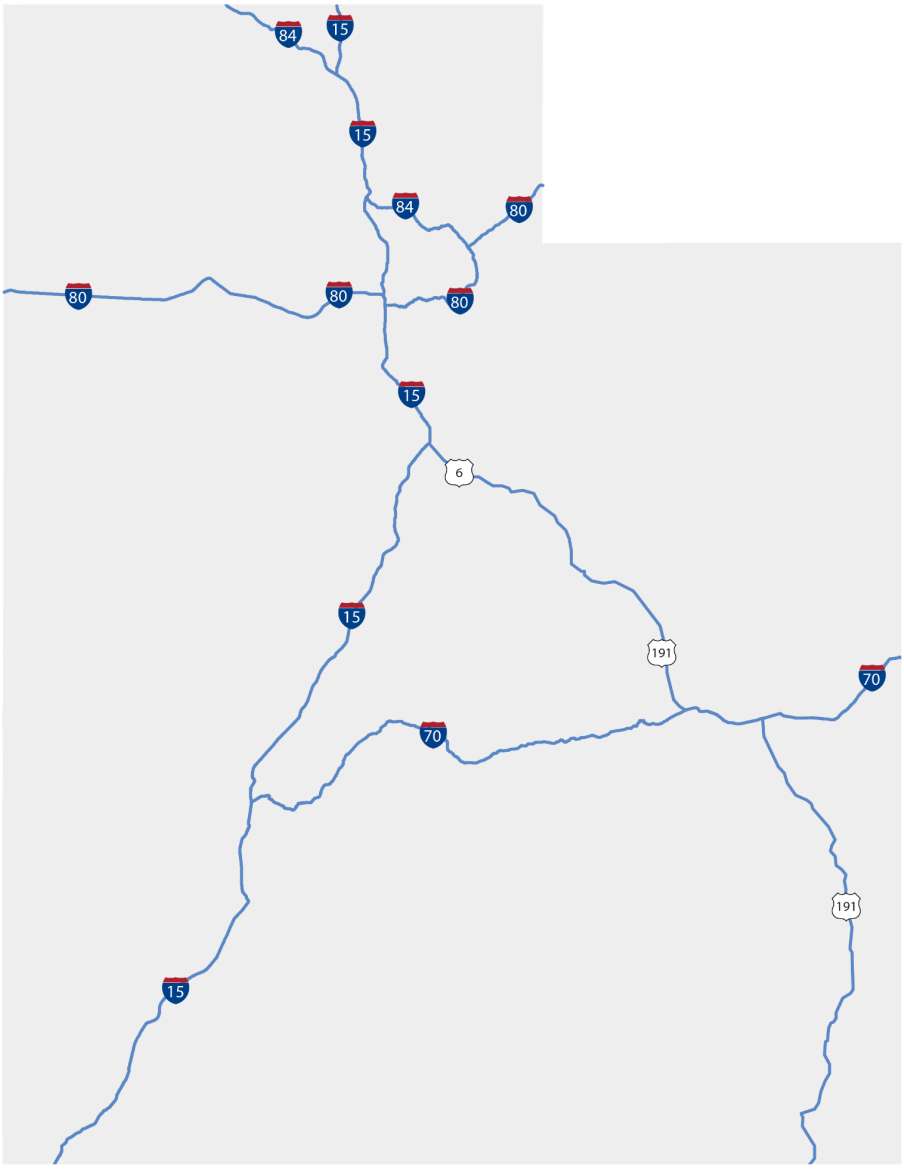
- Equipment supply chain issues that could delay needed materials including utility equipment such as transformers, switchgear, and EVSE equipment, materials and spare/replacement parts.
- Private installations that happen in advance of funding availability that may fulfill NEVI requirements for site locations and allow the state to adjust investments. Examples include:
    - Starbucks/Volvo initiative (Link)
    - 7-Eleven initiative (Link)
    - Electrify America network (Link)
    - Walmart / Electrify America partnership (Link)
    - EVGO EVSE network (Link)
    - Rivian EVSE network (Link)
    - Ford EVSE BlueOval network (Link)
    - Kroger Co. announcement (Link)
    - Seven major automakers announcement (Link)

Alternative Fuel Corridors (AFC) Designations

Utah's existing identified AFCs consist of its interstate routes and two segments of US highways. These corridors have some of the highest annual average daily traffic (AADT) traffic counts and are likely to see higher rates of utilization in early phases of the NEVI deployment.

All Utah segments of I-15, I-215, I-70, I-80 and I-84, as well as US-6 and US-191 in the state have been designated as AFCs. As infrastructure must be located along designated corridors, Utah's existing EV charging stations may require upgrades or modification to meet the NEVI requirements.

Utah did not submit any nominations or designations for the most recent round of AFC Nominations (Round 7). Utah is focused on obtaining Fully Built Out Certification for the above mentioned AFCs.



Map of Utah AFCs

Existing Charging Stations

There are many existing DCFCs throughout Utah, some of which are located along Utah's AFCs. There are 10 Electrify America sites that Utah has been in close communication with regarding their charging infrastructure. The Utah NEVI team plans to continue to work with Electrify America to submit these 10 sites for consideration towards obtaining Fully Built Out Certification. Other DCFC sites will require upgrades to meet the minimum NEVI Standards. NEVI funds could be allocated to meet these upgrade requirements.

Existing EVSE Counted Towards Fully Built Out Certification as of July 2023

State EV Charging Location Unique ID*	Charger Level (DCFC, L2)	Route	Location (street address)	Number of Charging Ports	EV Network (if known)	Meets all relevant requirements in 23 CFR 680?	Intent to count towards Fully Built Out Certification?
100085	DCFC	I-15	1905 South 300 West, SLC	4	Electrify America	Not Currently	Yes
100103	DCFC	I-15 South Corridor	1206 N. Canyon Creek Pkwy, Spanish Fork	4	Electrify America	Not Currently	Yes
100626	DCFC	I-15 South Corridor	810 North 800 West. Scipio	4	Electrify America	Not Currently	Yes
100627	DCFC	I-15 South Corridor	646 W 1400 N. Beaver	4	Electrify America	Not Currently	Yes
100097	DCFC	I-15 South Corridor	1330 S. Providence Center Rd.. Cedar City	4	Electrify America	Not Currently	Yes
100098	DCFC	I-15 South Corridor	625 W. Telegraph St., Washington	4	Electrify America	Not Currently	Yes
100079	DCFC	I-15/I-84 North Corridor	1200 S. Commerce Way, Perry	4	Electrify America	Not Currently	Yes
100105	DCFC	I-70 Corridor	10 E. 1300 S, Richfield	4	Electrify America	Not Currently	Yes
100127	DCFC	I-70 Corridor	25 East Main St., Green River	4	Electrify America	Not Currently	Yes
110063	DCFC	I-70 Corridor	1915 South State S., Salina	4	Electrify America	Not Currently	Yes

State of Utah AFCs Existing Charging Stations As of July 2023

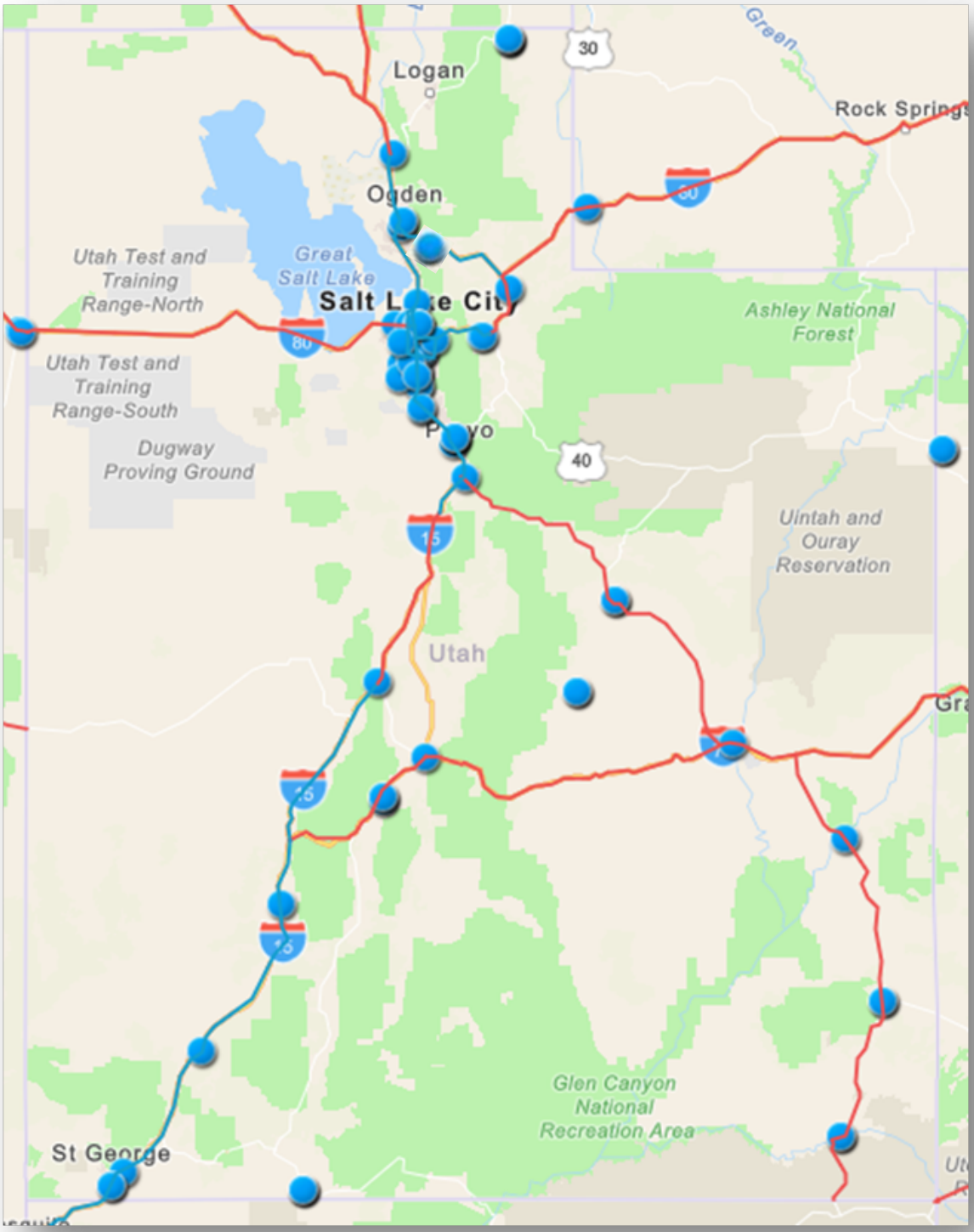
State EV Charging Location Unique ID	Route ID	# of DCFC Ports	# of Level II Ports	Access Type	Owner Type	Station Name	City	EVSE NETWORK
195097	I-15	1	0	Public	Private	EV Experience Fast Charger 1	St. George	ChargePoint Network
195105	I-15	1	0	Public	Private	EV Experience Fast Charger 2	St. George	ChargePoint Network
146946	I-15	4	0	Public	Private	Walmart 1439 - Washington, UT	Washington	Electrify America
135873	I-15	4	0	Public	Private	Walmart 1438 - Cedar City, UT	Cedar City	Electrify America
123449	I-15	4	0	Public	Private	Days Inn - Beaver, UT	Beaver	Electrify America
123480	I-15	4	0	Public	Private	Flying J - Scipio, UT	Scipio	Electrify America
121757	I-15	4	0	Public	Private	Walmart 4068 - Spanish Fork, UT	Spanish Fork	Electrify America
224866	I-15	2	0	Public	Private	Provo Airport	Provo	ChargePoint Network
236748	I-15	4	0	Public	Private	Volvo Car USA Provo	Provo	ChargePoint Network
60341	I-15	1	1	Public	Private	Ken Garff Nissan - Orem	Orem	Non-Networked
225025	I-15	1	0	Public	Private	Murdock Lindon Hyundai	Lindon	ChargePoint Network
149998	I-15	1	0	Public	Gov	Lehi Power DC	Lehi	ChargePoint Network
198673	I-15	1	2	Public	Private	Thanksgiving Point - Megaplex Theatres	Lehi	eVgo Network
195102	I-15	1	0	Public	Private	Camping World Draper DC 1	Draper	ChargePoint Network
195103	I-15	1	0	Public	Private	Camping World Draper DC 2	Draper	ChargePoint Network
70456	I-15	1	4	Public	Private	Tim Dahle Nissan Southtowne	South Jordan	Non-Networked
207596	I-15	1	0	Public	Private	Riverton Chevy Station 1	South Jordan	ChargePoint Network
174146	I-15	1	0	Public	Gov	Sandy City Hall DC 1	Sandy	ChargePoint Network

State EV Charging Location Unique ID	Route ID	# of DCFC Ports	# of Level II Ports	Access Type	Owner Type	Station Name	City	EVSE NETWORK
174147	I-15	1	0	Public	Gov	Sandy City Hall DC3	Sandy	ChargePoint Network
174149	I-15	1	0	Public	Gov	Sandy City Hall DC2	Sandy	ChargePoint Network
227535	I-15	1	0	Public	Private	SouthTowne Auto Mall	Sandy	ChargePoint Network
260783	I-15	2	0	Public	Private	Volvo Car USA Sandy	Sandy	ChargePoint Network
47541	I-15	1	2	Public	Private	Tim Dahle Nissan	Murray	Non-Networked
236922	I-15	1	0	Public	Private	Dahle Automart	Murray	ChargePoint Network
47543	I-15	1	1	Public	Private	Tim Dahle Nissan	North Salt Lake	Non-Networked
144373	I-15	1	3	Public	Private	Harley Davidson - Salt Lake City	South Salt Lake	Non-Networked
170340	I-15	8	0	Public	Private	Sam's Club - Salt Lake City, UT	Salt Lake City	Electrify America
49748	I-15	1	2	Public	Private	Ken Garff Nissan - Salt Lake City	Salt Lake City	Non-Networked
198836	I-15	1	1	Public	Private	The Gateway - Summer Parking 4C	Salt Lake City	eVgo Network
230884	I-15	1	0	Public	Private	GM - Hansen Cadillac of Brigham City	Brigham City	EV Connect
225025	I-15	1	1	Public	Private	Kenco Inc.	Layton	Chargelab
213555	I-15	1	0	Public	Private	Young Hyundai West Express	Ogden	ChargePoint Network
213556	I-15	1	0	Public	Private	Young Hyundai West Express	Ogden	ChargePoint Network
156879	I-70	4	0	Public	Private	Walmart 5168 - Richfield	Richfield	Electrify America

State EV Charging Location Unique ID	Route ID	# of DCFC Ports	# of Level II Ports	Access Type	Owner Type	Station Name	City	EVSE NETWORK
158965	I-70	2	0	Public	Gov	State of Utah R4 HQ	Richfield	ChargePoint Network
163553	I-70	4	0	Public	Private	Love's 581 Salina, UT	Salina	Electrify America
163552	I-70	4	0	Public	Private	Green River Coffee (Green River, UT)	Green River	Electrify America
163416	I-80	2	0	Public	Private	ReFuel Salt Lake City	Salt Lake City	EV Connect
91867	I-80	4	2	Public	Gov	Summit County - Library	Park City	Non-Networked
198771	I-80	1	1	Public	Private	Newpark Resort	Park City	eVgo Network
174320	I-80	1	0	Public	Gov	Summit County Coalville QC	Coalville	ChargePoint Network
255453	I-84	4	0	Public	Private	Volvo Car USA Uintah	Uintah	ChargePoint Network
198842	I-215	1	2	Public	Private	REI	Salt Lake City	eVgo Network
153327	I-215	1	0	Public	Gov	State of Utah UDOT South L3 2	Taylorsville	ChargePoint Network
175116	I-215	1	0	Public	Gov	State of Utah UDOT South L3 1	Taylorsville	ChargePoint Network
172902	I-215	1	0	Public	Private	RMP NTO Office NTO West Lot FC	Salt Lake City	ChargePoint Network
258284	I-215	1	0	Public	Gov	U of U Solar Canopy	Salt Lake City	ChargePoint Network
174398	I-215	1	0	Public	Gov	DEQ MASOB MAIN	Salt Lake City	ChargePoint Network
185963	US-6	2	2	Public	Private	Price City Museum	Price	ChargePoint Network

State EV Charging Location Unique ID	Route ID	# of DCFC Ports	# of Level II Ports	Access Type	Owner Type	Station Name	City	EVSE NETWORK
167233	US-191	1	0	Public	Gov	State of Utah Bluff East 2	Bluff	ChargePoint Network
167234	US-191	1	0	Public	Gov	State of Utah Bluff West 1	Bluff	ChargePoint Network
167183	US-191	1	0	Public	Gov	State of Utah Welcome West 2	Monticello	ChargePoint Network
181441	US-191	1	0	Public	Gov	State of Utah Welcome East 1	Monticello	ChargePoint Network
122658	US-191	1	0	Public	Private	RMP NTO Office RMP Moab CPE250	Moab	ChargePoint Network
2557752	SR-172	6	0	Public	Private	WinCo Foods West Valley City	West Valley City	Electrify America
240735	NA	6	0	Public	Private	Target	Salt Lake City	EVgo
170340	NA	6	0	Public	Private	Sam's Club	Salt Lake City	Electrify America

A Level II charger summary is located in Appendix C.

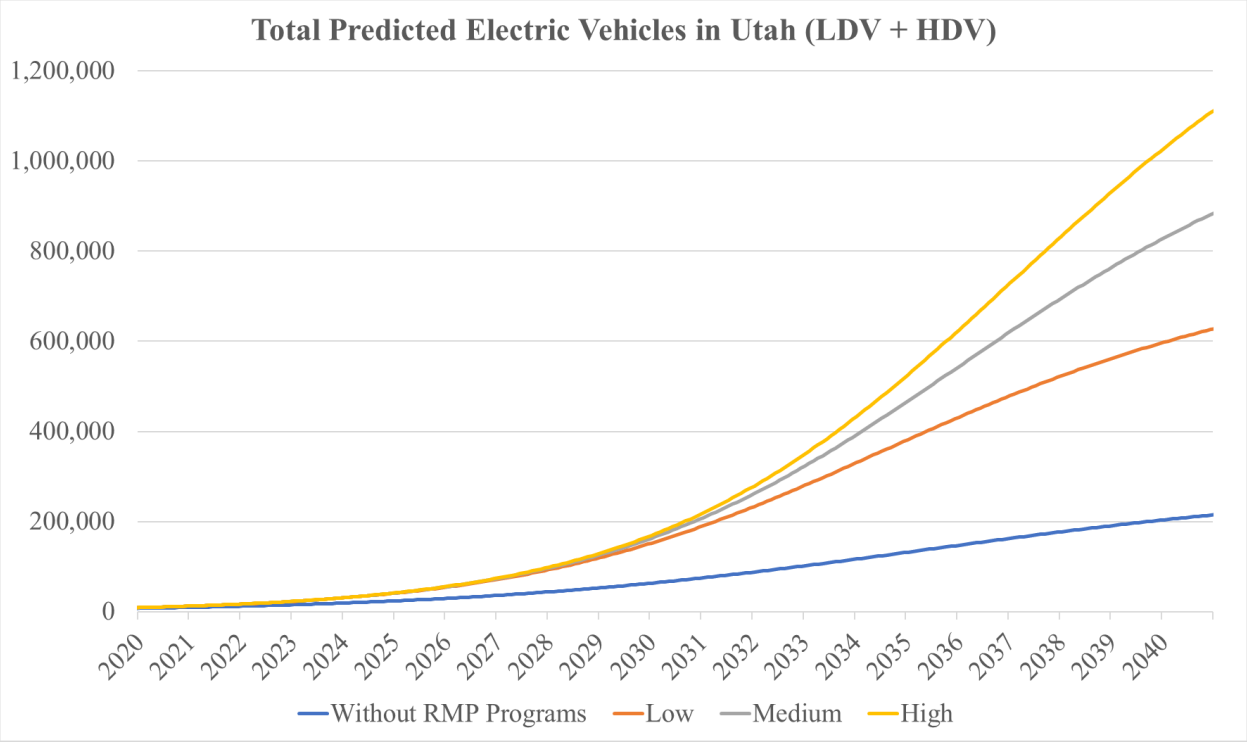


Utah's Existing Fast DCFC locations (>50 kW)

EV CHARGING INFRASTRUCTURE DEPLOYMENT

The NEVI Team intends to use the NEVI funding to focus initially on creating the foundation of a statewide EV mobility charging network. Future-proof designs that can accommodate expected innovations and efficiency improvements, and appropriate site selection will help ensure an effective, reliable, and equitable network that can be improved and expanded upon over time.

The NEVI Team will continue ongoing coordination with potential site owner stakeholders. This includes RMP to explore its unique role as both the major electric service provider, and its legislatively approved $50 million Electric Vehicle Investment Plan (EVIP) in EVSE over roughly the same time period. The RMP EVIP is anticipated to satisfy many of the EVSE needs in the urban areas along the Wasatch Front and other high-utilization areas of its service territory. The Utah NEVI RFA intends to provide competitive opportunities to all public/private partners to provide access to a statewide network of chargers throughout the state of Utah. Through effective coordination, the NEVI Team, RMP, and other public/private installations will complement each other and meet charging needs in both urban and rural areas.



Source: Utah's EV Charging Plan 2018

Funding Sources

The Utah NEVI team will engage the public and private sectors to determine the most advantageous approach to funding strategies for deploying the needed EVSE infrastructure. Throughout the public engagement process, the Utah NEVI Team met with many potential private partners who gave support to the matching funding project approach. The state's three non RMP electric service provider (ESP) associations have expressed similar interest in partnering within their members' respective service areas using a legislatively appropriated matching grant program discussed below.

The 2022 Utah Legislature appropriated $3 million to the UOED to develop an EVSE matching grant program, giving preference to smaller ESPs. This funding may be applied towards the NEVI program's 20 percent match requirement for EVSE sites in small ESP service areas that contain planned NEVI EVSE locations.

The Utah DEQ's Workplace Electric Vehicle Charging Funding Assistance Program (managed by the Utah Division of Air Quality) was created by the 2019 Utah Legislature, which appropriated $4.9 million to be used as an incentive for the installation of EVSE throughout the state. The EVSE Incentive Program allows businesses, non-profit organizations, and other governmental entities (excluding State Executive Branch agencies who received separate funding for EVSE installation) to apply for a grant for reimbursement of up to 50 percent of the purchase and installation costs for a pre-approved EVSE project. Funds can be used for the purchase and installation of both Level 2 or DCFC EVSE. The EVSE Incentive program will encourage potential partners to consider this program to reduce overall barriers to entry for NEVI funding.

