NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NEVI PROGRAM

2024 FHWA PLAN UPDATE

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Introduction

The National Electric Vehicle Infrastructure (NEVI) Program established by the Bipartisan Infrastructure Law will provide federal funds to support North Carolina's efforts to build out a network of electric vehicle (EV) charging stations along interstates and U.S. highways and in North Carolina communities. North Carolina is expected to receive up to $109 million over 5 years to support the development of the state's public EV charging network. The NEVI Program reimburses private companies up to 80 percent of the cost to construct and operate EV charging stations for a 5-year period. The goal is to deploy a statewide EV charging network and build EV charging infrastructure along alternative fuel corridors to accelerate North Carolina's electric mobility future.

Updates from Prior Plan

This document updates the August 2023 NEVI Plan (link). North Carolina Department of Transportation (NCDOT) has made progress in the implementation of this plan, documented in the following sections:

- State Agency Coordination – NCDOT continues to coordinate with other state agencies. This section provides details about recent coordination, including coordination with the Department of Environmental Quality's State Energy Office, the Governor's Office, and the North Carolina Public Utilities Commission.
- Public Engagement – NCDOT hosted several public engagement events over the last year since the previous NEVI Plan update. This section provides a summary of results from the engagement events.
- Contracting – NCDOT developed a procurement process that meets federal and state requirements and is appropriate to both the Federal Highway Administration (FHWA) and NCDOT. This section describes the scoring methodology and the anticipated timing for the first round of awards (September 2024).
- Civil Rights – NCDOT remains committed to achieving compliance with state and federal civil rights laws. This section provides details about how NCDOT will meet Title VI, Americans with Disabilities Act (ADA), Section 504, and Environmental Justice/Limited English Proficiency requirements.
- Existing and Future Conditions Analysis – As of April 2024, North Carolina has more than 88,000 registered EVs and plug-in hybrids in the state. There are now more than 1,000 Direct Current Fast Chargers (DCFCs) and more than 3,000 Level 2 charging ports across the state that are open to the public.
- EV Charging Infrastructure Deployment – This section highlights the clusters released in the Round 1 application. It also describes plans toward a fully built-out determination and for NEVI investments after full build-out is achieved.
- Labor and Workforce – This section describes NCDOT's commitment to require electricians working on NEVI-funded DCFC to be certified through the Electric

Vehicle Infrastructure Training Program (EVITP). It describes a pilot program offered by Wake Tech Community College that serves as a compliment to the EVITP by training electric vehicle supply equipment (EVSE) repair technicians.

- Equity – NCDOT strives to reach communities that have historically been left out of transportation project planning and development. This section provides new performance measures focused on monitoring and measuring the benefits of the NEVI Program for disadvantaged communities (DACs) in North Carolina.
- Program Implementation – This section describes NCDOT's approach to data collection and analysis for the NEVI Program.

Table 1 indicates a timeline of milestones completed since May 2023.

Table 1. NCDOT NEVI Milestones

Activity	Date/Anticipated Date	Milestone
Round 1 Procurement	May 2023–March 2024	Development and refinement of the request for proposal (RFP) package that meets federal and state contracting and NEVI requirements.
	April 8, 2024	Release of RFP package to bid for initial 11 sites with 60-day response period.
	June 10, 2024	Deadline for RFP proposal submissions.
	June 10, 2024–August 2024	Administrative evaluations, technical responsiveness evaluations, and proposal scoring.
	September 2024	Notice to award expected. NEPA process to begin.
	December 2024	Contract execution for Round 1 awardees expected.
	May 2025–May 2026	Construction for Round 1 expected to begin.
	December 2025–December 2026	First station anticipated to be operational.*
Round 2 Procurement	Fall 2024/Winter 2025	Refinements to Round 2 RFP package based on evaluation process feedback from Round 1.
Engagement	March 2024–April 2024	Engagement with prospective RFP respondents, including Q&A, webinars, presentations at conferences, and industry engagement forum.
	June 26, 2024	Community engagement webinar.

Activity	Date/Anticipated Date	Milestone
	September 2024–August 2025	Phase II engagement process.
Phase II Planning	September 2024	Phase II (off-corridor community charging) engagement and planning expected to begin.

**Lead times for Build America, Buy America-compliant transformers may shift this date.*

State Agency Coordination

Interagency coordination remains an integral part of North Carolina's path to success for the NEVI Program. NCDOT will continue to work closely with other agencies as the program progresses and as the need arises.

Several groups within the NCDOT, including the Office of Civil Rights (OCR), Finance Management Division, Alternative Delivery Unit, and General Counsel, coordinated to ensure that the procurement approach positions North Carolina to deliver the NEVI Program effectively and efficiently in accordance with federal and state requirements while supporting community priorities.

NCDOT has monthly meetings on the NEVI Program with the Department of Environmental Quality's State Energy Office to inform it of the progress around the NEVI Program and to get feedback on its implementation. Additionally, NCDOT provides bimonthly updates to the Interagency Resilience Team on NEVI deployment.