Multiple private entities have approached UDOT with interests in partnering. These include fueling station owners, business owners, charging infrastructure owners and others. Although the amount of private investment funds are unknown, there are several potential sources of private investment for EVSE projects. During the next few months and throughout the project duration, UDOT will continue to explore market interest and explore strategies to provide input into the procurement/contracting process. The goal is to maximize investment of private, local, state and federal funds to develop a robust charging network for the state of Utah, with connectivity to adjoining states in the region.

State, Regional, and Local Policy

The Utah NEVI Team will support policy development by providing insight into EVSE needs, key considerations, development resources, and other reference materials. Additionally, UDOT is a member of the American Association of State Highway Officials (AASHTO) EV Working Group and participates in the REV West, ChargeWest, and Western Governors Association (WGA) groups and will continue to coordinate on a regional level for best practices of EVSE deployment and policy considerations.

The NEVI plan will rely on private partners to coordinate with municipalities on zoning and permitting. Discussions with stakeholders during the development of the EV infrastructure plan demonstrated that utilities and EVSE companies are well-equipped to handle zoning and permitting processes as part of their normal business practices.

UDOT will monitor developments at the state and local level during the implementation of this plan and provide updates to state and local officials when requested or as appropriate. UDOT, in partnership with its contractors, may provide educational resources and assistance to applicants and stakeholders on best practices, as needed.

The Utah NEVI team understands that zoning and permitting requirements are established by the local municipalities and counties where these NEVI charging stations will be installed. All contractors and applicants are required to adhere to the local laws that would apply to their installation site. Each site must obtain the appropriate permits and be zoned correctly before any construction work may begin.

Planned Charging Stations

NEVI ALTERNATIVE FUEL CORRIDOR (ELECTRIC) FUNDING SUMMARY				
Corridor / Task	**2022-2023**	**2023-2025**	**Cost if Exception Approved**	**Exception Request Savings**
NEVI Report / Program Mgt	$ 250,000	$ 1,250,000	$ 1,500,000	$0
I-15 South	$ 0	$ 4,500,000	$1,500,000	**$3,000,000**
I-15 and I-84 North	$ 0	$ 2,250,000	$ 2,250,000	$0
I-215	$ 0	$0	$0	$0
I-70	$ 0	$ 7,500,000	$ 1,500,000	**$ 6,000,000**
I-80 West	$ 0	$ 3,750,000	$ 750,000	**$ 3,000,000**
I-80 East	$ 0	$ 750,000	$0	$0
I-84 Central	$ 0	$ 0	$ 0	$0
US-6	$ 0	$ 3,000,000	$ 1,500,000	**$ 1,500,000**
US-191	$ 0	$ 4,000,000	$ 3,000,000	**$ 1,000,000**
	$ 250,000	**$ 27,000,000**	**$ 12,000,000**	**$ 14,500,000**

NEVI's 80%	$ 21,600,000	$ 9,600,000	$ 11,600,000
Matching Funds 20%	$ 5,400,000	$ 2,400,000	$ 2,900,000

Stations Under Construction

There are zero stations currently under construction.

State EV Charging Location Unique ID	Route (note if AFC)	Location	# of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade

Planned Stations

Exact site locations will be identified after the RFA is advertised and applications have been awarded. Each awarded site will have the NEVI minimum of four ports and the estimated year of operation is 2024. Refer to the site area map on the next page.

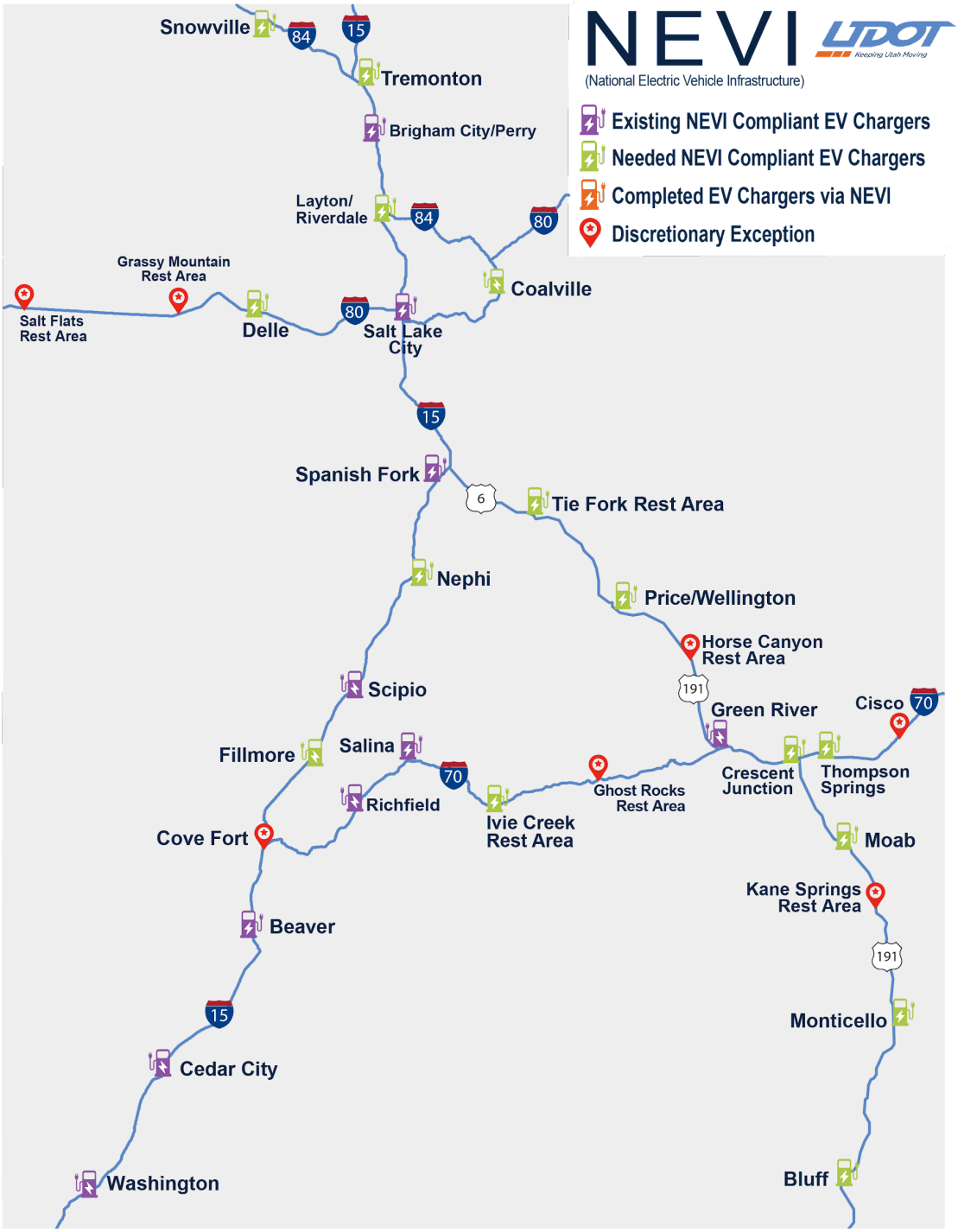
State EV Charging Location Unique ID	Route (note if AFC)	Location	# of Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade

2024 Infrastructure Deployments/Upgrades and FY24-26 Infrastructure Deployments

Deployments during the first year of the NEVI matching funding project (FY2024) will be the most difficult to forecast due to permitting, environmental, EVSE availability, and utility drop schedules. It is anticipated that FY 2024 expenses will largely focus on RFA advertisement, funding awards, and partner procurement of EVSE and make-ready prior to installation (all compliant with applicable Title 23 regulations).

The following maps show:

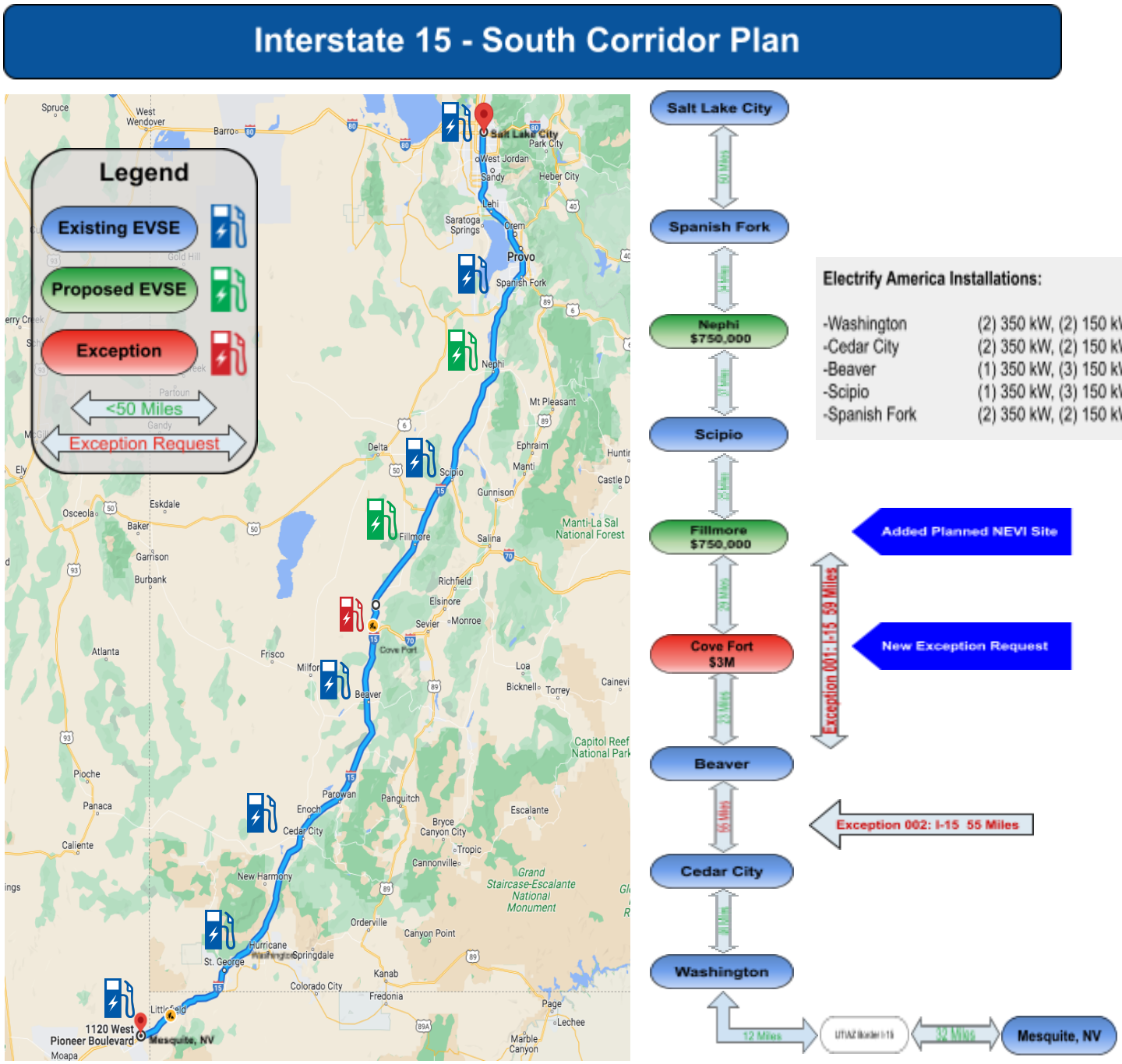
- Approximate locations of planned EV charging infrastructure
- Approximate locations of existing EV charging infrastructure along those corridors, specifically noting existing EV charging infrastructure targeted for upgrade or improvement to meet the requirements of the NEVI programs
- EV charging infrastructure density (e.g.,stations/mile) along Alternative Fuel Corridors and the Interstate Highway System



Map of Utah's Planned EVSE Deployments

1. Interstate 15 South Corridor Plan	2. Interstate 15 & Interstate 84 North Plan	3. Interstate 215 Corridor Plan
4. Interstate 70 Corridor Plan	5. Interstate 80 West Corridor Plan	6. Interstate 80 East Corridor Plan
7. Interstate 84 Central Corridor Plan	8. US-6 (Central) Corridor Plan	9. US-191 (South) Corridor Plan

1 - Interstate 15 - South Corridor Plan



(1) *Approximate locations of planned EV charging infrastructure along Interstate 15 from Salt Lake County south to Washington County. This corridor has Electrify America installations in Washington, Cedar City, Beaver, Scipio, and Spanish Fork.*

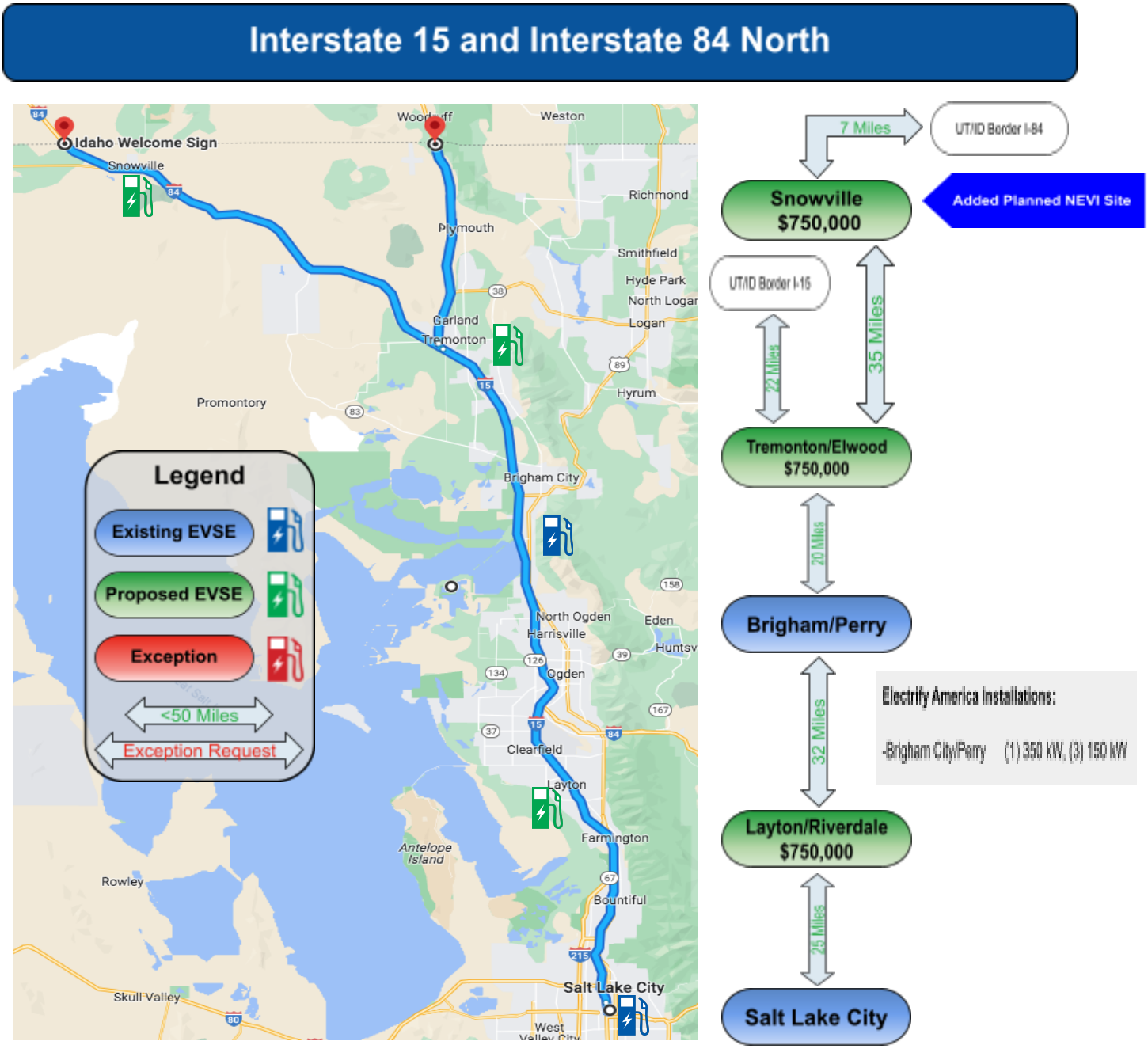
The I-15 South corridor spans Salt Lake City, Utah to the Utah-Arizona border. The corridor spans 302 miles, which would require eight EVSE stations to meet NEVI spacing requirements. The map shows existing NEVI compliant EVSE in six of the eight locations. Two new sites are required to complete this corridor segment. There are two discretionary exceptions indicated where spacing exceeds 50 miles.

1 - Interstate 15 South Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Washington City	City of Washington	Electrify America	$ 0	$ 0				
Cedar City	**Pacificorp**	**Electrify America**	**$ 0**	**$ 0**			**Beaver-Cedar City 55 Miles**	
Beaver	Beaver City Corp /RMP	Electrify America	$ 0	$ 0				
Cove Fort	**Pacificorp**	**TBD**	**$ 2,400,000**	**$600,000**	**x**		**Fillmore-Beaver 59 Miles**	**Needs Major Grid Upgrade**
Fillmore	Pacificorp	TBD	$ 600,000	$ 150,000	x			
Scipio	Pacificorp	Electrify America	$ 0	$ 0				
Nephi	Nephi City	TBD	$ 600,000	$ 150,000	x			
Spanish Fork	Spanish Fork City	Electrify America	$ 0	$ 0				
CORRIDOR INVESTMENT TOTALS			$ 3,600,000	$ 900,000				

Legend

Gray row indicates an exception request
TBD: To Be Determined

2 - Interstate 15 and Interstate 84 North



(2) *Approximate locations of planned EV charging infrastructure along Interstate 15 (I-15) & I-84 from Salt Lake County north through Box Elder County to the Utah-Idaho border.*

The I-15 and I-84 North corridor spans from Salt Lake City, Utah to the Utah-Idaho borders which spans 94 miles. Snowville, Utah has been added as a planned new site to the I-84 segment to meet the recently published Fully Built Out Criteria requirements pertaining to stations available within 25 miles of a state border on all AFCs. The map shows existing NEVI compliant EVSE in two of the five locations (Salt Lake City & Brigham City/Perry). No discretionary exceptions are requested.

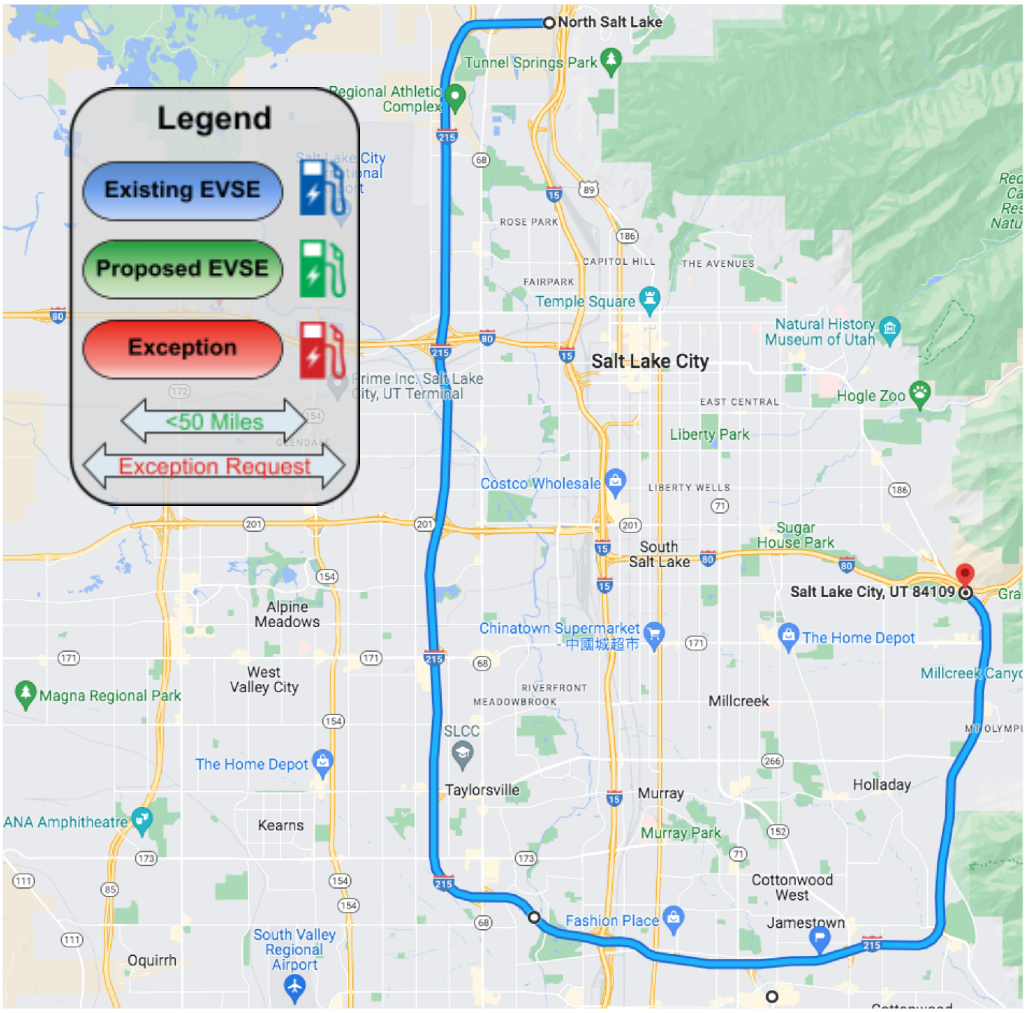
2 - Interstate 15 North & Interstate 84 North Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Layton / Riverdale	Pacificorp	TBD	$ 600,000	$ 150,000	x			
Brigham City / Perry	Brigham City Corp	Electrify America	$ 0	$0				
Tremonton/Elwood	Pacificorp	TBD	$ 600,000	$ 150,000	x			
Snowville	Pacificorp	TBD	$ 600,000	$ 150,000	x			
CORRIDOR INVESTMENT TOTALS			$ 1,800,000	$450,000				

Legend

TBD: To Be Determined

3 - Interstate 215 Corridor Plan

Interstate 215 Corridor Plan



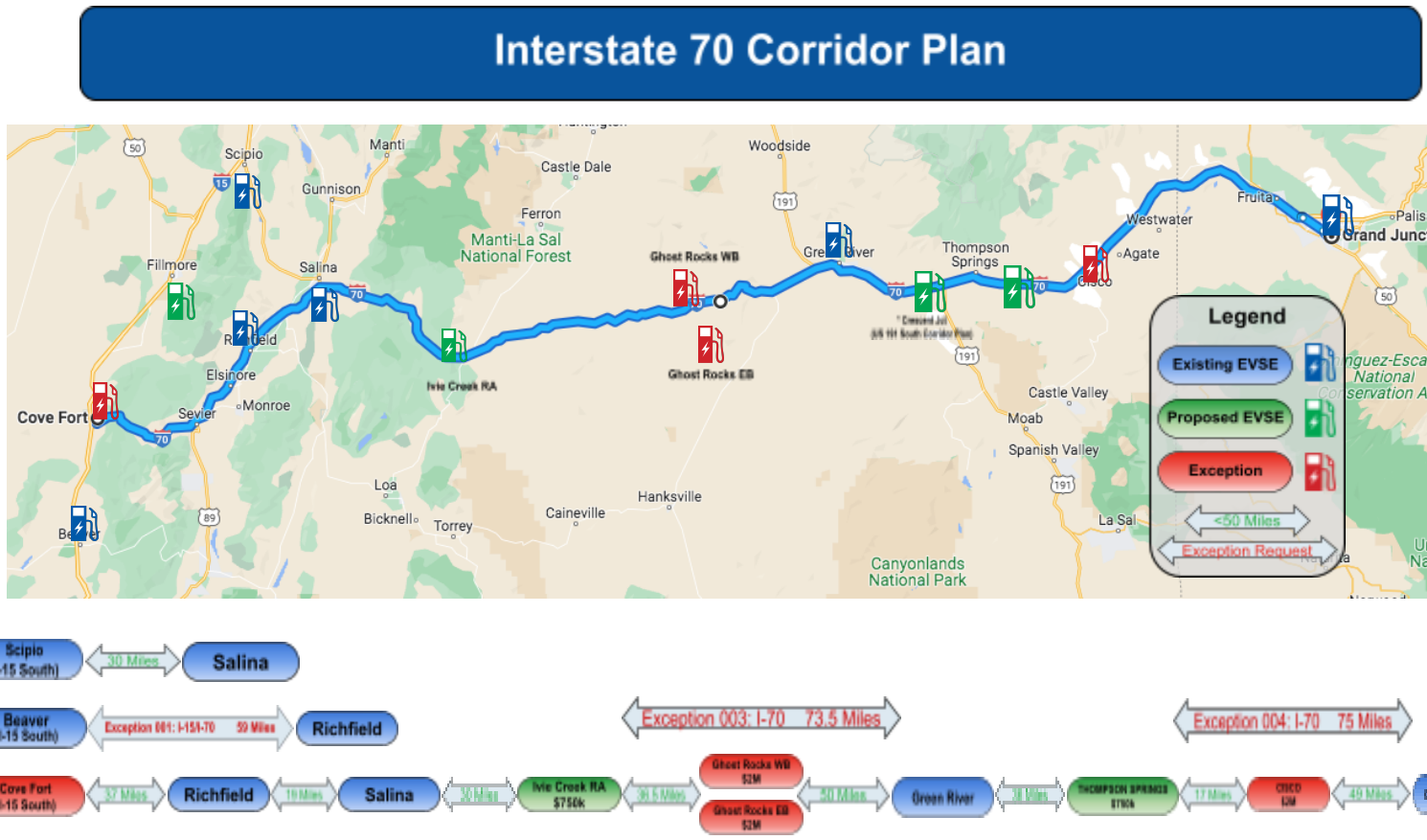
Urban EVSE Expansion will be coordinated with Energy Service Provider & Private Sector

(3) *Interstate 215 (I-215) Corridor - Approximate locations of planned EV charging along I-215. Urban EVSE expansion will be coordinated with the local energy service provider, Rocky Mountain Power.*

The I-215 corridor rings the northern portion of the Salt Lake County area. The corridor spans 24 miles, which would technically require one or two EVSE stations to meet NEVI spacing requirements. There are numerous NEVI compliant EVSE along this corridor, and more EVSE are expected to be made available between RMP and the private sector. No discretionary exceptions are requested.