NCDOT also has biweekly meetings with the Governor's Office to discuss clean transportation initiatives, including the NEVI Program.

In addition, the North Carolina Business Committee for Education (NCBCE) facilitates planning and implementation of training programs for the state's clean energy workforce. The NCBCE is a nonprofit located in the Governor's Office that works to connect businesses, educators, students, and policymakers to support development of North Carolina's workforce, especially for DACs. In 2024, the NCBCE received a grant to implement a training and certification program for EVSE repair technicians in conjunction with Wake Technical Community College and formed a team of experts to assist in developing the training program. The NCDOT NEVI Team and OCR participated in developing this training program, along with educators, businesses, utilities, and nonprofits. See **Labor and Workforce Considerations** for more information.

On July 8, 2024, NCDOT presented an update of the NEVI Program to the North Carolina Utilities Commission. The Commission members were present as well as the public staff. The update included the current state of public EV charging stations in North Carolina, the current plans for implementing NEVI, and the North Carolina Electric Vehicle Infrastructure Needs Assessment, which was published in September 2023. This report forecasts the infrastructure needs given Governor Roy Cooper's goals for transportation electrification of light-, medium-, and heavy-duty vehicles.

Public Engagement

Robust public engagement remains integral to the success of North Carolina's EV charging infrastructure deployment strategy, including the deployment of NEVI funds.

The purpose of this section is to share information about engagement that has taken place since the previous NEVI Plan update, along with a vision for future public involvement for the program. Information regarding this year's public engagement can be found in the **Community Engagement Outcomes Report** section below.

Community Engagement Outcomes Report

NCDOT has taken a multi-pronged approach to ensure robust community engagement since the previous NEVI Plan update with invitations sent to 1) all planning partners across the state, 2) the NEVI and Clean Transportation Plan distribution lists, and 3) small and disadvantaged businesses. This engagement included meetings regarding medium- and heavy-duty infrastructure needs, an electronic industry networking database, industry forums prior to issuance of the RFP, and a community engagement webinar focused on Phase II implementation strategies and objectives. This engagement is summarized in Table 2.

Table 2. NCDOT NEVI Engagement Summary

Engagement Summary – 2024 NEVI Plan	
Event	**Objective**
Medium- and Heavy-Duty Engagement	One-on-one meetings with industry organizations to assess infrastructure needs. Facilitated discussions with targeted questions to receive feedback on medium- and heavy-duty EV fleet needs, objectives, challenges, and opportunities.
Electronic Industry Networking Database	Continued opportunity for interested industry organizations to sign up for the Industry Networking Database on the Program website to connect with potential teaming partners.
Industry Forum	Virtual forums to provide information regarding the upcoming issuance of an RFP for a portion of Phase 1 NEVI sites. The forums provided an opportunity for interested industry organizations to get key information and ask questions of the Program team.
Community Engagement Webinar	A webinar to provide a Program update and receive feedback to shape Phase II implementation strategies and objectives. Attendees also provided feedback regarding future engagement for the Program.
Additional Engagement Activities	Various activities, including presentations, workshops, research initiatives, and events, to increase awareness and gather perspectives on EVs and related topics.

A detailed description of each engagement event follows.

Medium- and Heavy-Duty Engagement

In late July and early August 2023, NCDOT facilitated one-on-one meetings with industry organizations to assess medium- and heavy-duty EV infrastructure and fleet needs. Eight total meetings were held with organizations such as distributors, vehicle manufacturers, truck stop representatives, and industry associations/cooperatives.

Each meeting had a guided discussion to gain valuable feedback regarding EV fleet transition challenges and opportunities and to understand the needs and objectives from varying industry perspectives. Detailed minutes were collected at each meeting, which directly informed North Carolina's (zero emission) Infrastructure Needs Assessment report.

NCDOT presented the *Growing North Carolina's Zero-Emission Vehicle Market: ZEV Infrastructure Needs Assessment, September 2023* (link) report to three key organizations:

- NCAMPO – A professional organization for transportation planning and engineering professionals in North Carolina
- NC State Energy Conference - Transportation Track – A statewide conference for clean energy professionals
- NC Utilities Commission – A commission that regulates the rates and services of all investor-owned public electric utilities

This engagement with transportation planning, clean energy, and utility professionals created discussion about the existing infrastructure, estimated growth rates of zero emissions vehicles and related infrastructure, and the future of EVs and charging in the state.

Electronic Industry Networking Database

NCDOT continued facilitating the electronic Industry Networking Database that was established in March 2023 until the issuance of the RFP in April 2024. Industry organizations could sign up to be included in the networking database via a link on the project website. The database allowed participants to provide general organization information, point of contact information, capabilities in relation to NEVI deployment, and information regarding what the organization was seeking from teaming partners. It also specifically asked whether the business was small, minority-, veteran-, or woman-owned.

The intent of the networking database was to introduce and connect stakeholders who may want to partner on EV charging station deployment teams. NCDOT did not vet, review, or recommend the entities providing information to be included in the Industry Networking Database. NCDOT updated the database regularly to incorporate new submissions. There are currently 487 businesses who have signed up to be in the database.

Industry Forum

In April 2024, two webinars were held to provide key information leading up to the issuance of the RFP. Each webinar presented different information and provided an opportunity for industry organizations to ask questions of the Program team.

The first webinar was held April 1, 2024, and focused on walking through resources and the NCDOT NEVI website. The goal was to provide guidance so that all attendees could navigate the website to find important documents and information after the RFP was issued. The agenda of the webinar included a review of the new NEVI RFP website, a demonstration of how to download RFP materials and submit applications, information on how to ask questions about the RFP, and the location of important resources. The webinar garnered a total of 79 attendees. A recording of the webinar was added to the website for public access, which garnered 34 total views.

The second webinar was held April 15, 2024, and provided attendees with a walkthrough of the RFP document package. The goal was to provide guidance so that all attendees understood

what was included in and required by the RFP. The agenda of the webinar included a NEVI overview and goals, RFP package tour, GIS clusters, eligibility, how to apply, evaluation of applications, timeline for awards, and requirements. This webinar was held coinciding with the issuance of the RFP. The webinar garnered a total of 54 attendees. A recording of the webinar was added to the website for public access, which garnered a total of 31 views.

Community Engagement Webinar

In June 2024, NCDOT hosted a community engagement webinar to provide information about EV charging infrastructure and an update on North Carolina's NEVI Program. The agenda of the webinar included an EV and charging overview, North Carolina NEVI overview, current activities update, community charging information, a participant survey, program next steps, and an opportunity for questions and answers.

The webinar utilized a guided Mentimeter survey activity to receive feedback from participants on how NCDOT should engage with communities across the state and what the focus and objectives for Phase II of North Carolina's NEVI Program should be. The webinar garnered a total of 83 attendees. Participants in the webinar included planning partners and municipalities that represent DACs across the state based on data garnered by registration affiliation (town/county). Future registrations will request zip code information to more accurately track participation in engagements by DACs.

The following lists the questions asked during the guided Mentimeter survey and a summary of the answers received.

- **Why are you interested in EV charging infrastructure in North Carolina?**

  Respondents shared a variety of reasons, including owning an EV, industry involvement, environmental benefits, considering EV ownership, opportunity to benefit underserved communities, economic opportunity, desire to learn more about the Program and EVs, hope for increased EV adoption, and concern regarding negative impacts to the grid and the environment.

- **If you own an EV, where do you currently charge?**
  - 65 percent of respondents indicated they charge at home.
  - 9 percent of respondents indicated they charge at work.
  - 26 percent of respondents indicated that they charge at public chargers.
- **How many miles do you typically drive per day?**
  - 37 percent of respondents indicated 0–20 miles.
  - 39 percent of respondents indicated 21–50 miles.
  - 18 percent of respondents indicated 51–80 miles.
  - 3 percent of respondents indicated 81–110 miles.
  - 3 percent of respondents indicated more than 110 miles.
- **Please rank the types of locations you would like to see more publicly accessible EV charging stations installed:**

A consolidated ranking including all respondent answers follows.

1. Gas Stations
2. Shopping Centers
3. Grocery Stores
4. Public/Government Buildings
5. Tourism/Recreational Locations
6. Travel Plazas
7. Central Business Districts
8. College Campuses
9. Other

- **Please rank the importance of the following design, siting, and amenity features of public EV fast-charging infrastructure:**

A consolidated ranking including all respondent answers follows.

10. Charging Speeds
11. Number of Charging Ports
12. Restrooms
13. Lighting
14. On-site Dining
15. Access to Convenience Stores
16. Weather Canopy
17. 24/7 Customer Service
18. Free Wi-Fi
19. Shopping
20. Trash and Recycling Receptacles
21. Pull-through Capacity for Large Vehicles or Vehicles with Trailers

- **What is your primary concern about charging at a public EV charging station?**
  (Note that numbers do not add up to 100 percent due to rounding.)
  - 44 percent of respondents indicated charging speed/time.
  - 34 percent of respondents indicated lack of public charging infrastructure in my area.
  - 17 percent of respondents indicated reliability of stations in my area.
  - 2 percent of respondents indicated safety.
  - 2 percent of respondents indicated price of electricity.
  - 0 percent of respondents indicated no concern.

- **What objectives should Phase II of North Carolina's NEVI Program work to address?**

Respondents shared a variety of objectives, including equitable access, reliable access, tourism, rural community access, multifamily housing charging, charging speed, sustainable pricing, a comprehensive network to fill gaps, and smart charging technologies.