3 - Interstate 215 Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Salt Lake City Area	Multiple		$ 0	$ 0				Urban Area: No NEVI Funds
CORRIDOR INVESTMENT TOTALS			$ 0	$ 0				

4 - Interstate 70 Corridor Plan



Electrify America Installations:

-Richfield	(1) 350 kW, (3) 150 kW
-Salina	(2) 350 kW, (2) 150 kW
-Green River	(2) 350 kW, (2) 150 kW

(4) *Interstate 70 (I-70) Corridor extends from Grand Junction, Colorado to Cove Fort on I-15. There are Electrify America installations in Richfield, Salina, and Green River.*

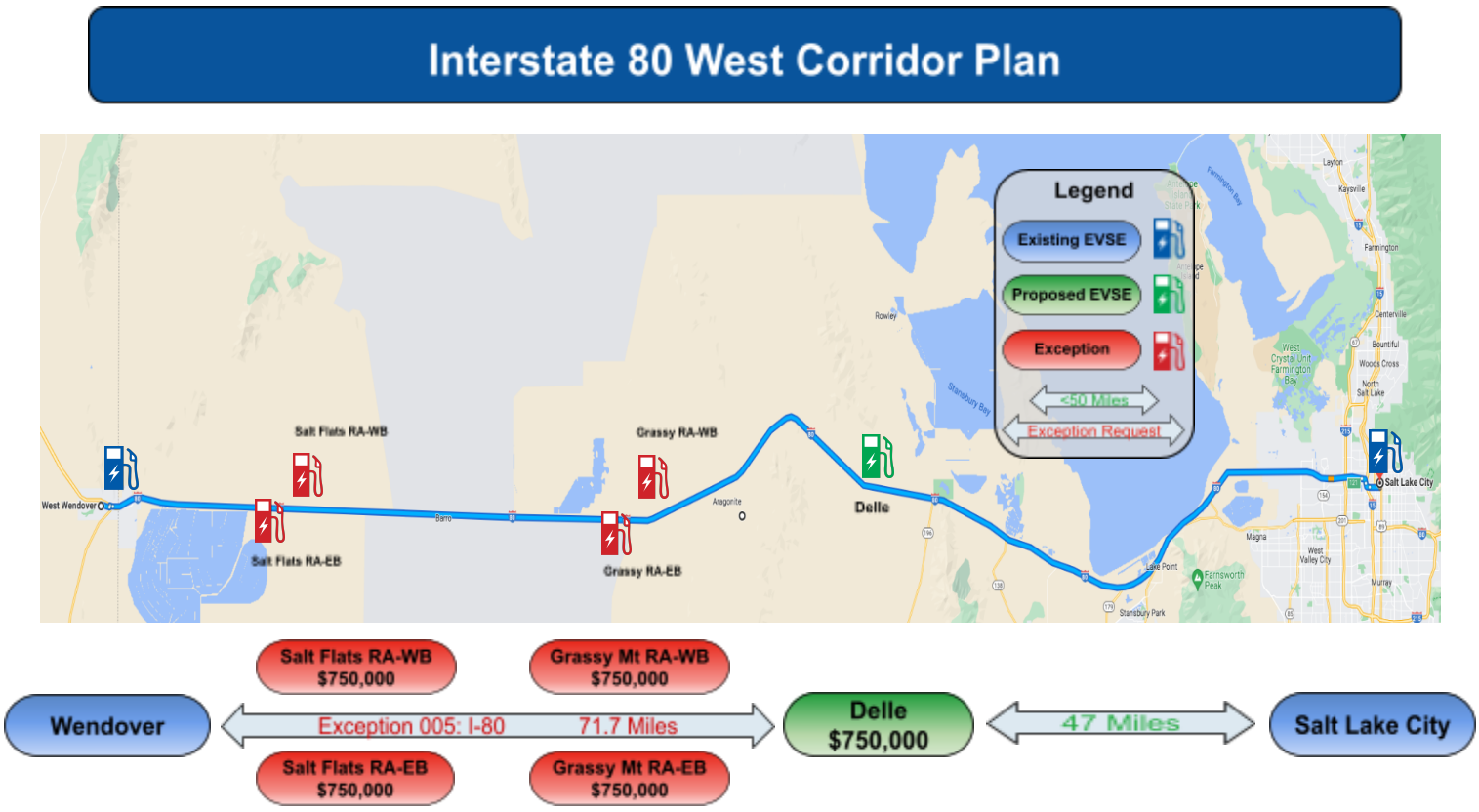
The I-70 corridor spans from the junction with I-15 to the Utah-Colorado border. The corridor spans 230 miles, which would require nine EVSE stations in Utah and one in Colorado to meet NEVI spacing requirements. The map shows existing NEVI compliant EVSE in three of the identified Utah locations (Richfield, Salina & Green River). Five new sites are required to complete this corridor segment. Due to cost, geography, and equity considerations, two discretionary exceptions are indicated where spacing exceeds 50 miles (the Cove Fort exception request is on the I-15 South Corridor).

4 - Interstate 70 Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exemption Request Type	NOTES
					New	Upgrade		
*Cove Fort							Beaver-Richfield 59 Miles	*Exception Request associated with I-15 South Corridor Plan
Richfield	Pacificorp	Electrify America	$ 0	$ 0				
Salina	Pacificorp	Electrify America	$ 0	$ 0				
Ivie Creek Rest Area	Pacificorp	TBD	$600,000	$150,000	x		Ivie Creek - Green River 73.5 Miles	
Ghost Rocks Rest Area EB	**Solar Micro Grid Need**	**TBD**	**$1,600,000**	**$ 400,000**	**x**		**Remote, No Power, BLM**	**Environmental Clearance**
Ghost Rocks Rest Area WB	**Solar Micro Grid Need**	**TBD**	**$1,600,000**	**$ 400,000**	**x**		**Remote, No Power, BLM**	**Environmental Clearance**
Green River	Pacificorp	Electrify America	$ 0	$ 0				
*Crescent Jct								*Proposed new site associated with US -191 South Corridor Plan
Thompson Sprgs	Pacificorp	TBD	$600,000	$ 150,000	x		Thompson to Grand Jct 75 miles	
Cisco	**Solar Micro Grid Need**	**TBD**	**$1,600,000**	**$ 400,000**	**x**		**Remote, No Power, BLM**	**Environmental Clearance**
CORRIDOR INVESTMENT TOTALS			$ 6,000,000	$1,500,000				

Legend

Gray row indicates an exception request
TBD: To Be Determined

5 - Interstate 80 West Corridor Plan



(5) *Interstate 80 (I-80) from Salt Lake County west to the border with Nevada. This section of the interstate runs through a rural portion of Utah with few existing utilities.*

The I-80 West corridor spans from Salt Lake City, Utah to the Utah-Nevada border. The corridor spans 119 miles, which would require four EVSE stations in Utah and one in Nevada to meet NEVI spacing requirements. The map shows existing NEVI compliant EVSE in two of the seven locations. The two sites at the eastbound and westbound Grassy rest areas would require EVSE upgrades, and three new EVSE sites are also required to complete this corridor segment. One discretionary exception is indicated where spacing exceeds 50 miles

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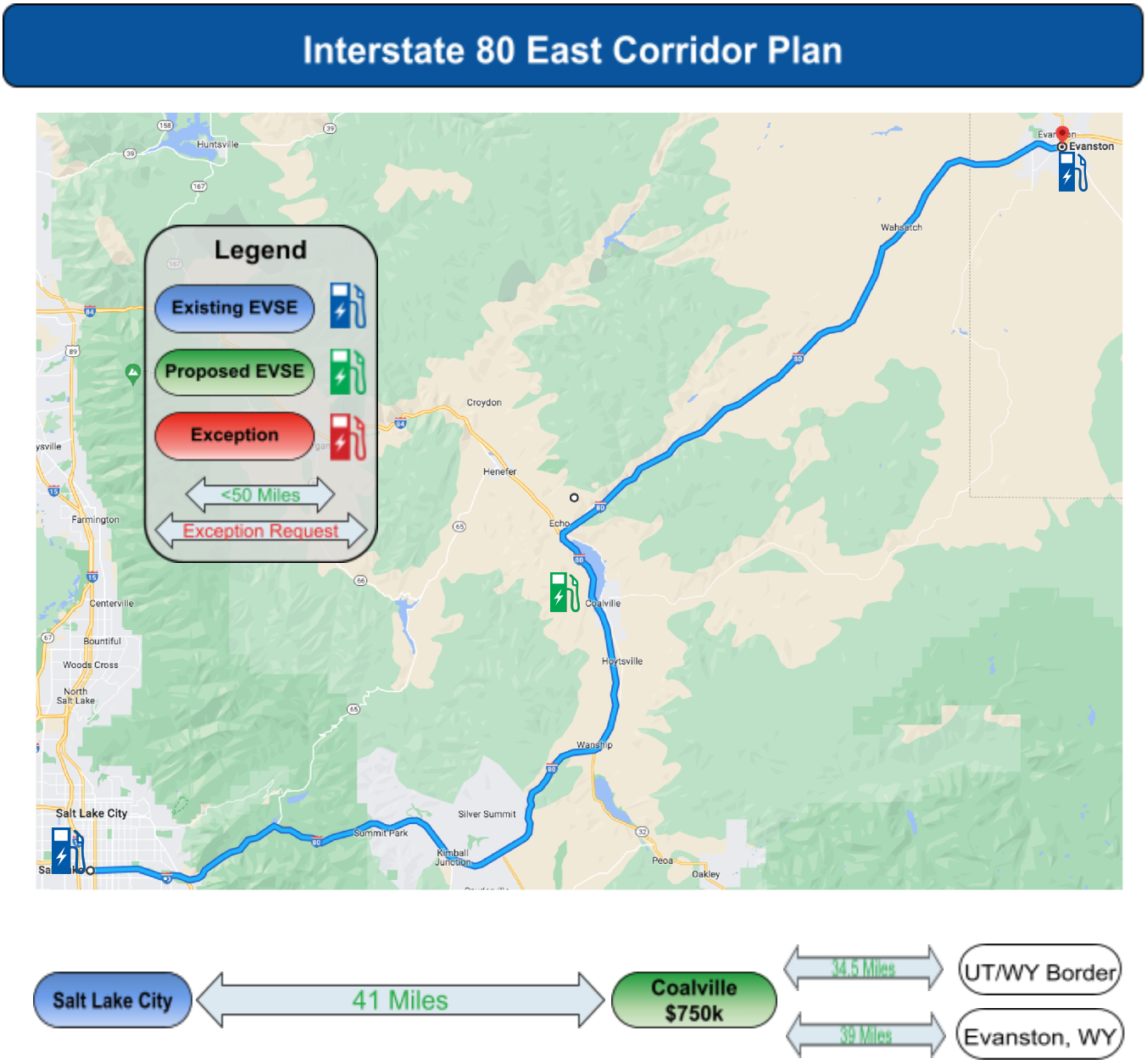
5 - Interstate 80 West Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Grassy Rest Areas	Pacificorp	State	$1,200,000	$ 300,000		x	Both Sides of Freeway	
Salt Flats Rest Areas			$1,200,000	$ 300,000	x		Both Sides of Freeway	
Delle Interchange	Pacificorp	TBD	$ 600,000	$150,000	x		Delle to Wendover, NV 71.7 Miles	
CORRIDOR INVESTMENT TOTALS			$ 3,000,000	$750,000				

Legend

Gray row indicates an exception request

6 - Interstate 80 East Corridor Plan



(6) *Interstate 80 (I-80) from Salt Lake County east to Evanston, Wyoming.*

The I-80 East corridor spans Salt Lake City, Utah to the Utah-Wyoming border. The corridor spans 70 miles, which would require two EVSE stations in Utah to meet NEVI spacing requirements. The map shows existing NEVI compliant EVSE in one of the two locations. A new site is planned to complete this corridor segment. No discretionary exceptions are requested.

6 - Interstate 80 East Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Coalville	Pacificorp	TBD	$ 600,000	$150,000	x		US-40 to Evanston, WY 55 miles	Coalville replaces US-40 site area
CORRIDOR INVESTMENT TOTALS			$ 600,000	$150,000				

Legend

Gray row indicates an exception request
TBD: To Be Determined

7 - Interstate 84 Central Corridor Plan

(7) *Interstate 84 (I-84) from I-15: Layton/Riverdale to Evanston, Wyoming.*

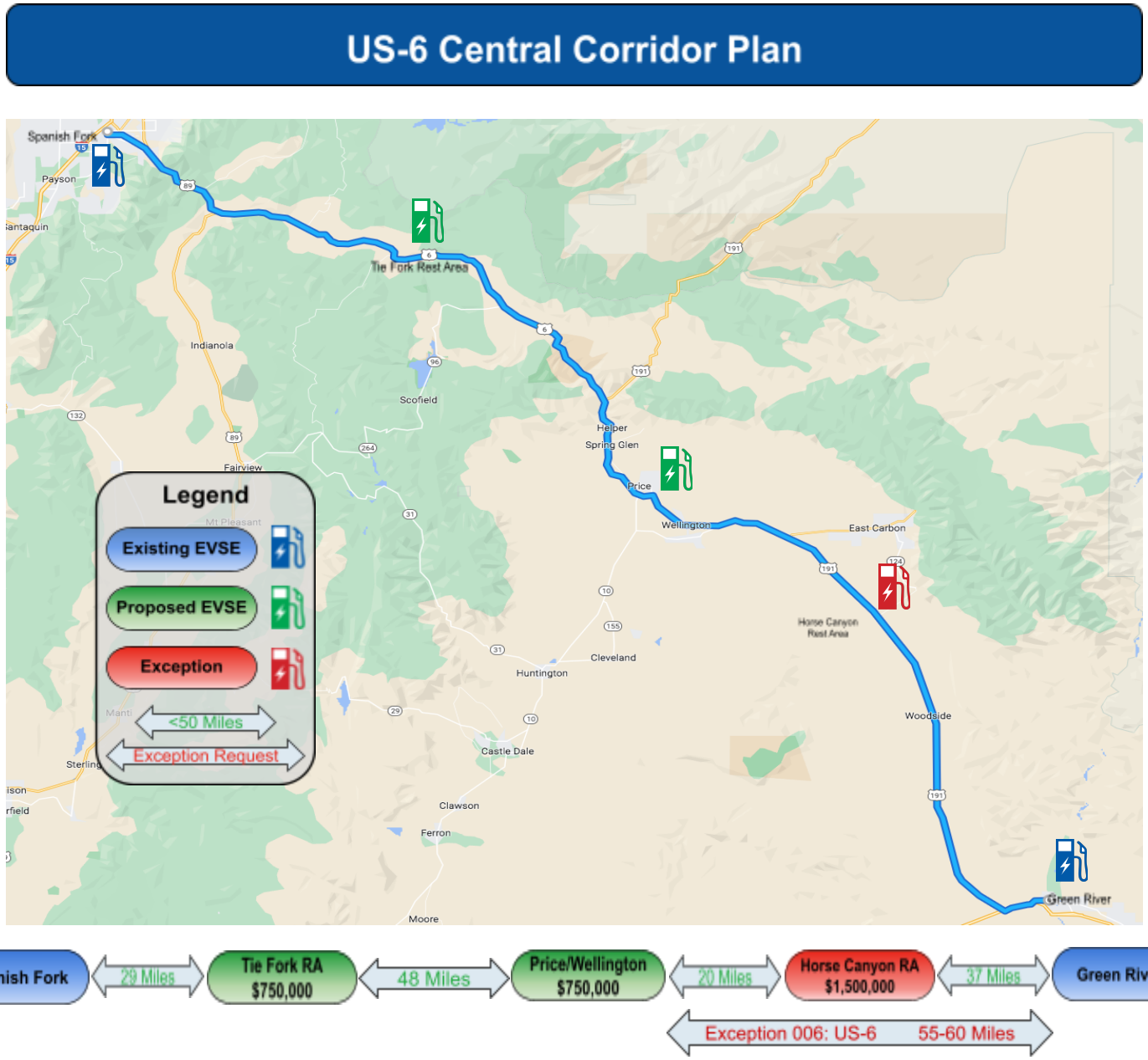
The I-84 Central corridor spans from I-15:Layton/Riverdale Utah to the Utah-Wyoming border. The corridor spans 80 miles, which would require two EVSE stations in Utah and one in Wyoming to meet NEVI spacing requirements. The map shows zero existing NEVI compliant EVSE of the two Utah locations. Two new sites are required to complete this corridor segment. No discretionary exceptions are requested.

7 - Interstate 84 Central Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
*Layton/ Riverdale		TBD	$ 0	$0	x			Short route, No NEVI ***Proposed new site associated with I-15 north corridor***
*Coalville	RMP	TBD	$ 0	$ 0	x			***Proposed new site associated with I-80 east corridor***
CORRIDOR INVESTMENT TOTALS			$ 0	$ 0				

Legend

TBD: To Be Determined

8 - US-6 (Central) to I-191 North Corridor Plan



(8) *US-6 connects from I-15 in Spanish Fork, connecting to I-70 in Green River. This section runs through a rural portion of Utah with few existing utilities.*

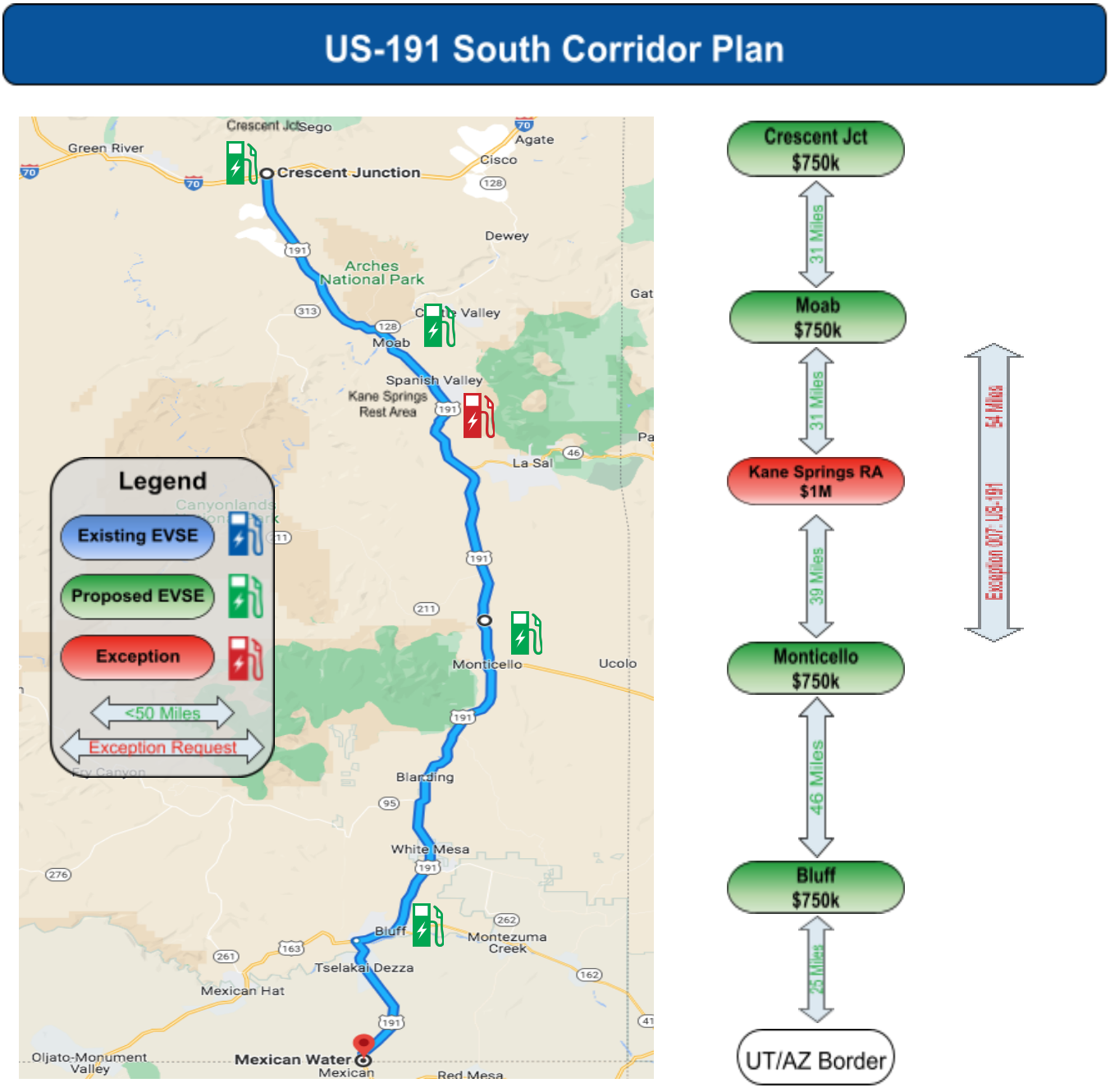
The US-6 Central corridor spans I-15 in Spanish Fork to the I-70 Junction in Green River, Utah. The corridor spans 131 miles, which would require four/five EVSE stations to meet NEVI spacing requirements. The map shows existing NEVI compliant EVSE in two of the locations. Two or three new sites are also required to complete this corridor segment. One discretionary exception is indicated where spacing exceeds 50 miles and 3 phase power availability is non-existent without major grid upgrades.