- **How do you think disadvantaged communities should benefit from the NEVI Program?**

Respondents shared a variety of potential benefits for DACs, including economic benefit from charging infrastructure ownership, sales tax revenue usage, multifamily housing chargers, affordable and reliable charging, tax credits, industry work opportunities and job creation, charging access at community facilities, workforce development and training opportunities, and meaningful input opportunities.

- **How should we get communities involved as we plan for Phase II?**

Respondents shared a variety of ways to get involved, including planning board engagement, local in-person engagement, ride and drive experience offerings, engagement with government officials, social media, small business engagement, webinars, and detailed communications plan development and deployment.

- **Who should we be engaging with?**

Respondents shared a variety of answers, including EVSE manufacturers, community organizations, utilities, universities and community colleges, advisory boards, chambers of commerce, churches, community centers, community leaders, small businesses, DACs, nonprofit organizations, social media groups, grassroots organizations, landlords, local elected officials and government staff, neighborhood associations, industry organizations, and tourism representatives.

Responses to the Mentimeter survey will directly inform NCDOT's path forward for the Program, particularly with Phase II deployment and engagement. Questions regarding amenities, location types, concerns, objectives, and measurable benefits for Justice40 communities will help to inform aspects of Phase II, such as distribution, prioritization, scoring criteria, siting strategy, and type of charging infrastructure. Questions regarding future engagement have directly informed NCDOT's strategy for upcoming engagement and the tools and tactics to be used to facilitate more feedback from community members. NCDOT will be expanding this survey, posting it to the North Carolina NEVI website, and promoting the survey to gather additional responses from the public in the third quarter of 2024, especially in DACs.

Additional Engagement Activities

In addition to the activities outlined above that were offered to a wide audience, NCDOT has performed more targeted engagement and partnered with other entities to spread the message about the NEVI Program and the benefits of transportation electrification and clean transportation. A summary of the engagements over the past year follows.

Table 3. Additional Engagement Activities, Summer–Fall 2023

Date	Event	Topics
Aug. 3, 2023	Minority Economic Development Group Presentation (Pinehurst NC)	Update on the NEVI Program, some of the key features of North Carolina's program that were known at the time, and identified several ways that businesses could be involved.
Aug. 14–17, 2023	Sustainable Fleet Conference	Presentation about electrification and fleet sustainability, but the NEVI Program was mentioned as an opportunity to support transportation electrification and sustainable fleets.
Sept. 18, 2023	North Carolina Housing Authority Directors Association Gala (Raleigh, NC)	NCDOT OCR Director was the gala's keynote speaker. Highlighted OCR's pivotal role in advancing environmental justice through its active involvement in the NEVI Program.
Sept. 21, 2023	North Carolina Electrification Workshop	Workshop about electrification, but the NEVI Program was mentioned as an opportunity to support transportation electrification and sustainable fleets.
Sept. 26, 2023	North Carolina Defense Summit (Raleigh, NC – In DAC)	NCDOT OCR Director presented about Best Practices for Doing Business with NCDOT/Small Business Opportunities with Government. Highlighted that NCDOT is collaborating with stakeholders to build electric charging infrastructure across the state, utilizing federal partners and funds from the NEVI Program. NCDOT is also working with Governor Cooper to advance clean transportation, focusing on increasing zero emissions vehicles for more efficient travel and environmental benefits.
Oct. 13, 2023	NC Works Partnership Conference (Greensboro, NC – In DAC)	Conference connected hundreds of workforce development professionals from across the state. NCDOT OCR Director's presentation highlighted NEVI briefly in her remarks about inclusive business practices and the importance of civil rights in transportation projects.
Oct. 31, 2023	State MED Week at Historically Underutilized Businesses Conference (Raleigh, NC – DAC adjacent)	Presentation about OCR programs and services, updates, and opportunities. NCDOT OCR Director highlighted opportunities for small businesses and historically underutilized businesses to become involved in NEVI contract opportunities.

Date	Event	Topics
Fall 2023	Meetings with 11 general aviation airports located primarily in the southeast part of North Carolina (10 in DACs)	NCDOT met with 11 general aviation airports located primarily in the southeast part of North Carolina, a region that is both underserved by the surface transportation network and particularly vulnerable to hurricanes and coastal flooding. Aiming to increase economic productivity at the airports by adding common-use infrastructure (such as EVSE), expanding market opportunities, adding jobs, advancing the technology baseline, and expanding the talent pipeline.
Nov. 2023–Jan 2024	Climate Pollution Reduction Grant Program Information Sessions (two sessions in DACs)	North Carolina Department of Environmental Quality hosted in-person and virtual public information sessions to receive input about the Climate Pollution Reduction Grant Program. NCDOT was a partner in this process by attending meetings, reviewing draft planning documents, and sharing information about the benefits of clean transportation, including transportation electrification. Two in-person meetings were held at local community colleges with the meeting on November 28, 2023, attended by NCDOT staff to collect input to inform on the development of the Priority Climate Action Plan and the state's NEVI Program.
Nov. 14, 2023	CAGC Construction Business Academy – Panel Discussion (Highpoint, NC – In DAC)	CAGC Foundation was awarded $3.0 million in the state budget to host minority construction business academies to help minority contractors and subcontractors successfully compete for work in the construction industry. Panel highlighted an opportunity to learn more about EV use in the construction industry, EV sustainability assessment, and implementing EVs into fleet maintenance.
Nov. 17, 2023	American Council of Engineering Companies of North Carolina Conference (Raleigh, NC)	Update about the program and key findings from the North Carolina Zero Emissions Vehicles Infrastructure Needs Assessment was provided to the audience, along with a question-and-answer session with the audience following the presentation.