8 - US 6 Central Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Tie Fork Rest Area	Pacificorp	TBD	$ 600,000	$ 150,000	x	x		
Price/Wellington	Pacificorp	TBD	$ 600,000	$ 150,000	x			
Horse Canyon	**Solar Microgrid Needed**	**PPP / GOV**	**$ 1,200,000**	**$ 300,000**	**x**		**Wellington/Price-Green River 55-60 Miles**	**Remote, No Power, Minimal Gap**
CORRIDOR INVESTMENT TOTALS			$ 2,400,000	$ 600,000				

Legend

Gray row indicates an exception request
TBD: To Be Determined

9 - US-191 (South) Corridor Plan



(9) *US-191 South connects Crescent Jct. to UT/AZ Border.*

The US-191 South corridor spans from the I-70/US-191 exit at Crescent Junction to the Utah-Arizona border. The corridor spans 157 miles, which would require four EVSE stations to meet NEVI spacing requirements. The map shows existing NEVI compliant EVSE in zero of the four locations. Crescent Junction, Moab, Monticello, and Bluff all require new EVSE or upgrades to complete this corridor segment. One discretionary exception is indicated where spacing exceeds 50 miles.

9 - US 191 South Corridor Summary								
Location	Energy Service Provider (ESP)	Station Ownership	FY21-26 Estimated Cost	Private Match	EVSE Scope of Work		Exception Request Type	NOTES
					New	Upgrade		
Bluff	PacifiCorp	TBD	$ 600,000	$ 150,000	x	x		
Monticello	Empire Electric	TBD	$ 600,000	$ 150,000	x	x		
Kane Springs	**PacifiCorp**	**PPP / GOV**	**$ 800,000**	**$ 200,000**	**x**		**Monticello-Moab 54 Miles Minimal Gap**	
Moab	PacifiCorp	TBD	$ 600,000	$ 150,000	x	x		
Crescent Junction	PacifiCorp	TBD	$ 600,000	$ 150,000	x			
CORRIDOR INVESTMENT TOTALS			$ 3,200,000	$ 800,000				

Legend

Gray row indicates an exception request
TBD: To Be Determined
PPP: Public Private Partnership

Planning Towards a Fully Built Out Certification

The Utah NEVI Team has prioritized and planned for NEVI deployment to reach Fully Built Out certification as quickly as possible. Each of the 15 NEVI Sites identified within this plan and the 10 currently installed DCFC stations identified in the Existing Infrastructure table must be constructed/certified per Section V-C of the NEVI Formula Program Guidance for Utah to achieve Fully Built Out Certification.

Utah's plan to reach built out status has not changed from the FY 2023 Approved NEVI Plan and the fiscal year 2024 (FY 2024) current version. Utah will advertise a procurement document in the first quarter of FY 2023 to seek partners to build out the 15 identified sites. In the procurement document, one criteria that applicants will be scored against is their proposed schedule. The Utah NEVI Team has made this a priority and we are confident that NEVI compliant chargers will be installed and operational by Q2 of FY2025. Utah intends to seek Fully Built Out certification by December 2024.

The Utah NEVI team will simultaneously work with our private partners on the construction of our 15 new NEVI sites and the private owners of the 10 currently installed DCFC stations identified in the Existing Infrastructure table. Engagement has already begun with the private station owners of these stations to meet requirements to count as certified.

Infrastructure Deployment and Upgrade Considerations

Upgrades of Corridor Pending Designations to Corridor Ready Designations

To maximize future flexibility regarding non AFC corridors, UDOT did not submit new routes or modify existing route status during Round 7 nominations. UDOT intends to focus on existing AFCs to meet the new NEVI standards. UDOT may elect to nominate during future rounds after assessing updated EVSE deployment plans and determining alignment with then-existing advantages and/or disadvantages to AFC designation. High priority rural corridors may be sufficiently addressed with level 2 and/or midpowered (less than 150kW per port) EVSE to meet utilization business cases and maximize funding without adversely impacting EV owners' equitable access to charging infrastructure.

Increases of Capacity/Redundancy along Existing AFCs

The Utah NEVI Team also intends to include capacity and redundancy considerations in the network and site designs. The ability to expand a site quickly and efficiently will be driven by market adoption of electric vehicles and will be most pronounced at locations with high AADT and peak seasonal traffic patterns. Redundancy may be in the form of high-power DCFCs, but may also be lower power Level II chargers to keep costs reasonable while being able to provide some measure of service during high utilization periods.

UDOT intends to meet the minimum NEVI guidelines in all installations where practical and will analyze increasing EVSE quantity at locations that have the electrical and parking capacity to accommodate additional chargers. The recommended sites will be spaced farther apart and will also be evaluated to optimize the overall network gap filling function. For example, NEVI guidelines require 4 x 150kW EV charging stations to be located every 50 miles. Additional capacity at strategic station sites would optimize travel time and provide more charging options to EV owners where they could "leapfrog" busy stations to locations with more options. Also, the possibility of adding several Level II chargers at stations, as space allows, could help buffer wait times during high-use periods and also provide appropriate charging levels to relevant legacy EVs.

EV Freight Considerations

Light and medium duty freight vehicles may be considered in the design and layout of EVSE sites. The recently submitted CFI grant application is intended to address this issue outside of the current Utah NEVI formula funding. Where possible, the NEVI Plan intends to provide access to light duty vehicles pulling trailers. This means site design could include best efforts to integrate pull-through designs rather than single passenger car perpendicular parking designs that are currently prevalent.

Heavy duty freight (single, dual, and triple trailer) require facility designs that are outside the funding scope of the NEVI program. As previously mentioned UDOT is working with researchers at USU, UIPA , The Point on dynamic wireless vehicle charging that is embedded in the roadway. This charging strategy allows for dynamic and static wireless charging potential. Wireless charging is currently up to 500 kilowatt with 1 megawatt designs being tested. Wireless charging could be more effective at servicing heavy duty freight vehicles.

Public Transportation Considerations

Public transportation needs will be addressed in other portions of the Joint Infrastructure Bill. The NEVI Team is looking for opportunities to colocate EVSE where strategic interests overlap at park and ride facilities and other similar locations to optimize grid capacity and support multi-model transportation electrification.

IMPLEMENTATION

Successful implementation of the NEVI plan will require quality planning, design, robust NEVI compliant equipment, supportive operation and maintenance (O&M) agreements, and dedicated site owners. During the procurement process, UDOT will include best practice requirements to support ongoing function and reliability of EVSE installation to achieve the required 97 percent uptime and data sharing requirements. As such, strong ongoing O&M support and data sharing requirements must be included in each installation.

Strategies for EVSE Operations & Maintenance

UDOT anticipates requiring a minimum of five years O&M from the equipment manufacturer to ensure the EVSE is operational throughout the NEVI program duration. Service plan options will be evaluated on a site-by-site basis, and longer term operational commitments may receive preferential scoring in the RFA process.

Strategies for Identifying EV Charger Service Providers and Station Owners

With several suitable suppliers and site host options, UDOT will likely pursue "best value" contracting. The procurement will have high standards with respect to the quality of equipment, data collection and reporting, cybersecurity, siting standards, and O&M.

EVSE type, quantity and location are all critical to providing a foundational EV charging network that can provide material early functionality and that has been designed for potential expansion as EVSE utilization demand increases. Planning phases of the Utah EVSE charging network will consider many factors to ensure functionality, redundancy, and growth capacity. Additionally, site amenities that provide for a safe and satisfactory charging experience may receive preferential scoring in the RFA process.

Strategies for EVSE Data Collection & Sharing

Included in each procurement and resulting contract will be a requirement for EVSE data collection and sharing of information that respects consumer privacy. All EVSE receiving NEVI funding will include data communication network plans that help facilitate power sharing, payment processing, error reporting, and other useful functions and information collection.

Requirements will be included in the procurement to provide an Application Program Interface (API) or similar method of sharing data with UDOT and the federal government for the purposes of improving the EVSE program and measuring progress towards goals. Personally identifiable information will be removed by the EVSE operator, prior to sharing with the government.

EVSE Data: The contract agreement will require that industry standard data be shared about the EVSE functions and EV charging session data. This is typically being shared in most installations of networked EVSE. Session information will include data such as charging session length, time of day usage, connector used (CHadeMO, CCS1, J1772, NACS), peak power, charge curves, etc.

EV Driver Data: Information about EV drivers will be "scrubbed" of any personally identifiable information before transmitting outside the EVSE network system.

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

Included in the procurement process and awardee contract is the requirement that installations shall follow Occupational Safety and Health Administration (OSHA), local codes, and industry best practices. Electrical licensure in Utah requires certification and ongoing education requirements for independent electrical contractors as well as union contractors. Both organizations strongly promote and require safety, training, and investment in continued growth. Additionally, the National Electric Code (the current state-adopted version) will be included in procurements as the required standards for electrical work.

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

Electrification of surface transportation brings many exciting opportunities, but also yields unique challenges that are not typical of internal combustion engine vehicles. Vehicles which operate on gasoline can be easily refueled with a couple gallons of gas, where EVs will require different solutions that are not commonly available today. OEMs are starting to be innovative in their approach to providing bi-directional charging that will allow one vehicle to send power to an appropriately equipped vehicle needing some level of energy transfer.

On a larger scale, there are concerns about providing alternate route options during emergency events such as wildfires, avalanches, earthquakes, and other disasters. Providing alternate routes will be essential as more electric vehicles travel the highways. Alternate routes will also provide some measure of relief for high-volume travel days such as weekends, sporting events, or other events.
Finally, on-site backup power will be a critical feature as more vehicles are electrified. This will include on-site power generation from sources such as compressed natural gas, hydrogen, solar, and others. This will also include energy storage features such as batteries or hydrogen.

23 CFR 680 Requirements

The Utah NEVI Team understands the newly issued National Electric Vehicle Infrastructure Standards and Requirements 23 C.F.R. 680 and that any NEVI Sites constructed using these funds must meet these standards and requirements. Many of these requirements and standards do not just apply to the construction but the ongoing maintenance, reporting and data sharing for NEVI sites. The Utah NEVI team has incorporated these requirements and standards into all procurement documents, agreements for construction, and ongoing management of the NEVI Program for the duration of the project. The Utah NEVI team understands its role to ensure all requirements under this section are met and has implemented steps to deliver a successful program.

EQUITY CONSIDERATIONS

The Utah NEVI plan is focused on deploying this federal funding to address the potential EVSE needs of rural communities. Up until this point, much of the EV infrastructure investment has been in urban areas, where EV ownership density is highest; however, EV ownership and travel demands are also growing in rural areas that are currently underserved. A critical part of linking rural Utah communities is providing a charging network for statewide travel in EVs with minimal delay or disruption. The NEVI Team will help ensure that rural communities are prepared for and supported in EV growth through education, outreach, and technical planning support to fulfill the goals of the Justice40 Initiative. The NEVI RFA will provide preference to applicants who propose to install NEVI compliant EVSE in Disadvantaged Communities (DACs).

Many rural communities may not have sufficient resources or experience with EVs or charging infrastructure. The NEVI Team will work with community partners using tools such as "Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure," and Resources for EV Infrastructure Planning, to discuss the benefits and challenges of rural vehicle electrification and identify partnership opportunities.

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

The NEVI team is committed to reducing barriers to EV ownership, regardless of a person's location or economic levels. The NEVI Team will also work with MPOs who are responsible for regional transportation planning and have existing relationships with community leaders across the state. The MPOs can advise our team on disadvantaged communities they have identified in their planning processes. One of several tools developed to demonstrate commitment and outline a path to address disadvantaged communities is the Utah Compact On Racial Equity, Diversity, & Inclusion. This Compact has been endorsed by State leaders in Utah, including UDOT Executive Director Carlos Braceras. One of the five principles outlined in the Compact is to engage people from disadvantaged communities in the planning process. Appropriate engagement with disadvantaged communities in the state must include consultation and input from people within those communities. This will require a community-driven initiative informed by equity-centered data analysis. We also sought counsel from the Utah Division of Multicultural Affairs to advise us on how to best engage disadvantaged communities and identify key community contacts.

Process to Identify, Quantify, and Measure Benefits to DACs

The Utah NEVI Team acknowledges that the process of arriving at meaningful measures of direct and indirect benefits to DACs will likely be iterative. The NEVI Team will utilize the measures in the table below for identifying and tracking benefits. The Team will also utilize the following evaluative measure, which is also a measure for the

plan as a whole (see Program Evaluation section):

- Is the percentage of NEVI compliant EVSE sites in underserved, underrepresented, and/or overburdened communities in excess of 40 percent?
    - If not, how is the NEVI Team adapting to achieve this objective?

The NEVI Team will also develop additional measures through direct engagement with DACs, following the sentiment of the adage “nothing about us without us.” Rather than presuppose outcomes that will offer the greatest benefit to DACs, the NEVI Team will conduct targeted outreach to representatives of DACs for their insights regarding needs and benefits to their communities. As this plan has been developed, UDOT met with the State’s Division of Multicultural Affairs to ensure that this plan will address equity among Utah’s disadvantaged communities. This coordination will be ongoing as the funding becomes available and implementation begins.

UDOT is a performance-based organization, leading the industry in its methods for collecting, visualizing, and leveraging performance data. The table below identifies potential benefits categories and possible strategies for tracking those benefits. This expertise will be applied to the development of quantitative measures that have been co-created with DACs. Additionally, qualitative measures may be established.

Benefits Category (examples)	Strategy for Tracking Benefits (Metrics, Baselines, Goals, Data Collection & Analysis Approach, Community Validation)
Improve clean transportation access through the location of chargers	NEVI sites located in DACs
Decrease the transportation energy cost burden by enabling reliable access to affordable charging	Ensuring NEVI site owners provide fair pricing
Reduce environmental exposures to transportation emissions	Track EV adoption in Counties with DACs
Increase parity in clean energy technology access and adoption	Provide safe, equitable DAC access to EVSE
Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers	Provide information, tools and resources regarding funding grants, incentives and access to low-cost capital.
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities	Contract language requiring preference to local labor in DACs
Increase energy resilience	NEVI investments in eligible grid upgrades

Provide charging infrastructure for transit and shared-ride vehicles	CFI grant applied for in May 2023
Increase equitable access to the electric grid	NEVI investments in eligible grid upgrades and EVSE
Minimize gentrification-induced displacement result from new EV charging infrastructure	EVSE placement in areas with tangible economic benefits
Others	

How DACs Will Be Engaged to Validate Receipt of Benefits

For example, installing charging stations in disadvantaged communities in both rural and urban areas does little for households with low vehicle ownership rates; however, the presence of charging stations could increase access to locally-owned businesses while travelers charge their vehicles, providing additional income to local economies that can translate to overall growth in prosperity and wealth. Further indirect benefits shared by the greater community might include improved air quality due to zero mobile emission rates of electric vehicles. Finally, as electric vehicles become more available, access to charging stations will present decreased cost of ownership and operation.

After NEVI charger sites have been installed, the Utah NEVI team will schedule follow-up engagement with pertinent DACs to validate receipt of benefits for funds expended through the NEVI Formula Program.

LABOR AND WORKFORCE CONSIDERATIONS

Installing, operating, and maintaining the NEVI Formula Program's EV charging infrastructure will create new opportunities for workers in the electrical and other construction trades, while also creating work for the skilled incumbent workforce in Utah. To ensure safety and high quality delivery, the NEVI RFA and awardee contract will require the training and experience level of the workforce that is installing and maintaining EV charging infrastructure to meet all requisite 23 CFR 3880.106(j). Guidance from the Joint Office identified training and certification programs like the Electric Vehicle Infrastructure Training Program (EVITP). Such certifications are relatively inexpensive to obtain and are available to those without higher education. The EVITP website shows that there are only 17 certified providers listed on the EVITP site for Utah, most of whom are located in the urbanized Wasatch Front. This indicates a potential job growth area.

Additionally, Utah's Weber State University is preparing the future workforce through its EV Automotive Services training program. This three-phase program is the only one of its kind in the region. The program trains individuals on basic electrical theory and completion includes an ASE L3 Light Duty Electric/Hybrid Vehicle Certification. Coordination with programs, such as the training program at Weber State, will support the growth and diversification of Utah's local workforce.

The State of Utah will advertise and seek to incentivize these trainings and certifications among rural and underrepresented potential job candidates. This will serve dual purposes of providing employment opportunities to disadvantaged groups while also building the necessary workforce to service the expansion of EVSE in Utah's nonurban areas.

UDOT is committed to Equal Employment Opportunity (EEO) and Affirmative Action in our hiring and contracted processes. While not required under the NEVI program, UDOT has a long history of contracting with federally identified Disadvantaged Business Enterprises (DBEs) as either prime providers or subcontractors.

On an annual basis, the Team will submit identifying information about known organizations operating, maintaining, or installing EVSE along with information about any certifications of these entities through State or local business opportunity certification programs.

PHYSICAL SECURITY & CYBERSECURITY

Following industry practice, UDOT will require all NEVI funded EVSE to use industry standard cybersecurity specifications such as the following:

- Confirmation of existence and maintenance of security controls to protect the EV network, systems, software, confidential information, and data no less rigorous than those set forth in the latest published version of ISO/IEC 27001 – Information Security Management Systems–Requirements and ISO/IEC 27002 – Code of Practice for International Security Management.
- If providing a web portal or web service, providers must confirm that web services use HTTPS/TLS version 1.2 or later for all content.
- Confirmation of encryption of all EV site data while at rest as well as when in transit over the network.
- Confirmation that all EV site -related file transfers are encrypted while at rest as well as when in transit over the network.
- Confirmation that all encryption uses National Institute of Standards and Technology (NIST) approved algorithms and key lengths.
- Confirmation of support of federated single-sign-on (SSO) authentication for any EV site accounts, whether via web interface or mobile application. EVSEs must have the ability to support Azure Active Directory.
- If EVSEs do not support federated single-sign-on (SSO) authentication, confirmation that accounts provided support multi-factor authentication compliant with NIST SP 800 63-3 Authentication Assurance Level 2. Provide documentation that supports compliance and describe supported authentication mechanisms.
- Confirmation, by provision of supporting documentation, that email sent while under the Contract by you or by any service originates from a domain(s) with a published Domain-based Message Authentication, Reporting and Conformance (DMARC) policy of “reject” and with a published Sender Policy Framework (SPF) policy consisting of valid senders and a “fail” directive (-all). If the optional DMARC “pct” directive is used, "pct” must be set to “100”.
- Confirmation, by provision of supporting documentation, that email sent while under the Contract by you or by any service passes a DMARC authentication check.
- Confirmation, by provision of supporting documentation, that email sent while under the Contract by you or by any service is signed by a DomainKeys Identified Mail (DKIM) 2048 bit key.
- Confirmation, by provision of supporting documentation, that email sent while under the Contract by you or by any service supports Transport Layer Security (TLS).
- Description of the process to disclose known vulnerabilities related to products or services provided as they pertain to the proposed service.
- Description of methods supplied to verify software integrity and authenticity for any software or patches provided by you as they pertain to the proposed service.

- Description of the process for security event monitoring and notification/alert/response plans, including response to security incidents affecting the State of Utah.
- Confirmation of the process to notify the state of a security incident as soon as practicable, but no later than 48 hours after discovery.
- Coordination of responses to security incidents with the state that pose a security risk to the State.
- Confirmation that all rights to any data provided by the state shall remain exclusive property of the State.
- Confirmation that EV sites will not share data with third parties for unrelated commercial purposes, such as advertising or advertising-related purposes.
- Description of remote access if required as part of the service, and confirmation of ability to conform to state requirements for intermediate host methods for remote access, such as Citrix or Virtual Desktop.
- If remote access of any type will be required as part of the service, and if a virtual private network is required, confirmation of the ability to terminate in a demilitarized zone network (DMZ). Note that direct virtual private network connectivity to Company corporate networks is always prohibited.
- If remote access of any type will be required as part of the service, confirmation that there will be notification to the state when remote or on-site access is no longer needed by contractor representatives, where applicable.
- All contractors will be asked to list facilities proposed in bid located outside the continental United States.
- All contractors will be asked to list any support staff used during the term of this contract located outside the continental United States.
- Disclosure of third parties upon which the contractor depends to deliver the state offering (such as third-party software, implementation, hosting, for example).
- Description of methods to securely ship and deliver products to the state as they pertain to the proposed service.

UDOT will require physical security measures for NEVI funded EVSE. Each site will be evaluated and the following specifications may be required:

- Video surveillance equipment of the site for security and remote monitoring
- Appropriate lighting
- Siting and station design to ensure visibility from onlookers
- Site design to ensure driver and vehicle safety
- Emergency call boxes
- Fire prevention
- Charger locks
- Strategies to prevent tampering and illegal surveillance of payment devices.

For Hosted or Cloud Services:

- If service is comprised in whole or in part of a cloud-based or hosted services solution, the state will request contractors confirm they currently undergo, or are willing to undergo, annual Statement on Standards for Attestation Engagements

(SSAE) Service Organization Control (SOC) 2 Type 2 audits ("Audit") for the enterprise or covering the scope of services for the term of the contract with the state, as appropriate. Note that a datacenter audit alone will not be sufficient. You may include an audit for a data center/colocation provider for informational purposes.