"NEVI is a critical component of North Carolina's Clean Transportation Plan. Successful rollout will include business education, promotion, and the establishment of equality targets to ensure that the benefits of NEVI are shared equitably. As we envision a more sustainable and equitable future, it is vital to recognize the interconnectivity between transportation and housing, particularly in collaboration with Housing Authorities. Affordable and accessible transportation, including electric vehicle infrastructure, is not just a means to reduce emissions and advance environmental justice; it's a catalyst for creating thriving, inclusive communities."

– NCDOT OCR Director Smith, North Carolina Housing Authority Directors Gala

Table 4. Additional Engagement Activities, Winter–Summer 2024

Date	Event	Topics
Jan. 24, 2024	Conversations to Contracts Event (Raleigh, NC – DAC adjacent)	An event hosted by NCDOT OCR designed to share contracting opportunities across all NCDOT's various modes with residents who are business owners. NEVI was discussed briefly, and small businesses were encouraged to ask questions about state electrification and EV charging stations.
Feb. 15, 2024	Leadership Triangle (Chapel Hill, NC)	NCDOT OCR Director presented about the State of the Region, Trends, and Patterns. Presentation highlighted NEVI Program. As part of the NEVI plan, the OCR is also ensuring equitable outcomes and participation for small, minority-, and women-owned businesses.
Mar. 27, 2024	Small Hispanic Businesses Workshop Event (Ashville, NC – DAC)	Part of NCDOT OCR Opportunities Tour: Conversations to Contracts series, in which OCR staff travel across the state to share contracting opportunities with NCDOT in addition to NCDOT's supportive services offered through OCR. NEVI Program was detailed at this event and upcoming contracting opportunities shared.
Summer 2024	Meeting with Historically Black Colleges and Universities (HBCU) in North Carolina (All HBCUs in or adjacent to DACs)	Partnering with the HBCUs is a way to help extend the benefits of the NEVI Programs in DACs. NCDOT was able to get a better understanding of the university or college plans for EV charging in the future, including plans for transitioning their fleets. Administered survey in July 2024 to gather information about classes related to EVs/EV charging stations, the power/grid capacity, community engagement efforts related to EV charging, the size of the university or college,

Date	Event	Topics
		number of visitors annually, campus events and programs that draw the community to the campus, transit services, and the level of charging stations that they were looking to possibly have on campus.
Summer 2024	Research Project 2021-10: Establishing Best Practices and Technical Guidance for Planning and Developing an EV Infrastructure Network	Research will assess local planning policies and power utility considerations to develop guidance that informs the efficient, equitable development of a statewide EV charging network plan. Survey related to the project was distributed in summer 2024.
June/Aug. 2024	STEPs4GROWTH (S4G) Coordination (eight community colleges have at least one campus in a DAC)	A comprehensive clean energy workforce development project funded by a grant from the U.S. Department of Commerce. Led by NC A&T State University with support from NCBCE and other partners, including 20 community colleges throughout North Carolina. NCDOT met with 10 of the community colleges in May 2023 and again in June/August 2024 to discuss a partnership for installing charging stations on their campuses. While it is difficult for community colleges to provide the 20 percent match needed for charging stations; there is a strong desire to have this infrastructure on their campuses and to expose students to this technology as a way to create a pipeline for workers to install, operate, and maintain EVSE.
Jun. 2024	Initiated Electric Vehicle Infrastructure Resilience Project	Project will result in a traffic model capable of predicting wait times for EV chargers along major corridors in North Carolina. Kicked off June 2024.
Aug. 5, 2024	Minority Economic Development Group Presentation (Pinehurst, NC)	Update on NEVI Program, key features of North Carolina's program, and identified ways that businesses could be involved. One-on-one discussions, including one with a representative from Union County about ways to leverage the NEVI Program to help disadvantaged communities in their area.

NEVI Website Metrics Reporting

NCDOT is also reviewing metrics on its website to ensure the NEVI team is effectively communicating with the public, especially around the RFP process. The website has been viewed more than 5,000 times since March 2024 when NCDOT began rolling out its new webpage in support of the RFP. Around 85 percent of those who access the website did so from a computer. Table 5 provides the number of views for the key NEVI webpages. Most of the views, almost 900, were from North Carolina residents.