- If service is composed in whole or in part of a cloud-based or hosted services solution, the state requests confirmation that administrative access complies with NIST SP 800 63-3 Digital Identity at Authentication Assurance Level 2 or higher, where compromise of one factor does.

PROGRAM EVALUATION

The principal program evaluations will focus on affirmative answers to the following questions:

- Did the Utah NEVI Team engage with relevant affected stakeholders regarding the siting considerations prior to committing to each specific site location?
- Have each of the identified corridors been built out with NEVI compliant EVSE?
    - If not, what percent of progress towards the goal has been achieved?
    - If not, how is the NEVI Team adapting to achieve this objective?
- How did each NEVI awardee meet their installation schedule commitments?
- How did the Utah NEVI team meet its eligible cost reimbursement commitments?
- Is the EVSE uptime for each site at least 97 percent?
- Is the percentage of NEVI compliant EVSE sites in underserved, underrepresented, and/or overburdened communities in excess of 40 percent?
    - If not, how is the NEVI Team adapting its efforts to achieve this objective?
- Are all awardee site owners providing required data, timely, accurate and devoid of personally identifiable data?

Using tools developed to draft the EV plan (GIS Map, Deployment Maps and Public Involvement Plan specifically), UDOT intends to reevaluate the network on an annual basis and make adjustments to the Plan accordingly. This includes monitoring private sector development, examining usage data returned from installed equipment, and working with its stakeholders to develop new locations and make adjustments and/or improvements to existing locations based on utilization data.

As we receive the required 23 CFR 680.112 data submittals, the Utah NEVI team may evaluate the performance of each EV charger funded with NEVI funds. This evaluation will look for opportunities to improve the user experience, increase adoption and reliability.

DISCRETIONARY EXCEPTIONS

This section includes requested exceptions from the requirement that charging infrastructure be installed every 50 miles along the State's portion of the Interstate Highway System within one mile of the interstate. These requests are related to grid capacity, geography, equity, and/or extraordinary cost. The Utah NEVI Plan update for 2023 reduces the number of exception requests from nine to seven.

Utah's geography and the segments of the Interstate Highway System through the state's rural areas require seven discretionary exceptions for FY 2023-24. These exceptions have been informed by coordination with ESPs to identify grid requirements that meet NEVI guidance and conservative use of NEVI funds to ensure wise investment that will be utilized by EVs. Equity considerations include locating EV charging stations in communities that would benefit, which in certain cases extends the 50 mile spacing requirement.

State of Utah NEVI Plan Exception Request 2023				
Exception # & Name[1,5]	**Type of Exception[2]**	**Distance of Deviation[3]**	**Included in Round 7 AFC Nomination**	**Reason for Exception Request[4]**
001: I-15 South Cove Fort *Fillmore to Beaver* **001: I-70 Cove Fort** *Richfield to Beaver*	50 miles apart	**9 miles** **9 miles**	No	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost
002: I-15 South *Cedar City to Beaver*	50 miles apart	**5 miles**	No	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost
003: I-70 *Ivie Creek to Green River*	50 miles apart	**23.5 miles**	No	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost
004: I-70 *Thompson Sg. to Grand Jct. CO*	50 miles apart	**25 miles**	No	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost

005: I-80 West *Delle to Wendover, NV*	**50 miles apart**	**21 miles**	**No**	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost
006: US-6 Central *Wellington/Price to Green River*	**50 miles apart**	**5-10 miles**	**No**	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost
007: US-191 *Moab to Monticello*	**50 miles apart**	**4 miles**	**No**	☑ Grid Capacity ☑ Geography ☑ Equity ☑ Extraordinary Cost

1. *Indicate the number for this specific exception request that corresponds to the same number located on the map provided below.*
2. *Select 50-mile and/or 1-mile distance exception or both*
3. *Note the distance of the exception request. For example, if the exception request is for a deviation of 5 miles from the 50-mile requirement, indicate 5-miles.*
4. *Check all reasons that apply. See Maps*
5. *Exception Request Number – Route Number*

Utah Approved Plan FY 2022 Exception 003: I-70, Cove Fort to Salina has been removed as Richfield has EVSE that meets NEVI minimum requirements for charging.

Utah Approved Plan FY 2022 Exception 007: I-80 East, US-40 to Evanston, WY has been removed.

APPENDICES: SUPPORTING MATERIALS

Appendix A: Stakeholder Engagement

Interview Date	Organization	Key Recommendations and Considerations
May 25, 2022	Wasatch Front Regional Council	Going into more detail of where the charging locations are so that planning can support infrastructure Urban equability can be hard. How much responsibility should a city have for a parking lot, or mall that has so many charging spots? What could someone do for 45 minutes while charging? Needs to be a safety aspect Suitability map for charging stations. Characteristics of a desired spot and rating it.
April 12, 2022	UDOT Title VI	Utilize UDOT's existing Title VI policy and include ADA and Section 504 of the Rehabilitation Act.
April 26, 2022	UDOT Geographic Information Systems (GIS)	Coordination on EV Chargers GIS.
April 26, 2022	Salt Lake City (SLC) Sustainability	SLC working on a master plan for EV. Include city owned chargers and programs that would help the city and adoption of EV. Converting fleet by 2023. SLC would like to gauge what business needs are in this field so they can figure out where to focus and develop programs. Partnerships: car dealerships. Contracting: Get O&M contract. Maintenance has been the main challenge. Equity: It is an opt in mentality and communities should tell us what they need.
April 25, 2022	Utah Division of Multicultural Affairs	Many of the burdens from the transportation and energy systems have been historically and disproportionately borne by disadvantaged communities. Unequal distribution of benefits from the transportation and energy systems has prevented disadvantaged communities and minority-owned and women-owned businesses from realizing equitable benefits from these systems, while other historic barriers to transportation have made facilities inaccessible to individuals with disabilities. For these reasons, the NEVI Formula Program will emphasize equity considerations at its inception to avoid exacerbating existing disparities in the transportation system and to develop a convenient, reliable, affordable, and equitable charging experience for all users. NEVI Formula Program investments in EV charging infrastructure have the potential to: • Improve clean transportation access through the location of chargers; • Decrease the transportation energy cost burden by enabling reliable access to affordable charging; • Reduce environmental exposures to transportation emissions; • Increase parity in clean energy technology access and adoption; • Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers; • Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities; • Increase energy resilience; • Provide charging infrastructure for transit and shared-ride vehicles; • Increase equitable access to the electric grid; and • Minimize gentrification-induced displacement resulting from new EV charging infrastructure.

June 13, 2022	Utah Transit Authority (UTA)	UTA has a Zero Emissions Plan and MOU with Rocky Mountain Power. The agency is looking to do more and identify additional locations for fleet charging. The amount of power that is needed makes it difficult, but the equipment is compatible with EV cars. Need to identify a process to bill private users and not take up fleet charging capacity. Opportunity exists to mitigate demand charging where there are connections to traction charging. UTA built their charging infrastructure plan based on equity and prioritizes the need to run chargers in places that have the most need. Data collection includes daily reports on performance. ABB equipment allows for monitoring of charging equipment. Ongoing collaboration: Is there an overlap where we can achieve built out status and help move forward the transit. UDOT's contribution could be land for charging sites.
May 5, 2022 Oct 19, 2022 Dec 28, 2022	Utah State Parks	State parks would like to be considered as potential site hosts
May 25, 2022	Utah Clean Energy	Equity in rural and urban places look different. Rural areas have hesitancy because there are greater needs like food and water. Need to be aware of a myopic look and only looking at the corridor and not having a unified transportation system.
May 19, 2022 July 25, 2023 Aug 1, 2023	URECA (Utah Rural Electric Cooperative Association)	Looking for funding to build out infrastructure and reduce capital costs. Dixie invested and hasn't seen a return on investment.Their EV vehicle loan program has been successful. Garkane would like to lead out and own EV Chargers. Providers will need to have advance notice on how to best prepare and lay the groundwork for infrastructure and contracting. Next phase of outreach UDOT should discuss identified routes and talk through considerations and identify who is interested in being an owner/operator within the service area. Concern that EV adoption is outpacing infrastructure and the supply chain threats. Rural Utah needs to have affordable EV vehicle options and a range that can cover long distances. Has a grant from the State and is interested in partnering.
Regular Coordination	Rocky Mountain Power	Utah legislature and Utah Public Service Commission (PSC) approved RMP $50M EVIP program to install fast DC EVSE. The RMP investment is anticipated to satisfy many of the EVSE needs in the urban areas along the Wasatch Front and other high utilization areas of its service territory.
April 25, 2022 June 9, 2022 Oct 18, 2022 Feb 3, 2023	UAMPS (Utah Associated Municipal Power Systems)	UAMPS functions as a consortium of all these power groups. We operate on a wholesale level. Each group gets to chart their own path. We coordinate power projects - example, the building of a solar farm. Urban members see the value in EV. Rural members have less resources available and aren't going to invest in vehicles or infrastructure. Members will be concerned over funds to cost share, ownership of chargers and infrastructure, and who is paying for the power. Need a network of chargers to address range anxiety. If the goal of NEVI is pollution offset, then invest in urban areas. IF it is building a network, then spread the infrastructure.
April 29, 2022 Feb 3, 2023	UMPA (Utah Municipal Power Agency)	UMPA has set aside funds for potential grant opportunities to deploy EV chargers. Distributive transformers may be out for 24 months. UMPA could facilitate identifying sites and partnerships with the cities. UMPA is diversifying power with solar, hydro. Provo has a goal to be 60% renewable by 2030. Spanish Fork as a potential site next to wind farms. UMPA will provide a letter of support, Has $50K set aside, look for in-kind matches of materials and labor, find opportunities for locations and get them on City Master Plans. Groups meet monthly and Kevin recommends presenting the opportunity.

April 28, 2022	ASPIRE (Advancing Sustainability through Powered Infrastructure for Roadway Electrification) at USU	ASPIRE has state funds for a demonstration project at Inland Port and would like to identify matching funds for freight electrification demonstrations. Focus should be on major interstates 1-80 and I-15. Tourism is a huge driver and Utah has lots of vehicles coming through traveling a long distance. State should invest in higher level chargers to meet demands and support adoption. Consider the capability of the site to handle higher kw. People are more concerned with charger anxiety than range anxiety (i.e. how long it will take to charge). Consider an approach on a volume basis in key areas. Gaps create higher demands at the stations that do exist. Need to predict whether higher volumes might be going and invest there. DC chargers aren't for locals, locals charge at home. States should consider wireless charging to reduce O&M costs and allow greater accessibility and less maintenance.
April 11, 2022	EVgo	EVgo likes to be an owner/operator. Aligns well with driver interests. Solicitation - consider bundling, Weighting criteria (policy priorities), Cost-effectiveness, Charger utilization vs. corridor coverage, Providers will see where locations are along corridors that will have the highest utilization. Amenities, Distribution of available EVSE Competitive Solicitations - Less attrition, Shorter timelines and higher quality projects. First come, first serve - Oversubscribed, high attrition, higher staff time Site upgrades to meet NEVI requirements - Challenge is not being able to deliver power requirements, or there are better locations with better amenities and higher utilization.Best Practices Public funding programs Deploy funding quickly in multiple rounds that are predictable to align with continuous private sector development Seek interagency partnerships Support rural charger deployment by offering O&M assistance. Corridor strategy UT - nominate segments of corridors to get to built out status. Is 600 kw reasonable? No, it would be overkill in many places.100 kw is Evgo is ideal charging speed.
May 3, 2022	Utah Office of Tourism	Would like to see provided areas for EV station needs Make sure rural communities are enhanced not bypassed
May 20, 2022	Utah Clean Cities	Clean Cities - keeps track of all Alt fuel stations in the state. Suggests I-70 as a corridor. Would like corridor designation for hydrogen Get EV built out first, then move to nat gas leading to hydrogen Charging Forward Program Drive Electric USA (nationwide corridor) Dealership training Campaign with National Park - launching in Zion. EV Shuttle program. Build out existing corridors and densify what we have to get ready for fast charging List of key stakeholders: SLC, RMP, Dominion, Matt with DEQ, Aspire, Inland port, Andrew Conley, HNTB, corridor solutions
May 9, 2022	US Forest Service	Our Intermountain region has (only) 4 EV chargers, all Level 2, across multiple states, and each was spec'd separately. As of now, we have not identified funding to install more. Hopefully that changes in the near future. Desire to develop a library set of drawings/specs that our region can reference for future projects including a list of best practices.
March 2022, June 2022	EV Steering Committee	Quarterly coordination meeting

June 13, 2022 July 14, 2023	Zion National Park and National Parks Services	National parks Services (NPS) is engaged but would be included through State DOT's planning & funding requests, as would communities. Would like to see Utah parks and communities as sites for effectively deploying charging infrastructure for the traveling public. Would like to assist in any way as UDOT considers applying to USDOT for such funding. Appreciate readiness for collaboration on transportation projects and programs.
May 9, 2023 May 11, 2023 May 12, 2023	Electrification Coalition	Discussed general NEVI requirements and Utah Electrification efforts. Site and state planning
Sept 24, 2022 Sept 26, 2022	Leaders for Clean Air	Provided update and input on Utah State EV Plan.
June 9, 2022	Western Resource Advocates	Submitted comments and recommendations for Utah's NEVI Process.
June 1, 2023 June 13, 2023 May 19, 2023	Enyo Energy	Discussed general NEVI requirements and Utah Electrification efforts. Site and state planning
Nov. 9, 2022	Cache Valley Chamber of Commerce	Talked about charging needs for Cache Valley and how NEVI program could benefit their local businesses.
Feb 13, 2023	Empire Electric	Discussed proposed NEVI sites in their service area. NEVI requirements and Utah's approved plan.
Jan 23, 2023	Morgan City Power	Discussed proposed NEVI sites in their service area. NEVI requirements and Utah's approved plan.
Jan 5, 2023 Jan 9, 2023	Nephi Power	Discussed proposed NEVI sites in their service area. NEVI requirements and Utah's approved plan.
May 3, 2023	AT&T	Discussed proposed NEVI sites and the requirement for cellular connectivity. AT&T share info about their First Net Services and how that could assist with NEVI rollout.
March 2, 2023 June 9, 2023 July 12, 2023 July 14, 2023	Tesla	Utah's approved plan and sites. Tesla superchargers and NACS vs. CCS requirements. Utah's draft RFA document and requirements.
July 10, 2023 July 14, 2023 Jan 12, 2023	ABB E-Mobility	EVSE manufacturer and their desire to participate in RFA response. Buy America requirements and supply chain discussed. NACS requirement in other states RFA vs CCS. Product information, timeline and pricing info provided.
July 18, 2023	Alectra	Requested information about Utah State Infrastructure Bank and the pursuit of NEVI funds.
April 13, 2023 April 18, 2023	Autel Energy	Requested info and clarification on Utah's draft RFA and grant program.
Jan 17, 2023 Jan 12, 2023	B2B Solutions	Product information and information on Utah NEVI Plan

Feb 7, 2023 Feb 8, 2023	Blink Network	Product information and information on Utah NEVI Plan
Jan 19, 2023 Jan 23, 2023 Feb 22, 2023 March 2, 2023	Charge Point	Utah NEVI Plan and planned NEVI sites. Product info, Buy America requirements, and supply chain.
Jan 18, 2023	Charge Net	Utah NEVI Plan and planned NEVI sites. Product info, Buy America requirements, and supply chain.
July 26, 2023	Current EV Supply	Utah NEVI Plan, planned NEVI sites and draft RFA. Fuel provider interested in partnering with Utah on NEVI deployment.
Oct 17, 2022 Feb 23, 2023	Electrify America	Utah NEVI Plan and planned NEVI sites. EA's plans for additional sites in Utah.
Feb 10, 2023	Epic Charging	Presented a free application for payment portal and service related to EVSE.
Nov 28, 2022 Jan 3, 2023	EV Across America	Utah NEVI Plan and planned NEVI sites. Product info, Buy America requirements, and supply chain.
May 21, 2023 June 6, 2023	EV Gateway	Utah NEVI Plan and planned NEVI sites. Asked questions and provided feedback about the draft grant program.
March 21, 2023 March 16, 2023	EV Power Exchange	Provided product information and asked about Utah's NEVI Plan.
July 3, 2023 July 7, 2023	FLO	Provided product information and asked about Utah's NEVI Plan.
Nov 3, 2023 Feb 2, 2023 July 10, 2023	Francis Energy	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
Feb 13, 2023 May 8, 2023	Freewire	Utah NEVI Plan, planned NEVI sites and draft RFA. Product info, Buy America requirements, and supply chain.
Feb 24, 2023	Gencell	Hydrogen fuel cell and off grid EV supplier. Utah NEVI Plan and planned NEVI sites. Product info, Buy America requirements, and supply chain.
Oct 18, 2022	Gilbarco Veeder-Root	Utah NEVI Plan, competitive funding program and planned NEVI sites.
Oct 12, 2022	Innovation 4 Mobility	Utah NEVI Plan, competitive funding program and planned NEVI sites.
March 22, 2023	L-Charge	Utah NEVI Plan, competitive funding program and planned NEVI sites.
May 30, 2023	Lighting eMotors	Medium duty electric vehicles to support transit and tourism in state and national parks. Spoke about Utah's NEVI Plan.
March 22, 2023	Lilypad EV	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
Nov 3, 2022	Longboard Power LLC	Solar panel manufacturer discussed the need for EV charging in rural Utah
May 19, 2023	Loop EV Charging Network	Provided product information and asked about Utah's NEVI Plan.

Jan 13, 2023	Maverick EV Services	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
Jan 7, 2023	NEVIPro	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
June 16, 2023 June 23, 2023 June 26, 2023	Parkland Corporation	Fuel station owner and operator. Inquired about Utah's NEVI program and proposed locations.
June 29, 2023	Q Charge	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
March 21, 2023	Quick Boost EV	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
July 18, 2023 July 26, 2023	Red E Charge	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
May 3, 2023	Revere Consulting	Telecommunications and IT specialists working with AT&T to look at providing NEVI solutions.
Nov 1, 2022 Dec 8, 2022	Sema Connect	Utah NEVI Plan and planned NEVI sites. Product info, Buy America requirements, and supply chain. Partnered with local auto dealerships to provide EV charging.
March 13, 2023	Shell Recharge	EV solution for Shell corporation. Utah NEVI Plan and planned NEVI sites.
Jan 5, 2023 Feb 15, 2023	ShinePay	Mobile payment company. Utah NEVI Plan, competitive funding program and planned NEVI sites.
Feb 28, 2023	SK Signet America	Utah NEVI Plan and planned NEVI sites. Product info, Buy America requirements, and supply chain.
March 8, 2023 March 21, 2023	Torus	Local kinetic energy storage company interested in NEVI. Demonstrated product and potential solutions for energy deserts.
Jan 23, 2023 Feb 9, 2023 April 4, 2023 May 1, 2023	Utah Energy	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
April 5, 2023 April 7, 2023	Voltera	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
July 24, 2022	Spark Charge	Mobile EV charging solutions.
Nov 15, 2022	The Aspen Woods Group	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
June 20, 2023 June 27, 2023	Briteswitch	EV rebate finders.
Feb 28, 2023	EV Adoption	Market analysis and consulting for EV. Provided product information and asked about Utah's NEVI Plan.
Nov 4, 2022 Jan 17, 2023 Feb 13, 2023 March 13, 2023	Gladstein Neandross & Associates (GNA)	Energy consultants. Provided product information and asked about Utah's NEVI Plan.

May 5, 2023	Kazi Sustainability Consulting	Consultant representing a small township regarding placement of EVSE at a popular hiking destination.
Jan 17, 2023	KEE Engineering & Consulting LLC	Local electrical shop interested in learning more about NEVI and EVSE.
Oct 26, 2023	Michael Baker International	Utah NEVI Plan, planned NEVI sites and draft RFA.
March 21, 2023	Piper Hill Consulting /EV Power Exchange	Turn key EV vendor. Provided product information and asked about Utah's NEVI Plan.
Jan 30, 2023	Stanley Group	Utah NEVI Plan, planned NEVI sites and draft RFA.
June 22, 2023	"West Monroe (Digital Consulting Firm)"	Utah NEVI Plan, planned NEVI sites and draft RFA.
May 1, 2023	WSP	Utah NEVI Plan, planned NEVI sites and draft RFA.
June 19, 2023	Precision Canopy	Utah based manufacturer of fueling canopies. Interested in NEVI.
April 11, 2023	Gardner Energy	Solar panel, battery and generator system installer. Interested in Utah's NEVI Program.
April 13, 2023	KAIZEN Clean Energy	Hydrogen fuel cell providers. Interested in Utah's NEVI Program.
Jan 5, 2023	Trillium Energy	Part of Love's fueling corporation. Talked about interest in Utah's NEVI Program and planned sites.
Mar 9, 2023	YEREQ GEO ENERGY	Provided comments on Utah's NEVI plan and interested in participating in NEVI stations in Utah.
Nov 7, 2022 Jan 12, 2023	Barh Bare Electric	Electrical company interested in participating in NEVI sites and installations in Utah.
April 3, 2023	R C Hunt Electric	Electrical company interested in participating in NEVI sites and installations in Utah.
Oct 10, 2023	State Electric Company	Electrical company interested in participating in NEVI sites and installations in Utah.
Feb 21, 2023	Concept Properties	Realtor seeking more information about Utah NEVI sites.
Jan 5, 2023	DALLIN NELSON @ Berkshire Hathaway	Realtor seeking more information about Utah NEVI sites.
Oct 24, 2022	Utah Properties	Requested info on Utah's plan to build EV throughout the state.
July 11, 2022	Davidson Defense Delta Team	EV supplier and installer interested in expanding business into Utah. Requested to be put on the partnering list.
Jan 17, 2023	Delle City Station	Proposed NEVI site property owner. Discussed NEVI plan, draft RFA and schedule of NEVI Program.
May 30, 2023	Flaming Gorge Resort	Property owner interested in being a site host for potential NEVI site near Flaming Gorge
Dec 13, 2022	Justin Pendleton	Property owner interested in chargers on his property

Jan 5, 2023 Feb 13, 2023	Love's Travel Stops	Utah NEVI Plan, planned NEVI sites and draft RFA. Fuel provider interested in partnering with Utah on NEVI deployment.
Jan 19, 2023 Jan 23, 2023	Maverik (FJ Management)	Utah NEVI Plan, planned NEVI sites and draft RFA. Fuel provider interested in partnering with Utah on NEVI deployment.
Feb 15, 2023	Dartmouth College/ Nelson A. Rockefeller Center	Researcher requesting more info regarding Utah approach to NEVI and EV infrastructure throughout the state.
Sept 9, 2022 - May 11, 2023	Laird Fetzer Hamblin Jamison Pexton Hunter Young Christi Leman Peter Jorgensen Patrik Roderer Howard Tolley Devon Salge Tyson Godfrey Sean Moen Kirby Okuda Becky Brooks Brady Bowerbank Curt Smith Brent Budge Paul Oppenheimer Faeth Alder Susie Phillips Sebastian Irby Lizette Rusche Alek Nelson Wendi Hasson Jayce Watkins Dennis Page Corey Tenney John Lee Kate McPherson Samuel Odd Barh Bare Electric Matt Dawson Brandy Grace LLC Sheila Michaelis Alynn Crockett Camille Baker Molly Hadfield Susan Abbott Anna Neumann James Debenham Mark Hodge	Individuals requesting more information on NEVI Plan, NEVI implementation and requesting to be added to subscriber list.
Nov 30, 2023	Utah Association of Counties	NEVI plan and implementation. How counties can participate in the program.
May 5, 2023	Town of Brighton	Consultant representing a small township regarding placement of EVSE at a popular hiking destination.
Jan 17, 2023	Tremonton City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Feb 9, 2023 Feb 12, 2023	Elwood Town	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.