NCDOT NEVI team will periodically review these website metrics reports to ensure it is engaging effectively with its residents on Phase 2 of the Program. Specifically, NCDOT is looking into how to design better services for smart phone users. The team will also work to capture more demographics data through voluntary survey data collection. Lastly, NCDOT will use the information to improve information access for community members, especially for those without access to a computer.

Table 5. NEVI Webpage Engagement

Website	Number of Views
NEVI Home page	5214
NEVI Program information	1080
NEVI RFP Resource page	963
NEVI DRFP Application	744
Sign up for Updates on NEVI Program	192

North Carolina NEVI Program Public Engagement Strategy for Phase 2

NCDOT intends to continue a comprehensive outreach strategy over the next year and beyond. The intention of Phase 2 engagement is to receive meaningful input from various North Carolina residents, communities, organizations, and industry stakeholders to inform a program that meets the needs of all North Carolina residents.

NCDOT anticipates engagement efforts to support two overarching categories: community engagement and industry engagement.

Community Engagement

The NCDOT NEVI team will work to communicate with and listen to residents, community members, community leaders and organizations, underserved communities, tribal communities, higher education communities, and research communities. Ultimately, the feedback received will help to inform the development of North Carolina's NEVI Phase 2 program. The approach to NCDOT's community engagement is intended to offer opportunities for all of North Carolina's communities.

Objectives of community engagement include but are not limited to:

- Sharing program information and regular status updates
- Providing numerous opportunities for the public and community stakeholders to submit meaningful input and feedback, both online and in-person

- Engaging in person at locations across the state to provide opportunities for local community participation
- Fostering meaningful conversations with DAC members and representatives to support the continued development and benefits measurement for Justice40 communities

NCDOT is currently exploring the following tools and tactics to use for Phase 2 engagement:

- NCDOT NEVI website content updates
- E-newsletter updates
- Social media content via NCDOT pages
- Online public meetings incorporating digital survey questions
- Community stakeholder workshops to include government officials, community leaders, community organization representatives, etc.
- Virtual community engagement webinars
- In-person public open houses in different locations across the state
- In-person events in locations across the state

Input and feedback received during community engagement will directly inform the Program, including but not limited to strategies for siting, infrastructure requirements, scoring criteria, and measurable Justice40 benefits. NCDOT is anticipating that much of the direction of the state's Phase II NEVI Program (i.e., the state's plan for NEVI funding after full build-out is certified.) will be guided by the feedback received from community engagement.

Industry Engagement

Industry engagement will focus on industry stakeholders who could potentially have a role in the construction, operations, maintenance, and ownership of EVSE, as well as investor-owned, municipal, and co-op utilities. Engagement with these groups will focus on education and feedback regarding the technical aspects of the Program, including federal compliance, technical specifications and configurations for EVSE, siting considerations, and anything related to the implementation of NEVI-funded EVSE chargers that requires state input. It is also intended as an opportunity to solicit feedback and better understand the continuously evolving market for EVSE.

Objectives of industry engagement include but are not limited to:

- Sharing program information and regular status updates
- Providing opportunities for idea sharing regarding changes in the EV or EVSE market, evolving NEVI implementation strategies across the nation, etc.
- Gathering feedback from industry partners and stakeholders to shape the direction of the Program
- Providing technical guidance relevant to the NEVI Program

Tools and tactics that NCDOT intends to leverage to reach these objectives include but are not limited to:

- Virtual industry engagement webinars
- NCDOT NEVI website content updates
- Open office hours for contractors between the notice of award to commissioning and potentially beyond
- One-on-one and roundtable meetings with contractors, potential contractors, and relevant stakeholders
- Continuation of the electronic networking database
- Small business engagement webinars

It should be noted that the two categories of engagement will not be strictly separated, and that some of the content and stakeholders may be relevant to both groups of participants.

Tribal Engagement

On April 17, 2024, NCDOT OCR hosted an Opportunities Are Knocking workshop at the Waccamaw Siouan Tribe, Inc., in Bolton. In partnership with the N.C. Commission of Indian Affairs, NCDOT shared with individuals and businesses in the area information about available contracting opportunities and how to work with the agency. Prior to the event, OCR staff offered to discuss NEVI opportunities at the workshop with event coordinators; however, they were told by the tribe that it did not think that NEVI opportunities applied to tribal small businesses.

Location: Bolton, North Carolina, 28423. This is a DAC and falls above the 90th percentile for transportation barriers, health barriers, energy barriers, and climate change barriers. There is tribal land within the area (Waccamaw Siouan Tribe).

Audience: Waccamaw Siouan Tribe members and other residents who live in the area.

Lessons Learned: The meeting with Waccamaw Siouan Tribe provided valuable information that will inform future outreach. As we enter the second phase of NEVI engagement, NCDOT will ensure that tribal groups, and especially their businesses community, are provided the tools to enable them to make informed decisions on NEVI contracting opportunities. For example, not all tribes will see the relevance of NEVI contracting opportunities in their area or with their businesses, yet the responsibility is on state agencies to make connections between NEVI opportunities and their constituency and local economy. NCDOT should be prepared to listen to tribal leadership and determine where NEVI contract opportunities may exist so that the benefits of the NEVI Program are clearly communicated.

Utility Engagement

NCDOT has monthly meetings with the state's electric cooperatives to coordinate its response to the NEVI RFP and to exchange technical and programmatic information where appropriate.

NCDOT coordinated with all utilities, including investor-owned utilities, electric cooperatives, and municipal electric utilities, to inform them of the NEVI Program and to share the location of the proposed clusters being released under the Round 1 RFP.

NCDOT also shared a draft version of the "Utility Data Request" form, which potential applicants use to request information from the utility providing electricity to the proposed site. NCDOT incorporated all comments into the form.

In addition, NCDOT held meetings with Duke Energy to discuss its ability to respond to the Round 1 applicants because most sites were in Duke Energy territory. Duke Energy is not planning to conduct site-level review but will evaluate each cluster for power availability.

Site-Specific Public Engagement

No change.

Plan Vision and Goals

No change.

Contracting

Status of the Contracting Process

Between the end of 2023 and the spring of 2024, NCDOT developed a procurement process that meets federal and state requirements and follows a contracting methodology appropriate to both FHWA and NCDOT. The procurement process uses a two-step design-build approach structured as a best-value selection. Awardees will be responsible for the design, construction, ownership, operation, and maintenance of the infrastructure for the 5-year period as required by the NEVI Program. Table 6 highlights NCDOT's current contracting status for Round 1 procurement to date.

NCDOT focused on 11 sites for the first round of procurement. By focusing on a smaller group of sites, NCDOT can gather lessons learned and apply those to future rounds of procurement. The 11 sites were chosen through a process that considered geographic diversity, urban/rural diversity, mountain/low-country sites, Justice40 areas, and high/low trip volumes. In addition, it included sites where two corridors can be served with one station, increasing number of corridors that can be served by the first round.

Table 6. NCDOT NEVI Program, Status of Contracting

Round of Contracting (Example: 1st Round of Three)	Number of Proposals or Applications Received	Contract Type (Design-Build-Operate-Maintain, Design-Build, or Others)	Date Solicitation Released	Date Solicitation Closed	Date of Conditional Awards
Round 1 of 2	38	Design-Build/DBOM	April 8, 2024	June 10, 2024	Expected September 9, 2024

Awarded Contracts

As of the submission date of this Plan update, NCDOT is evaluating and scoring the proposals received for the 11 Round 1 clusters (see Figure 1. Round 1 Clusters). No more than one site will be awarded per cluster, and applications are evaluated on a cluster basis. NCDOT reserves the right to not award at a cluster. Scoring is expected to be completed and awardees notified late-August to early-September. Notification of awards

will also be published on the NCDOT NEVI website: https://www.ncdot.gov/initiatives-policies/environmental/climate-change/NEVI/Pages/default.aspx.