Feb 8, 2023	Wellsville City	Discussed Wellsville maintaining EVSE at a UTA Park and Ride site located within their city limits. Shared Utah NEVI Plan and goals.
Jan 5, 2023	Logan City	Expressed interest in placing EVSE within their city limits. Provided info on NEVI program and goals.
Feb 27, 2023	Riverdale City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Feb 22, 2023	Layton City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
April 4, 2023	Salt Lake County	Discussed the pursuit of a potential CFI grant to install EVSE within their city limits.
April 4, 2023	Salt Lake City Corporation	Discussed the pursuit of a potential CFI grant to install EVSE within their city limits.
Feb 22, 2023	Summit County	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Feb 7, 2023	Park City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Jan 5, 2023	Nephi City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Jan 4, 2023	Carbon County	A proposed NEVI site is located within their county. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Jan 4, 2023	Wellington City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Jan 12, 2023 Jan 13, 2023	Grand County	A proposed NEVI site is located within their county. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
June 1, 2023	Green River	Pursued CFI grant to install medium and heavy duty charging in Green River area. Wanted to ensure their CFI grant pursuit is consistent with Utah's EV Goals and plan.
Jan 3, 2023	Millard County	A proposed NEVI site is located within their county. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Nov 7, 2022	Beaver City	Enquired about a new substation being built within the city to support the expansion of EVSE would be an eligible expense under NEVI.
March 6, 2023	Monticello City	A proposed NEVI site is located within their city. Provided info on the NEVI Plan, NEVI Program, and implementation. Discussed potential sites, energy needs and local requirements.
Multiple Interactions	FHWA	Have had monthly standing call with FHWA to discuss NEVI Plan, NEVI Program and implementation. Collaborated on procurement types and how to implement Title 23 requirements.

Multiple Interactions	NREL	Monthly calls with NREL and Joint Office discuss NEVI Plan, NEVI Program and implementation. A technical resource for planning of NEVI sites and troubleshooting problems.
February 18, 2023 February 23, 2023	Governor's Office of Planning and Budget	Correspondence discussing federal funds matching request
January 4, 2023 January 5, 2023	Governor's Office of Economic Development	Discussion on Utah's definition of "rural" and Eligibility for the Electric Vehicle Infrastructure in Rural Utah funding
January 4, 2023 January 5, 2023	Utah Office of Energy Development	Discussion on Utah's definition of "rural" and Eligibility for the Electric Vehicle Infrastructure in Rural Utah funding
January 5, 2023	Cache Valley Visitors Bureau	Talked about charging needs for Cache Valley and how the NEVI program could benefit their city.
April 25, 2024	UDOT Freight	UDOT freight plan - acknowledging emerging technology, inland port
October 19, 2022 November 9, 2022 December 7, 2022 December 5, 2022 February 15, 2023 February 20, 2023 March 9, 2023 March 14, 2023	Shivwits & Kanosh Bands of Paiutes Council	Discussion of the identified site Cove Fort and the possibility of funding being used to place EV's at their convenience store.
February 23, 2023	Alaska Energy Authority	Discussed Alaska's NEVI Plan
July 19, 2023 July 21, 2023	Arizona Department of Transportation	Discussed Arizona's NEVI Plan, grant program and RFA
July 19, 2023 July 20, 2023 July 21, 2023	Colorado Energy Office	Discussed Colorado's NEVI Plan, grant program and RFA
July 19, 2023	Idaho Office of Energy and Mineral Resources & Idaho Transportation Department	Discussed each state NEVI Plan, NEVI procurement approach and NEVI stations on shared AFCs. Additional coordination will take place regarding possible CFI grant pursuits.
February 2, 2023	Montana	Discussed Montana's NEVI Plan and NEVI procurement approach.
Feb 21, 2023	New Hampshire	Corresponded regarding each state's approach to delivering the NEVI Program. Shared current versions of procurement documents and committed to continue to collaborate on delivering the NEVI Program.
July 19, 2023	New Mexico	Corresponded regarding each state's approach to delivering the NEVI Program. Shared current versions of procurement documents and committed to continue to collaborate on delivering the NEVI Program.
Dec 1, 2022	South Dakota	Corresponded regarding each state's approach to delivering the NEVI Program. Shared current versions of procurement documents and committed to continue to collaborate on delivering the NEVI Program.
June 15, 2023	Texas	Corresponded regarding each state's approach to delivering the NEVI Program. Shared current versions of procurement documents and committed to continue to collaborate on delivering the NEVI Program.

March 1, 2023 March 7, 2023	Virgina	Corresponded regarding each state's approach to delivering the NEVI Program. Shared current versions of procurement documents and committed to continue to collaborate on delivering the NEVI Program.
April 19, 2023	Wyoming	Corresponded regarding each state's approach to delivering the NEVI Program. Shared current versions of procurement documents and committed to continue to collaborate on delivering the NEVI Program.

Appendix B: Summary of Request for Information Responses

The Utah Department of Transportation (UDOT) posted a Request for Information (RFI) regarding the National Electric Vehicle Infrastructure Formula Program (NEVI) and Electric Vehicle Supply Equipment (EVSE). UDOT reached out to industry groups (contractors, consultants, vendors, experts, etc.) to obtain information regarding the delivery of this program. Information requested included:

- Potential partnerships with property owners, EVSE companies or other entities that would assist in establishing the EVSE Infrastructure along the State's Alternative Fuel Corridor.
- Models in which site hosts would contribute 20 percent of the costs of installation, operation, and maintenance in exchange for the continued ownership of the chargers
- Availability of EVSE fast charging stations, on-site electrical generation, battery energy storage facilities
- Information related to how industry has coordinated with other governmental entities and/or private landowners to deploy EVSE.

One-on-one discussions were held on May 26, 2022 and June 2, 2022 with eight industry representatives. Twenty Responses were received on June 9, 2022.

RFI Response Summary

COMPANY	TYPE OF WORK	WEBSITE
Evercharge	Project Management (turnkey)	www.evercharge.net
Enviro Spark	Project Management (turnkey)	www.envirosparkenergy.com
EV Structure(The Electric Highway LLC)	Project Management (turnkey)	www.evstructure.com
EVgo Services	Project Management (turnkey)	www.evgo.com
Livingston Energy Group	Project Management (turnkey)	www.solution.energy
T4L, Inc./Spacebott LLC/ABB	Project Management (turnkey)	
Center for Sustainable Energy (CSE)	Program Management	www.energycenter.org
HDR, Inc	Program Management	www.hdrinc.com
McKinsey & Company	Program Management	www.mckinsey.com
Michael Baker International	Program Management	www.mbakerintl.com
Mountain West Consulting	Program Management	www.mwconsultllc.com
Replica	Siting Data Analysis	www.replicahq.com
FreeWire Technologies	Equipment Manufacturer: Chargers/ Project Management	www.freewiretech.com
Rivian	Equipment Manufacturer: Chargers	www.rivian.com
Strata Networks	Telecommunications Cooperative (Uintah Basin)	www.stratanetworks.com
Apex Electrical	Electrical/Alternative Energy Source	www.apexelectricco.com

R C Hunt Electric	Electrical / Sale & Installation of Chargers / Project Management	www.huntelectric.com
UAMPS	Electric Utilities Network	www.uamps.com
Crumbo's Inc.	Interested Property Owner: Gas Station	www.crumbos.com
Salt Lake City	Interested Property Owner: Local Government	

Appendix C: Existing Level II EV Charging Summary

Station ID	Plug Type	Ownership	Facility Location	City	Network
202438	J1772	public	South City	South Salt Lake	SemaCharge Network
155297	J1772	public	SCO CCH1	Cedar City	ChargePoint Network
175512	J1772	public	SCO CCH2	Cedar City	ChargePoint Network
123370	TESLA	private	RCS Rocket Motor Components, Inc	Cedar City	Non-Networked
194276	J1772	public	WEST CHARGERS PARRISH #1	Centerville	ChargePoint Network
194277	J1772	public	WEST CHARGERS PARRISH #2	Centerville	ChargePoint Network
154089	J1772	public	STATEOFUTDAS DHSCLEARFIELD2	Clearfield	ChargePoint Network
164643	J1772	public	STATEOFUTDAS DWSCLEARFIELD1	Clearfield	ChargePoint Network
167678	J1772	public	STATEOFUTDAS DHSCLEARFIELD3	Clearfield	ChargePoint Network
175263	J1772	public	STATEOFUTDAS DWSCLEARFIELD2	Clearfield	ChargePoint Network
175264	J1772	public	STATEOFUTDAS DWSCLEARFIELD3	Clearfield	ChargePoint Network
181589	J1772	public	STATEOFUTDAS DHSCLEARFIELD1	Clearfield	ChargePoint Network
91868	J1772	public	Summit County - Courthouse	Coalville	Non-Networked
143541	J1772	public	SUMMIT COUNTY COALVILLE 2	Coalville	ChargePoint Network
165356	TESLA	public	Lone Peak Center	Draper	Non-Networked
85937	J1772	public	LONE PEAK 6 SYNCHRONY	Draper	ChargePoint Network
149377	J1772	public	STATEOFUTDAS FREDHOUSE1	Draper	ChargePoint Network
155551	J1772	public	LD BOWERMAN INV MINUTEMAN ST2	Draper	ChargePoint Network
169888	J1772	public	WRIGHT HOMES STATION #2	Draper	ChargePoint Network
173089	J1772	public	LONE PEAK 6 LONE PEAK 2 (S)	Draper	ChargePoint Network
174698	J1772	public	STATEOFUTDAS FREDHOUSE3	Draper	ChargePoint Network
174699	J1772	public	STATEOFUTDAS FREDHOUSE4	Draper	ChargePoint Network
174700	J1772	public	STATEOFUTDAS FREDHOUSE2	Draper	ChargePoint Network
174701	J1772	public	STATEOFUTDAS FREDHOUSE5	Draper	ChargePoint Network
174702	J1772	public	STATEOFUTDAS FREDHOUSE6	Draper	ChargePoint Network
174865	J1772	public	STATEOFUTDAS DRAPERDOC5	Draper	ChargePoint Network
174866	J1772	public	STATEOFUTDAS DRAPERDOC4	Draper	ChargePoint Network
174867	J1772	public	STATEOFUTDAS DRAPERDOC3	Draper	ChargePoint Network
174868	J1772	public	STATEOFUTDAS DRAPERDOC2	Draper	ChargePoint Network
174869	J1772	public	STATEOFUTDAS DRAPERDOC1	Draper	ChargePoint Network
175574	J1772	public	LD BOWERMAN INV MINUTEMAN ST5	Draper	ChargePoint Network
175575	J1772	public	LD BOWERMAN INV MINUTEMAN ST3	Draper	ChargePoint Network
175576	J1772	public	LD BOWERMAN INV MINUTEMAN ST4	Draper	ChargePoint Network
175577	J1772	public	LD BOWERMAN INV MINUTEMAN ST1	Draper	ChargePoint Network
181826	J1772	public	WRIGHT HOMES STATION #1	Draper	ChargePoint Network
186524	J1772	public	IKEA USA DRAPER 1	Draper	ChargePoint Network
190046	J1772	public	STATEOFUTDAS DRAPERDOC6	Draper	ChargePoint Network
192681	J1772	public	CAMPINGWORLD DRAPER AC 1	Draper	ChargePoint Network
192682	J1772	public	CAMPINGWORLD DRAPER AC2	Draper	ChargePoint Network
192683	J1772	public	CAMPINGWORLD DRAPER AC3	Draper	ChargePoint Network
205969	J1772	public	LONE PEAK 6 LONE PEAK 2 (N)	Draper	ChargePoint Network
148040	J1772	public	Walgreens - Draper, UT #12294	Draper	SemaCharge Network
93799	J1772	public	SPX CHARGEPOINT BUILDING J	Farmington	ChargePoint Network
94496	J1772	public	SPX CHARGEPOINT BUILDING F	Farmington	ChargePoint Network
143344	J1772	public	SPX CHARGEPOINT SPX BLD E	Farmington	ChargePoint Network
155294	J1772	public	SCO FILLMORE1	Fillmore	ChargePoint Network
155227	J1772	public	STATE OF UTAH GRASSY MNT EB 1	Grantsville	ChargePoint Network
155249	J1772	public	STATE OF UTAH GRASSY MNT WB 2	Grantsville	ChargePoint Network
175489	J1772	public	STATE OF UTAH GRASSY MNT EB 2	Grantsville	ChargePoint Network
175490	J1772	public	STATE OF UTAH GRASSY MNT WB 1	Grantsville	ChargePoint Network
184667	J1772,NEMA515	private	Hill AFB	Hill AFB	Non-Networked
164054	J1772	public	KAYSVILLECITY BARNES PARK N P	Kaysville	ChargePoint Network
164081	J1772	public	KAYSVILLECITY HERITAGE PARK N	Kaysville	ChargePoint Network
167619	J1772	public	KAYSVILLECITY CITY HALL 3	Kaysville	ChargePoint Network
167620	J1772	public	KAYSVILLECITY CITY HALL 1	Kaysville	ChargePoint Network
180742	J1772	public	KAYSVILLECITY BARNES PARK S P	Kaysville	ChargePoint Network
180758	J1772	public	KAYSVILLECITY HERITAGE PARK S	Kaysville	ChargePoint Network
181573	J1772	public	KAYSVILLECITY CITY HALL 2	Kaysville	ChargePoint Network
155295	J1772	public	SCO LAYTONH2	Layton	ChargePoint Network
163663	J1772	public	RC WILLEY LAYTON 1	Layton	ChargePoint Network
175511	J1772	public	SCO LAYTONH1	Layton	ChargePoint Network

Station ID	Plug Type	Ownership	Facility Location	City	Network
180675	J1772	public	RC WILLEY LAYTON 2	Layton	ChargePoint Network
189236	J1772	public	UT MARKET DAVISHOSPITAL#1	Layton	ChargePoint Network
189237	J1772	public	UT MARKET DAVISHOSPITAL#3	Layton	ChargePoint Network
191718	J1772	public	UT MARKET DAVISHOSPITAL#2	Layton	ChargePoint Network
207346	J1772	public	SCO LAYC-2	Layton	ChargePoint Network
207444	J1772	public	SCO LAYC-1	Layton	ChargePoint Network
197386	J1772	public	Walgreens - Layton, UT #2523	Layton	SemaCharge Network
156332	J1772	public	Stack Real Estate Stations location	Lehi	SemaCharge Network
216428	J1772	public	TPark Six	Lehi	SemaCharge Network
61073	J1772	public	ADOBE LEI ADOBE STATION 1	Lehi	ChargePoint Network
104896	J1772	public	TPARK TPARK4	Lehi	ChargePoint Network
104957	J1772	public	TPARK TPARK2	Lehi	ChargePoint Network
117024	J1772	public	TPARK NORTH SLOPE 2	Lehi	ChargePoint Network
118504	J1772	public	IP1 INNOVATION PT 3	Lehi	ChargePoint Network
118677	J1772	public	IP1 INNOVATION PT 2	Lehi	ChargePoint Network
147524	J1772	public	LONE PEAK NORTH STATION	Lehi	ChargePoint Network
149999	J1772	public	LEHI POWER LEHI POWER L2	Lehi	ChargePoint Network
150353	J1772	public	LONE PEAK STATION 1	Lehi	ChargePoint Network
155496	J1772	public	TPARK TPARK 1	Lehi	ChargePoint Network
163736	J1772	public	TPARK NORTH SLOPE 1	Lehi	ChargePoint Network
164276	J1772	public	LEHI POWER LEHI CITY HALL	Lehi	ChargePoint Network
165070	J1772	public	IP1 INNOVATION 2B	Lehi	ChargePoint Network
165355	J1772	public	Hyatt Place Salt Lake City/Lehi	Lehi	Non-Networked
171513	J1772	public	ADOBE LEI NORTH LOT 4	Lehi	ChargePoint Network
171514	J1772	public	ADOBE LEI NORTH LOT 3	Lehi	ChargePoint Network
171515	J1772	public	ADOBE LEI NORTH LOT 2	Lehi	ChargePoint Network
171516	J1772	public	ADOBE LEI NORTH LOT 1	Lehi	ChargePoint Network
171517	J1772	public	ADOBE LEI ADOBE STATION 2	Lehi	ChargePoint Network
173817	J1772	public	IP1 INNOVATION PT 4	Lehi	ChargePoint Network
173818	J1772	public	IP1 INNOVATION PT 1	Lehi	ChargePoint Network
174649	J1772	public	LONE PEAK CENTER STATION	Lehi	ChargePoint Network
174650	J1772	public	LONE PEAK SOUTH STATION	Lehi	ChargePoint Network
180965	J1772	public	IP1 INNOVATION 2A	Lehi	ChargePoint Network
180966	J1772	public	IP1 INNOVATION 2D	Lehi	ChargePoint Network
180967	J1772	public	IP1 INNOVATION 2C	Lehi	ChargePoint Network
186061	J1772	public	ADOBE LEI P2-3 GW	Lehi	ChargePoint Network
186062	J1772	public	ADOBE LEI P1-1 ADA GW	Lehi	ChargePoint Network
186063	J1772	public	ADOBE LEI P2-11 GW	Lehi	ChargePoint Network
186064	J1772	public	ADOBE LEI P2-16 GW	Lehi	ChargePoint Network
186065	J1772	public	ADOBE LEI P2-9 NGW	Lehi	ChargePoint Network
186066	J1772	public	ADOBE LEI P1-3 GW	Lehi	ChargePoint Network
186110	J1772	public	ADOBE LEI P2-17 GW	Lehi	ChargePoint Network
186111	J1772	public	ADOBE LEI P2-18 GW	Lehi	ChargePoint Network
186112	J1772	public	ADOBE LEI P2-1 GW	Lehi	ChargePoint Network
186113	J1772	public	ADOBE LEI P2-5 GW	Lehi	ChargePoint Network
186114	J1772	public	ADOBE LEI P2-19 GW	Lehi	ChargePoint Network
186115	J1772	public	ADOBE LEI P2-6 GW	Lehi	ChargePoint Network
186116	J1772	public	ADOBE LEI P2-2 NGW	Lehi	ChargePoint Network
186266	J1772	public	ADOBE LEI P2-10 GW	Lehi	ChargePoint Network
186267	J1772	public	ADOBE LEI P1-5 GW	Lehi	ChargePoint Network
186268	J1772	public	ADOBE LEI P1-2 GW	Lehi	ChargePoint Network
186415	J1772	public	ADOBE LEI P1-4 GW	Lehi	ChargePoint Network
186705	J1772	public	ADOBE LEI P2-7 GW	Lehi	ChargePoint Network
186706	J1772	public	ADOBE LEI P2-8 NGW	Lehi	ChargePoint Network
186707	J1772	public	ADOBE LEI P2-4 NGW	Lehi	ChargePoint Network
186708	J1772	public	ADOBE LEI P1-6 GW	Lehi	ChargePoint Network
186733	J1772	public	ADOBE LEI P2-13 NGW	Lehi	ChargePoint Network
186734	J1772	public	ADOBE LEI P2-14 NGW	Lehi	ChargePoint Network
186735	J1772	public	ADOBE LEI P2-15 NGW	Lehi	ChargePoint Network
186807	J1772	public	ADOBE LEI P2-12 NGW	Lehi	ChargePoint Network
189247	J1772	public	UT MARKET MOUNTAINPOINT#1	Lehi	ChargePoint Network

Station ID	Plug Type	Ownership	Facility Location	City	Network
189248	J1772	public	UT MARKET MOUNTAINPOINT#2	Lehi	ChargePoint Network
194183	J1772	public	UVU LEHI 1	Lehi	ChargePoint Network
195973	J1772	public	LEHI LEHI	Lehi	ChargePoint Network
197951	J1772	public	LEHI LEHI 2	Lehi	ChargePoint Network
201230	J1772	public	IP1 INNOVATION 3B	Lehi	ChargePoint Network
201562	J1772	public	IP1 INNOVATION 3D	Lehi	ChargePoint Network
183119	J1772	public	NUTERRA NUTERRA WEST 1	Midvale	ChargePoint Network
183123	J1772	public	NUTERRA NUTERRA EAST 1	Midvale	ChargePoint Network
148030	J1772	public	Walgreens - Midvale, UT #9239	Midvale	SemaCharge Network
213168	J1772	public	Element Moab	Moab	SemaCharge Network
148107	J1772	public	Moab Spring Ranch	Moab	SemaCharge Network
148110	J1772	public	Adventure Inn	Moab	SemaCharge Network
148114	J1772	public	City Hall	Moab	SemaCharge Network
148115	J1772	public	ACT Campground	Moab	SemaCharge Network
187288	J1772	public	Gonzo Inn	Moab	Non-Networked
201890	J1772	public	CPTSTATION12 STATION 1	Moab	ChargePoint Network
205161	J1772	public	Under Canvas Moab	Moab	RIVIAN_WAYPOINTS
187289	J1772	public	Crump Reese Moab Chevrolet	Moab	Non-Networked
143370	J1772	public	UOFU 6100 S 2	Murray	ChargePoint Network
143371	J1772	public	UOFU 6100 S 1	Murray	ChargePoint Network
146986	J1772	public	GRANTON SQUARE GRANTON SQUARE	Murray	ChargePoint Network
155226	J1772	public	MURRAYCITY MURRAY CITY FD	Murray	ChargePoint Network
207349	J1772	public	SCO SELECTHEALTH1	Murray	ChargePoint Network
207350	J1772	public	SCO SELECTHEALTH2	Murray	ChargePoint Network
214273	J1772	public	SCO IMC-3	Murray	ChargePoint Network
214274	J1772	public	SCO IMC-2	Murray	ChargePoint Network
47542	J1772	private	Tim Dahle Nissan	Murray	Non-Networked
104351	J1772	public	EMI HEALTH EMI HEALTH 1	Murray	ChargePoint Network
173511	J1772	public	EMI HEALTH EMI HEALTH 3	Murray	ChargePoint Network
173512	J1772	public	EMI HEALTH EMI HEALTH 2	Murray	ChargePoint Network
206325	J1772	public	MURDOCK MURRAY STATION 2	Murray	ChargePoint Network
166758	J1772	public	Kolob Canyons Visitor Center	New Harmony	Non-Networked
156012	J1772	public	EAGLEWOODLOFTS STATION 1	North Salt Lake	ChargePoint Network
47544	J1772	private	Tim Dahle Nissan	North Salt Lake	Non-Networked
145139	J1772	public	BW OGDEN OGDEN	Ogden	ChargePoint Network
69059	J1772	public	UVU PARKING SVCS 1	Orem	ChargePoint Network
100273	J1772	public	UVU PARKING L6	Orem	ChargePoint Network
100274	J1772	public	UVU PARKING W2	Orem	ChargePoint Network
100282	J1772	public	UVU PARKING M23	Orem	ChargePoint Network
164335	J1772	public	UVU PARKING L6-2	Orem	ChargePoint Network
164336	J1772	public	UVU PARKING M22	Orem	ChargePoint Network
164337	J1772	public	UVU PARKING M26	Orem	ChargePoint Network
173120	J1772	public	STATE OF UTAH UDOT OREM	Orem	ChargePoint Network
173121	J1772	public	STATE OF UTAH UDOT OREM 2	Orem	ChargePoint Network
173344	J1772	public	UVU PARKING L13	Orem	ChargePoint Network
205443	J1772	public	UVU AUX BUILDING	Orem	ChargePoint Network
60342	J1772	private	Ken Garff Nissan - Orem	Orem	Non-Networked
100279	J1772	public	UVU PARKING GARAGE	Orem	ChargePoint Network
127974	J1772	public	Ecker Hill - Park and Ride Lot	Park City	Non-Networked
144161	J1772	public	OUTLETS PC EV2	Park City	ChargePoint Network
174384	J1772	public	OUTLETS PC EV1	Park City	ChargePoint Network
62547	J1772	public	BMW OF PG VISITOR CHARGER	Pleasant Grove	ChargePoint Network
183163	J1772	public	SJPI VGI #2	Pleasant Grove	ChargePoint Network
183164	J1772	public	SJPI VGI #1	Pleasant Grove	ChargePoint Network
183166	J1772	public	SJPI VGI #3	Pleasant Grove	ChargePoint Network
186272	J1772	public	BLD 1,5 BLDG 5 #1	Provo	ChargePoint Network
186276	J1772	public	BLD 1,5 BLDG 1 #1	Provo	ChargePoint Network
186277	J1772	public	BLD 1,5 BLDG 5 #2	Provo	ChargePoint Network
155323	J1772	public	SCO SEVIERC1	Richfield	ChargePoint Network
168079	J1772	public	SCO ROY ST1	Roy	ChargePoint Network
195426	J1772	public	Walgreens - Roy, UT #7495	Roy	SemaCharge Network

Station ID	Plug Type	Ownership	Facility Location	City	Network
148491	J1772	public	Staybridge Suites	Saint George	SemaCharge Network
201847	J1772	private	Citizens West	Salt Lake City	Non-Networked
47407	J1772	public	Utah Paper Box	Salt Lake City	Non-Networked
204380	J1772	public	CW Corp 2825	Salt Lake City	SemaCharge Network
204381	J1772	public	CW Corp 2795	Salt Lake City	SemaCharge Network
70534	J1772	public	Costco	Salt Lake City	Non-Networked
42013	J1772	public	American Bush - Solar Canopy	Salt Lake City	Non-Networked
63179	J1772	private	Utah Division of Air Quality	Salt Lake City	Non-Networked
201846	J1772	public	North Six Apartments	Salt Lake City	Non-Networked
50204	J1772,TESLA	private	American Bush	Salt Lake City	Non-Networked
200488	J1772	public	DEQ Technical Support Center	Salt Lake City	Non-Networked
67843	J1772	public	EVSLCC GFSB 1	Salt Lake City	ChargePoint Network
77510	J1772	public	STATE OF UTAH WEST 1	Salt Lake City	ChargePoint Network
92420	J1772	public	AIRPORT HOTELS COMFORT INN 2	Salt Lake City	ChargePoint Network
95023	J1772	public	PUBLIC USE FOREST DALE GOL	Salt Lake City	ChargePoint Network
95028	J1772	public	PUBLIC USE PIONEER PARK	Salt Lake City	ChargePoint Network
95030	J1772	public	PUBLIC USE SORENSON MULTIC	Salt Lake City	ChargePoint Network
99395	J1772	public	SLC AIRPORT EMPLOYEE 4	Salt Lake City	ChargePoint Network
121617	J1772	public	PUBLIC USE MTN DELL GOLF	Salt Lake City	ChargePoint Network
143387	J1772	public	DEQ TECHCTRPUBLIC1	Salt Lake City	ChargePoint Network
144510	J1772	public	DEQ UTAH STA 5	Salt Lake City	ChargePoint Network
145560	J1772	public	EVSLCC AAB 2	Salt Lake City	ChargePoint Network
145673	J1772	public	DEQ UTAH STA 3	Salt Lake City	ChargePoint Network
149666	J1772	public	STATEOFUTDAS CANNONDOH4	Salt Lake City	ChargePoint Network
155158	J1772	public	EVSLCC AAB 1	Salt Lake City	ChargePoint Network
163668	J1772	public	PUBLIC USE RAC PARKING	Salt Lake City	ChargePoint Network
170197	J1772	public	GEC1 OLENE WALKER 2	Salt Lake City	ChargePoint Network
172625	J1772	public	STATE OF UTAH EAST 1	Salt Lake City	ChargePoint Network
173090	J1772	public	AIRPORT HOTELS HILTON 2	Salt Lake City	ChargePoint Network
173091	J1772	public	AIRPORT HOTELS COMFORT INN 1	Salt Lake City	ChargePoint Network
173092	J1772	public	AIRPORT HOTELS HILTON 1	Salt Lake City	ChargePoint Network
173262	J1772	public	SLC AIRPORT EMPLOYEE 3	Salt Lake City	ChargePoint Network
173263	J1772	public	SLC AIRPORT EMPLOYEE 2	Salt Lake City	ChargePoint Network
173264	J1772	public	SLC AIRPORT EMPLOYEE 1	Salt Lake City	ChargePoint Network
174254	J1772	public	DEQ TECHCTRPUBLIC2	Salt Lake City	ChargePoint Network
174508	J1772	public	DEQ UTAH STA 4	Salt Lake City	ChargePoint Network
174509	J1772	public	DEQ UTAH STA 2	Salt Lake City	ChargePoint Network
174510	J1772	public	DEQ UTAH STA 1	Salt Lake City	ChargePoint Network
174761	J1772	public	STATEOFUTDAS CANNONDOH3	Salt Lake City	ChargePoint Network
174762	J1772	public	STATEOFUTDAS CANNONDOH2	Salt Lake City	ChargePoint Network
174763	J1772	public	STATEOFUTDAS CANNONDOH1	Salt Lake City	ChargePoint Network
181959	J1772	public	GEC1 OLENE WALKER 1	Salt Lake City	ChargePoint Network
185727	J1772	public	JCC HEADQUARTER STATION 2	Salt Lake City	ChargePoint Network
185728	J1772	public	JCC HEADQUARTER STATION 1	Salt Lake City	ChargePoint Network
185729	J1772	public	JCC HEADQUARTER STATION 3	Salt Lake City	ChargePoint Network
191394	J1772	public	EVSLCC CT 5	Salt Lake City	ChargePoint Network
191395	J1772	public	EVSLCC CT 3	Salt Lake City	ChargePoint Network
191396	J1772	public	EVSLCC CT 2	Salt Lake City	ChargePoint Network
191397	J1772	public	EVSLCC CT 1	Salt Lake City	ChargePoint Network
191398	J1772	public	EVSLCC CT 4	Salt Lake City	ChargePoint Network
195085	J1772	public	PUBLIC USE SUGAR HOUSE	Salt Lake City	ChargePoint Network
195879	J1772	public	PUBLIC USE FAIRMONT PARK	Salt Lake City	ChargePoint Network
200455	J1772	public	SLCO FLEET GOLF COURSE 1	Salt Lake City	ChargePoint Network
200456	J1772	public	SLCO FLEET GOLF COURSE 3	Salt Lake City	ChargePoint Network
200878	J1772	public	PUBLIC USE INTL PEACE GARD	Salt Lake City	ChargePoint Network
202059	J1772	public	Iron Road Healthcare	Salt Lake City	SemaCharge Network
204298	J1772	public	FAIRPARKAPTS STATION1	Salt Lake City	ChargePoint Network
211771	J1772	public	DCFS DHS ST2	Salt Lake City	ChargePoint Network
211772	J1772	public	DCFS DHS ST1	Salt Lake City	ChargePoint Network
213954	J1772	public	SLCO FLEET GOLF COURSE 2	Salt Lake City	ChargePoint Network
214252	J1772	public	SCO MEMC-SLC-1	Salt Lake City	ChargePoint Network

Station ID	Plug Type	Ownership	Facility Location	City	Network
214253	J1772	public	SCO MEMC-SLC-2	Salt Lake City	ChargePoint Network
49749	J1772	private	Ken Garff Nissan - Salt Lake City	Salt Lake City	Non-Networked
165146	J1772	public	Hyatt Place Salt Lake City Airport	Salt Lake City	Non-Networked
78902	J1772	public	SRO TOWNE RIDGE 3	Sandy	ChargePoint Network
87581	J1772	public	EVSLCC LHM 1	Sandy	ChargePoint Network
99802	J1772	public	CITY CENTER NEW STATION 1	Sandy	ChargePoint Network
122796	J1772	public	SRO TOWNE RIDGE 4	Sandy	ChargePoint Network
123662	J1772	public	SANDY CITY CITY HALL 6	Sandy	ChargePoint Network
143505	J1772	public	SANDY CITY PUBLIC WORKS 2	Sandy	ChargePoint Network
154534	J1772	public	RIOT RSL 2	Sandy	ChargePoint Network
172231	J1772	public	SRO TOWNE RIDGE 2	Sandy	ChargePoint Network
172232	J1772	public	SRO TOWNE RIDGE 1	Sandy	ChargePoint Network
173318	J1772	public	CITY CENTER NEW STATION 2	Sandy	ChargePoint Network
174043	J1772	public	SRO TOWNE RIDGE 5	Sandy	ChargePoint Network
174142	J1772	public	SANDY CITY CITY HALL 5	Sandy	ChargePoint Network
174143	J1772	public	SANDY CITY CITY HALL 4	Sandy	ChargePoint Network
174144	J1772	public	SANDY CITY CITY HALL 3	Sandy	ChargePoint Network
174145	J1772	public	SANDY CITY CITY HALL 2	Sandy	ChargePoint Network
174148	J1772	public	SANDY CITY CITY HALL 1	Sandy	ChargePoint Network
174308	J1772	public	SANDY CITY PUBLIC WORKS 1	Sandy	ChargePoint Network
175391	J1772	public	RIOT RSL 3	Sandy	ChargePoint Network
175392	J1772	public	RIOT RSL 1	Sandy	ChargePoint Network
175393	J1772	public	RIOT RSL 4	Sandy	ChargePoint Network
175394	J1772	public	RIOT RSL 6	Sandy	ChargePoint Network
175395	J1772	public	RIOT RSL 5	Sandy	ChargePoint Network
192999	J1772	public	EVSLCC LHM 2	Sandy	ChargePoint Network
193000	J1772	public	EVSLCC LHM 3	Sandy	ChargePoint Network
202008	J1772	public	Murdock Ford	Santaquin	Blink Network
70468	J1772	private	Tim Dahle Nissan Southtowne	South Jordan	Non-Networked
165357	J1772	public	Holiday Inn South Jordan - SLC South	South Jordan	Non-Networked
148021	J1772	public	Wasatch Renal Center	South Salt Lake	SemaCharge Network
82445	J1772	public	1800 S 300 W 1800 S 300 W	South Salt Lake	ChargePoint Network
123470	J1772	public	GEC1 STATION 02	South Salt Lake	ChargePoint Network
123471	J1772	public	GEC1 STATION 01	South Salt Lake	ChargePoint Network
155533	J1772	public	STATE OF UTAH TIE FORK REST 2	Spanish Fork	ChargePoint Network
175570	J1772	public	STATE OF UTAH TIE FORK REST 1	Spanish Fork	ChargePoint Network
214257	J1772	public	SCO SFH-2	Spanish Fork	ChargePoint Network
214258	J1772	public	SCO SFH-1	Spanish Fork	ChargePoint Network
166754	J1772	public	Comfort Suites St. George - University Area	St. George	Non-Networked
166755	J1772	public	Hyatt Place - St. George Convention Center	St. George	Non-Networked
214262	J1772	public	SCO SGRH-1	St. George	ChargePoint Network
214343	J1772	public	SCO SGRH-2	St. George	ChargePoint Network
49746	J1772	public	Stephen Wade Auto Center	St. George	Non-Networked
49747	J1772	private	Stephen Wade Auto Center	St. George	Non-Networked
149663	J1772	public	STATEOFUTDAS CLVNRMPTN14	Taylorsville	ChargePoint Network
156011	J1772	public	STATEOFUTDAS TSOB16	Taylorsville	ChargePoint Network
164611	J1772	public	UDOT HQ EAST	Taylorsville	ChargePoint Network
174750	J1772	public	STATEOFUTDAS CLVNRMPTN13	Taylorsville	ChargePoint Network
174751	J1772	public	STATEOFUTDAS CLVNRMPTN12	Taylorsville	ChargePoint Network
174752	J1772	public	STATEOFUTDAS CLVNRMPTN11	Taylorsville	ChargePoint Network
174753	J1772	public	STATEOFUTDAS CLVNRMPTN10	Taylorsville	ChargePoint Network
174754	J1772	public	STATEOFUTDAS CLVNRMPT8	Taylorsville	ChargePoint Network
174755	J1772	public	STATEOFUTDAS CLVNRMPTN7	Taylorsville	ChargePoint Network
175112	J1772	public	STATE OF UTAH UDOT SOUTH HQ1	Taylorsville	ChargePoint Network
175113	J1772	public	STATE OF UTAH UDOT SOUTH HQ3	Taylorsville	ChargePoint Network
175114	J1772	public	STATE OF UTAH UDOT SOUTH HQ2	Taylorsville	ChargePoint Network
175115	J1772	public	STATEOFUTDAS CLVNRMPTN9	Taylorsville	ChargePoint Network
175610	J1772	public	STATEOFUTDAS TSOB15	Taylorsville	ChargePoint Network
175611	J1772	public	STATEOFUTDAS TSOB14	Taylorsville	ChargePoint Network
175612	J1772	public	STATEOFUTDAS TSOB13	Taylorsville	ChargePoint Network
175613	J1772	public	STATEOFUTDAS TSOB11	Taylorsville	ChargePoint Network

Station ID	Plug Type	Ownership	Facility Location	City	Network
175614	J1772	public	STATEOFUTDAS TSOB10	Taylorsville	ChargePoint Network
175615	J1772	public	STATEOFUTDAS TSOB9	Taylorsville	ChargePoint Network
175616	J1772	public	STATEOFUTDAS TSOB8	Taylorsville	ChargePoint Network
175617	J1772	public	STATEOFUTDAS TSOB7	Taylorsville	ChargePoint Network
175618	J1772	public	STATEOFUTDAS TSOB6	Taylorsville	ChargePoint Network
175619	J1772	public	STATEOFUTDAS TSOB5	Taylorsville	ChargePoint Network
175620	J1772	public	STATEOFUTDAS TSOB4	Taylorsville	ChargePoint Network
175621	J1772	public	STATEOFUTDAS TSOB3	Taylorsville	ChargePoint Network
175622	J1772	public	STATEOFUTDAS TSOB2	Taylorsville	ChargePoint Network
175623	J1772	public	STATEOFUTDAS TSOB1	Taylorsville	ChargePoint Network
175624	J1772	public	STATEOFUTDAS TSBO12	Taylorsville	ChargePoint Network
180924	J1772	public	UDOT HQ WEST	Taylorsville	ChargePoint Network
193005	J1772	public	EVSLCC GFSB 2	Taylorsville	ChargePoint Network
214339	J1772	public	SCO PRIMARY-WCBHC-1	Taylorsville	ChargePoint Network
148025	J1772	public	Walgreens - Taylorsville, UT #6961	Taylorsville	SemaCharge Network
155298	J1772	public	SCO BRH1	Tremonton	ChargePoint Network
201985	J1772	public	THE VINE APTS STATION1	Vineyard	ChargePoint Network
212743	J1772,TESLA	public	Best Western Plus-Settlers Point	Washington	Non-Networked
206286	J1772	public	Quality Inn Stateline	Wendover	Blink Network
147385	J1772	public	HUNT ELECTRIC 1920 BLDG	West Valley City	ChargePoint Network
154785	J1772	public	GRANGER MEDICAL WEST STATION	West Valley City	ChargePoint Network
154786	J1772	public	GRANGER MEDICAL EAST STATION	West Valley City	ChargePoint Network
166901	J1772	public	WVC GARAGE LEVEL SEVEN A	West Valley City	ChargePoint Network
166902	J1772	public	WVC GARAGE LEVEL ONE B	West Valley City	ChargePoint Network
166903	J1772	public	WVC GARAGE LEVEL SIX A	West Valley City	ChargePoint Network
166904	J1772	public	WVC GARAGE LEVEL THREE A	West Valley City	ChargePoint Network
166905	J1772	public	WVC GARAGE LEVEL ONE C	West Valley City	ChargePoint Network
175424	J1772	public	GRANGER MEDICAL MIDDLE STATION	West Valley City	ChargePoint Network
181299	J1772	public	WVC GARAGE LEVEL ONE A	West Valley City	ChargePoint Network
181300	J1772	public	WVC GARAGE LEVEL FOUR A	West Valley City	ChargePoint Network
181301	J1772	public	WVC GARAGE LEVEL TWO A	West Valley City	ChargePoint Network
181302	J1772	public	WVC GARAGE LEVEL FIVE A	West Valley City	ChargePoint Network
193840	J1772	public	HUNT ELECTRIC 1811 BUILDING E	West Valley City	ChargePoint Network
193841	J1772	public	HUNT ELECTRIC 1811 BUILDING W	West Valley City	ChargePoint Network

Appendix D: State of Utah NEVI Plan Exception Requests, FY 2024

001: I-15 South & I-70: Cove Fort

Interstate 15: Fillmore to Beaver
Interstate 70: Richfield to Beaver

Alternative Fuel Corridor:

- Interstate 15 South

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

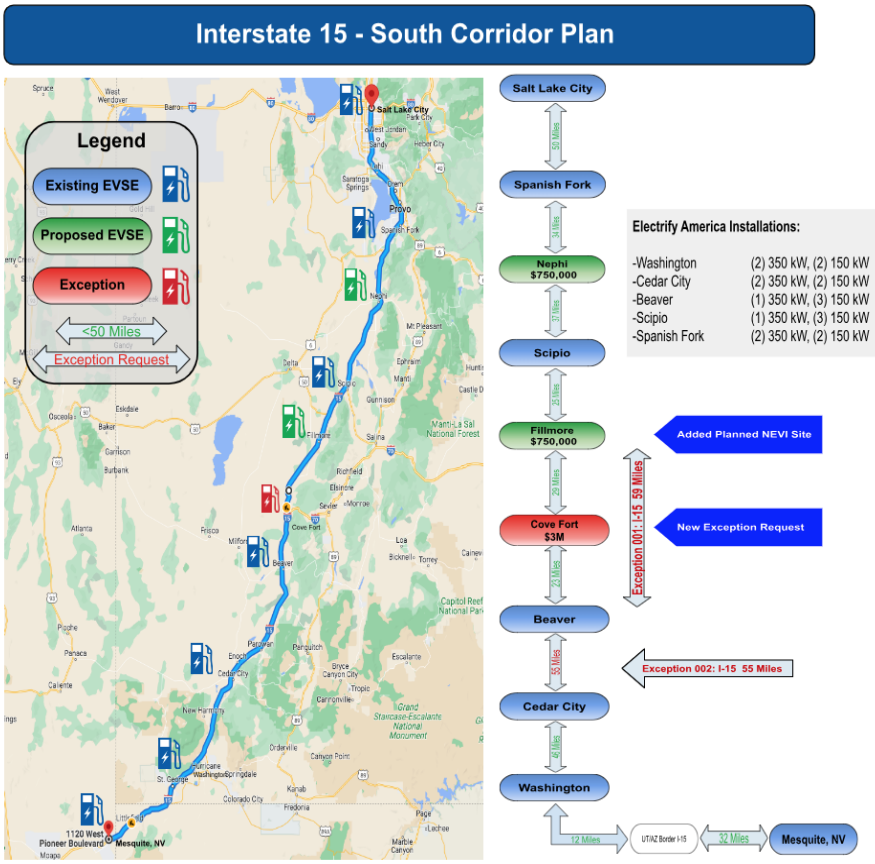
- 9 miles

Round 7 AFC Nomination:

- No

Reason for Exception Request:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost



Description:

Cove Fort may require a major grid upgrade to support NEVI compliant EVSE. While Cove Fort is strategic for the connectivity with I-70 and maintaining continuity along I-15, absent non NEVI funding intervention the site is not possible (UDOT recently applied for CFI grant for mid and heavy duty EVSE to address it). Fillmore is a planned new NEVI site area, and the Beaver EVSE was installed by Electrify America.

Optional Mitigation:

In order to meet the 50 mile or less requirement, EV users would benefit from using the Richfield to Salina to Scipio route to Fillmore, which is several miles shorter and passes through two NEVI compliant EVSE sites.

Realized Savings:

To avoid this gap, the project would need to expend an additional $3,000,000+ on a new substation for Cove Fort, in addition to several years of development and construction BEFORE being able to install NEVI funded EVSE. The cost and delay in achieving Fully Built Out certification would significantly reduce the amount of funding available to provide access to other underserved and underrepresented rural communities.

002: I-15 South

Interstate 15: Cedar City to Beaver

Alternative Fuel Corridor:

- Interstate 15 South

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

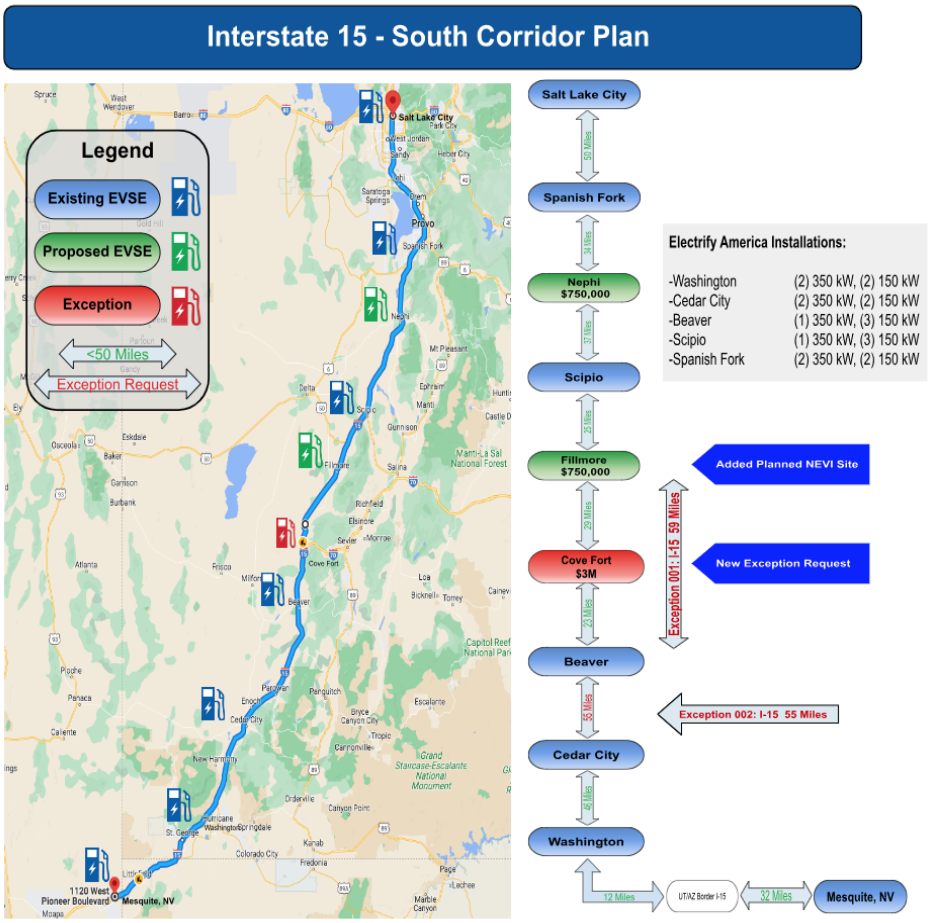
- 5 miles

Round 7 AFC Nomination:

- No (interstate corridor)

Reason for Exception Request:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost



Description:

Existing EVSE have been installed by Electrify America at Beaver and Cedar City along the I-15 corridor. The spacing between locations is 55 miles. Both locations have adequate charging ports, EVSE capacity, and site total power.

Optional Mitigation:

In order to meet the 50 mile or less requirement, an additional full installation will need to be placed in Parowan, Utah, which is approximately mid-way between the two proposed EVSE locations.

Realized Savings:

To avoid this minimal gap, an additional $750,000+ site would need to be developed, thereby reducing the amount of funding available to provide access to other underserved and underrepresented rural communities.

Exception Previously Approved in 2022 Plan is No Longer Needed

~~003-I70:~~

~~Interstate 70: Cove Fort to Salina~~

~~Alternative Fuel Corridor:~~

- ~~Interstate 70~~

~~Type of Exemption:~~

- ~~Greater than 50 miles~~

~~Distance of Deviation:~~

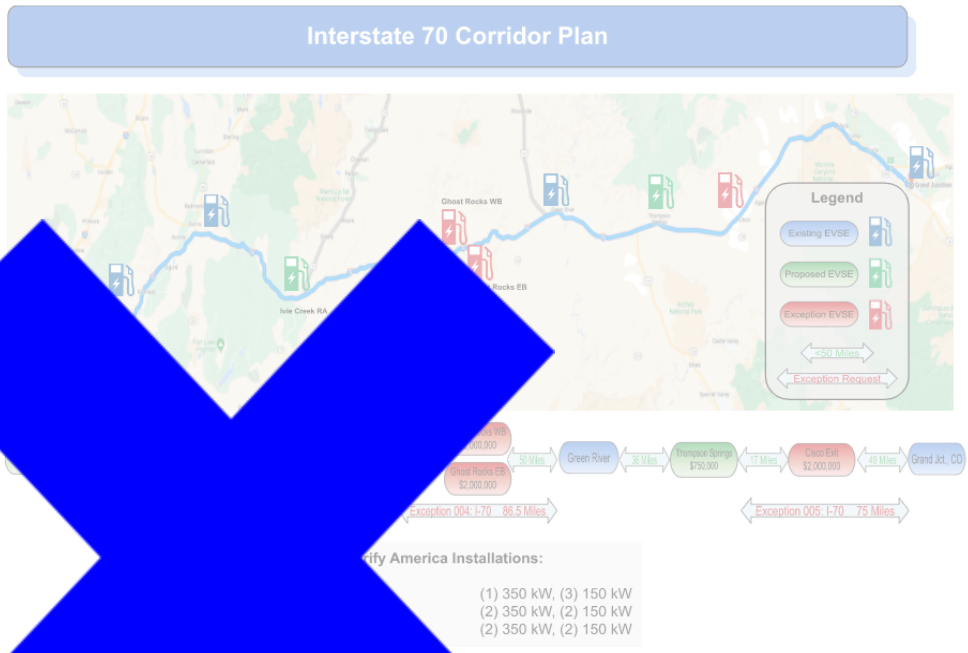
- ~~6 miles~~

~~Round 6 AFC Nomination:~~

- ~~No~~

~~Reason for Exception Request:~~

- ~~Grid Capacity~~
- ~~Geography~~
- ~~Equity~~
- ~~Extraordinary Cost~~



~~Description:~~

~~This section of I-70 ties int[illegible] [illegible] nnectivity. Electrify America has installed NE[illegible] n Salina[illegible] ded EVSE site in Cove Fort is planned on the we[illegible] he distance be[illegible] ment nodes is 56 miles, there are additional, non-NE[illegible], DCFC charging o[illegible] ween. The town of Richfield is located 37 miles from the I-[illegible] change and has two DCF[illegible] E installations. The first is a Electrify America with 350/150/5[illegible]50 kW configuration and a UD[illegible]T owned site with 62/62 kilowatt ports (tethered for 125 kilowatts under single use). These mid-powered DCFC sites in Richfield provide a substantial supplemental alternative for the region and segment.~~

~~Optional Mitigation:~~

~~In order to meet strict NEVI 50 mile spacing, the Electrify America installation in Richfield would need to be upgraded to support program qualifying equipment.~~

~~Realized Savings:~~

~~It is estimated that upgrading the Electrify America location in Richfield will require additional EVSE and utility side equipment for a total estimated cost of $300,000+, thereby reducing the amount of funding available to provide access to other underserved and underrepresented rural communities.~~

003: I-70

Interstate 70: Ivie Creek to Green River

Alternative Fuel Corridor:

- Interstate 70

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

- 24 miles

Round 7 AFC Nomination:

- No

Reason for Exception Request:

- Geography
- Equity
- Extraordinary Cost

Description:

Interstate 70, in central Utah is one of the most challenging areas to provide any automotive support, including electric vehicles. The highway passes through Bureau of Land Management (BLM) lands, in some of the most scenic areas of the country. Currently, signs in Green River and Salina inform travelers that there are no services for the next 109 miles.

UDOT operates a non-interstate rest area located adjacent to the interstate. This rest area (Ivie Creek) is planned for EVSE development. The remaining gap will still be longer than the 50-mile target. Additional rest areas (Ghost Rocks) are located on the eastbound and westbound lanes of I-70, but there is no electrical infrastructure within 36 miles. The area around Ghost Rocks is also owned by BLM and would need extensive environmental clearance to allow an adequate solar farm.

Optional Mitigation:

There is no feasible way to provide high powered EVSE within this segment. Even Level II chargers would be difficult to deploy due to insufficient land for an onsite solar array and energy storage.

Realized Savings:

The total savings is $4+ million. It is estimated that more than $2 million per rest area (EB and WB) would be needed to support NEVI compliant EVSE. Additionally, solar array field environmental concerns would likely add to the impracticality of the location. The savings on this exception request could support five or six NEVI standard EVSE installations on other rural corridors.

004: I-70

Interstate 70: Thompson Springs to Grand Junction, CO

Alternative Fuel Corridor:

- Interstate 70

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

- 25 miles

Round 7 AFC Nomination:

- No

Reason for Exception Request:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost

Description:

This section of I-70 is similar to 003-I70 in that it is very remote, has no service amenities, and electrical infrastructure is difficult and costly to access. To meet NEVI guidelines, an EVSE station would need to be located at Cisco, a ranch exit that connects State Route 128. There are no services or electrical access at this location. No evaluation of rights of way have been performed at this time.

Optional Mitigation:

There are no feasible locations that offer infrastructure and amenities to support EVSE in this segment.

Realized Savings:

The total savings is estimated to be at least $2 million by not developing this site. The required solar array, energy storage, and EVSE would be cost prohibitive. The savings could be applied towards approximately three additional priority rural corridor EVSE sites after Fully Built Out Certification is achieved.

005: I-80 West

Interstate 80: Delle to Wendover, NV

Alternative Fuel Corridor:

- Interstate 80 West

Type of Exemption:

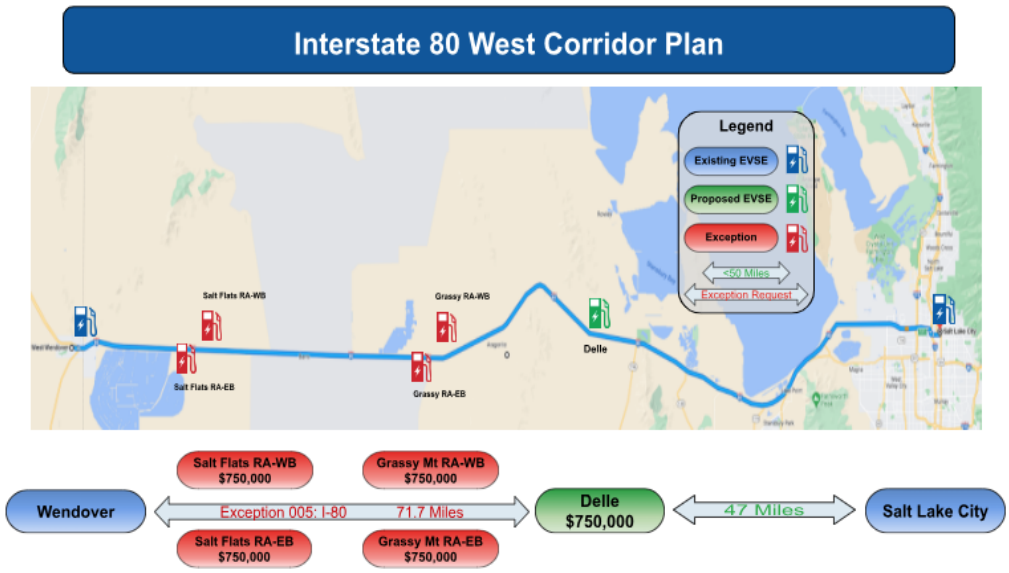
- Greater than 50 miles

Distance of Deviation:

- 21 miles

Round 7 AFC Nomination:

- No



Reason for Exception Request:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost

Description:

I-80 across the Salt Flats in west Utah presents challenges with respect to its remoteness and electrical access. The most centrally located business site is at the Delle exit, which also has good access to three-phase power. Siting a NEVI compliant EVSE station here provides EV owners with access to restroom facilities, lighting, good cell service reception, and also provides a public private partnership opportunity.

In a previous UDOT EVSE project at the nearby UDOT interstate Grassy Mountain Rest areas (eastbound and westbound), the quote to bring three-phase power to the site for DCFC exceeded $1.5 million. Therefore, Level 2 chargers were installed to provide emergency EVSE charging. The Grassy Mountain Rest Areas (EB and WB) would still require major (NEVI ineligible) utility upgrade costs to bring in three-phase power.

Another mitigating factor is that the relatively flat terrain through this segment would allow for maximum travel range for an EV.

Optional Mitigation:

In order to meet the NEVI spacing requirements, EVSE would need to be placed at four interstate rest areas (Grassy EB/WB and Salt Flats EB/WB). Both rest areas are within the interstate right of way which would prevent public private partnership opportunities and negate any possibility of cost recovery. Because the interstate is divided, it would require installations at both eastbound and westbound directions. Developing the Salt Flats locations could adversely incentivize EV owners to avoid the private EVSE 10 miles away in Wendover because the EVSE in the UDOT owned rest areas would be free to the public (due to the federal prohibitions on commercialization in the interstate rights of way.)

Realized Savings:

Total savings is estimated to be $3 million realized by not upgrading the two Grassy EB/WB rest areas ($750,000 each) nor the two Salt Flats rest area installations ($750,000 each).

Exception Previously Approved in 2022 Plan No Longer Needed

007: I-80:

Interstate 80: US40 Interchange to Evanston, WY

Alternative Fuel Corridor:

- Interstate 80

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

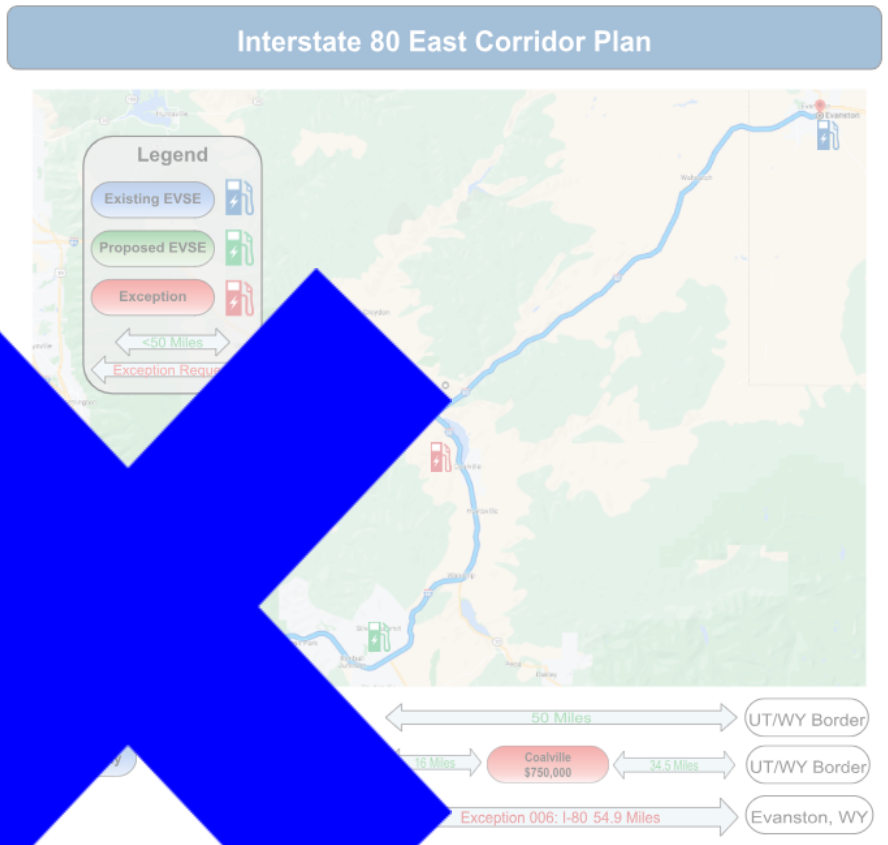
- 5 miles

Round 7 AFC Nomin

- No

Reason for Exception Reques
:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost



Description:

This segment provides connectivity to pla S-40 corridor installations, and also regional conn ivity to Wyoming. Although it is 50 miles to the Utah-Wyoming border, it is practical to consider adjacent state connectivity, and the distance to the nearest EVSE in Wyoming would be 55 miles.

An additional consideration is the mid power EVSE (62/62 kW) and Level II chargers in Coalville Utah. This provides a charging availability safety net for the traveling public.

Optional Mitigation:

Upgrading the installation at Coalville would likely be the most feasible approach for an alternative plan to meet the NEVI spacing; however, the location being proposed at the interchange of US-40/I-80 provides much more benefit with respect to regional mobility and connectivity.

Realized Savings: Total savings is estimated to be $750,000 by not upgrading at the Coalville site.

006: US-6 Central

US-6: Price/Wellington to Green River

Alternative Fuel Corridor:

- US 6 Central

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

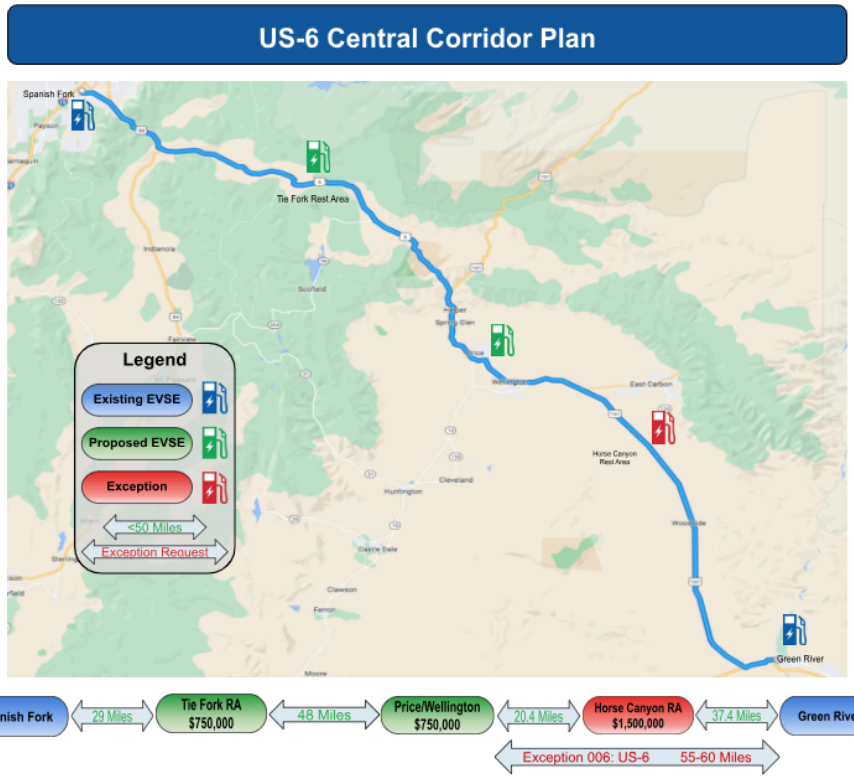
- 5-10 miles

Round 7 AFC Nomination:

- No

Reason for Exception Request:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost



Description:

This segment of US-6 has no access to the electrical grid. The rest area at Horse Canyon would need a solar array and energy storage. The land around the highway and rest area is owned by BLM, and right of way acquisition in addition to extensive environmental studies would likely delay any large scale solar project.

Currently, upgrading existing installations in Price, Utah may be attractive as part of the city is shown on the DAC map as Disadvantaged.

Optional Mitigation:

Siting a NEVI EVSE station in Wellington could eliminate the need for a discretionary exception by bringing the distance to Green River under the 50 mile spacing minimum (depending on the actual location.)

Realized Savings:

Total savings is estimated to be over $2 million by not installing the additional site at Horse Canyon Rest Area. Horse Canyon would require a solar array, energy storage, and EVSE in addition to paved parking, cell service/internet availability and other amenities expected by EV owners. Additionally, environmental approval would likely take multiple years. The savings could be applied towards approximately two to three additional priority rural corridor EVSE sites after Fully Built Out Certification is achieved.

007: US-191 South

US-191: Moab to Monticello

Alternative Fuel Corridor:

- US 191 South

Type of Exemption:

- Greater than 50 miles

Distance of Deviation:

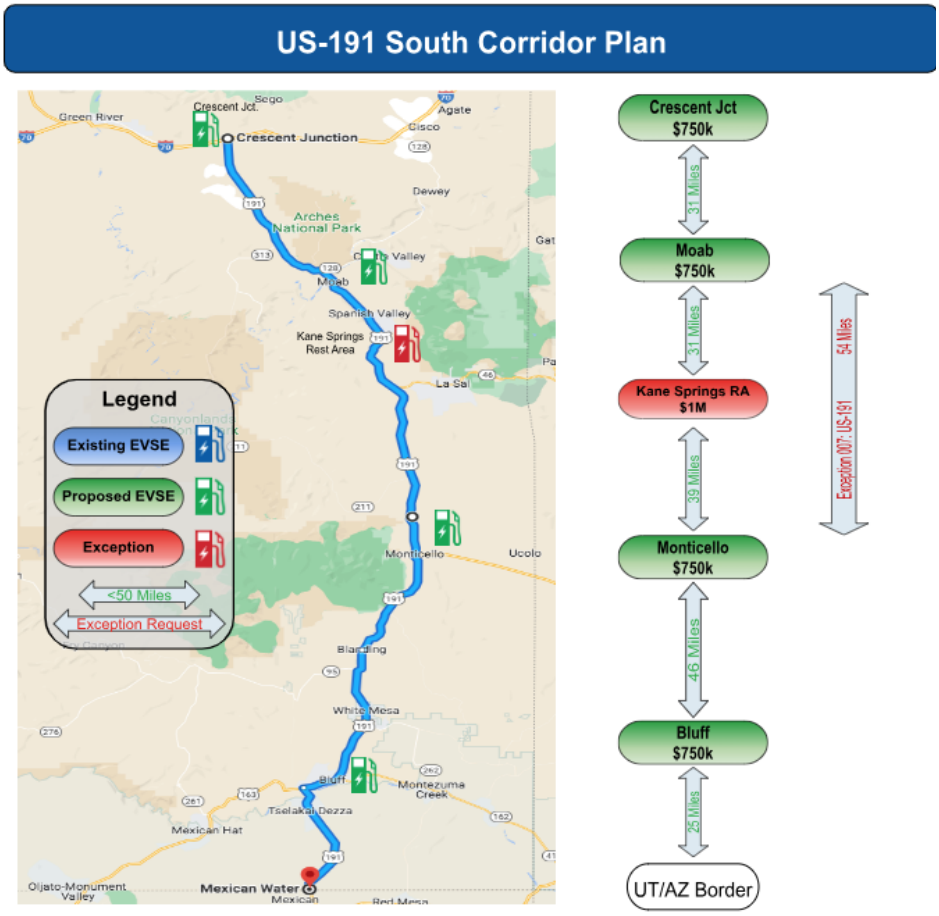
- 4 miles

Round 7 AFC Nomination:

- No

Reason for Exception Request:

- Grid Capacity
- Geography
- Equity
- Extraordinary Cost



Description:

Kane Springs rest area is located between Monticello and Moab. This location has single phase power and would need to be upgraded on the utility side or use a battery storage or onsite power generation solution such as FreeWire. Both Moab and Monticello are populated towns with all of the site amenities and nearby economic development opportunities for EV owners.

Optional Mitigation:

In order to meet the 50 mile or less requirement, an additional full installation will need to be placed in Kane Springs, which is approximately midway between the two adjacent corridor EVSE locations. There are few on site amenities at this location, and the development of NEVI EVSE at Kane Springs could likely decrease the economic opportunities for Moab and Monticello.

Realized Savings:

The total savings is estimated to be $1,000,000 by not developing this location.

Utah's Electric Vehicle Infrastructure Plan