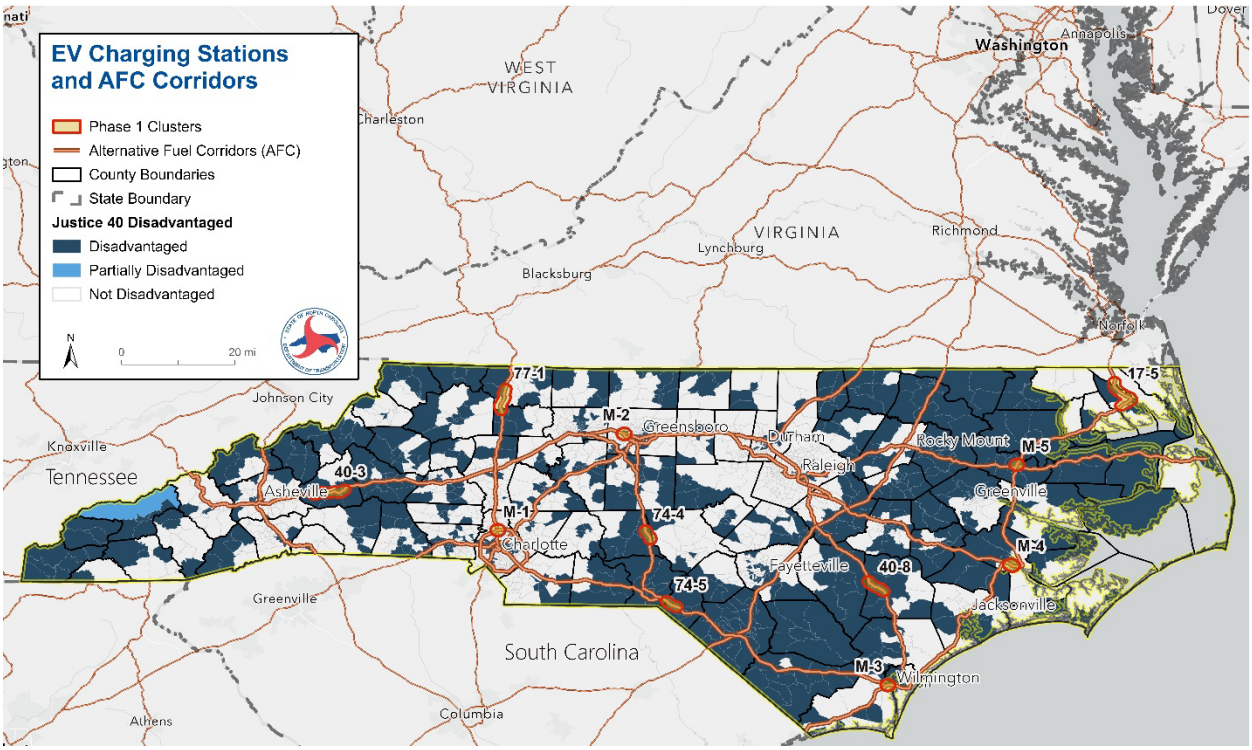

Figure 1. Round 1 Clusters

Scoring Methodologies Utilized

Prior to the scoring process, each application must pass both an administrative and technical responsiveness check. The administrative check is intended to validate that all required materials have been submitted, all signatures are present, and all the forms have been filled out according to the RFP instructions. The technical responsiveness check is intended to validate that the materials submitted for each application meet the minimum technical requirements set forth by the federal requirements and any additional requirements adopted by NCDOT. Proposals must pass both administrative and technical responsiveness checks before they move ahead to scoring.

The scoring methodology used for the Round 1 NCDOT NEVI procurement was developed as a two-step best-value scoring and selection process that includes a technical score and a cost proposal score. Each proposer is allowed only one application per cluster, and applications are scored on a cluster basis. The scoring criteria and associated points are shown in Table 7 and Table 8**.**

Table 7. Round 1 Technical Scoring Criteria

Technical Scoring Criteria	Maximum Points Possible (175 Total)
1. Applicant Background, Experience, and Team Organization	35
Applicant Team Organization: Describe the Applicant team organization per Attachment 3, Technical Application Form.	5
Approach to Project Management: Describe the approach to project management per Attachment 3, Technical Application Form.	5
Prior Experience with 50 kW or Higher EVSE Projects: Provide prior EVSE experience per Attachment 3, Technical Application Form. • 7 pts for 16+ projects • 5 pts for 11–15 projects • 3 pts for 5–10 projects • 2 pts for 1–4 projects • 0 pts for 0 projects	7
Prior Experience with Title 23 Funding and Federal Programs: Describe the Applicant team experience with Title 23 funding and federal programs.	3
Prior Experience with Davis-Bacon Act Compliance: Describe the Applicant team experience with Davis-Bacon Act compliance.	3
Prior Experience with Build America, Buy America Act Compliance: Describe the Applicant team experience with Build America, Buy America Act compliance.	3
Prior Experience with State Funded Government Projects: Describe the Applicant team experience with State Funded Government Projects.	3

Technical Scoring Criteria	Maximum Points Possible (175 Total)
Operational Experience: Experience operating a fueling station: • 2 pts for 6–10 years • 1 pts for 2–5 years Experience providing customer service: • 2 pts for 6–10 years • 1 pts for 2–5 years Experience with data management and reporting: • 2 pts for 6–10 years • 1 pts for 2–5 years	6
2. General Project Approach and Understanding	**25**
Project Approach and Understanding: Describe the project approach and understanding per Attachment 3, Technical Application Form.	10
Approach to Permitting and Utility Coordination: Describe the approach to permitting and utility coordination per Attachment 3, Technical Application Form.	5
Approach to Operations and Maintenance: Describe the approach to O&M per Attachment 3, Technical Application Form.	5
Approach to Cybersecurity and Data Management: Describe the approach to cybersecurity and data management per Attachment 3, Technical Application Form.	5

Technical Scoring Criteria	Maximum Points Possible (175 Total)
3. Site Proposal	**67**
Proposed Site Details, Design, and Layout and Area Map: Describe the proposed site details, design, layout, and area map and identify each item clearly in a preliminary site design and layout or the area map as described in Attachment 3, Technical Application Form, Section 11. • 10 pts for ease of entry, access, and visibility from the main road directly off the alternative fuel corridor (AFC) • 10 pts for site safety, ease of navigation for pedestrians on the site, signage, lighting, striping of walkways, security, cameras, etc. • 10 pts for existing and proposed site characteristics, including hours of access to bathrooms, food, drink, and amenities, as well as quality of amenities • 10 pts for site layout for ease of EVs getting around the site, pull-through islands, siting and protection of equipment, oversize spaces vs. normal spaces, no one-way directions, etc.	40
Resiliency and Innovation: 2 points for each of the following criteria. • Backup power • Energy storage, defined as battery charging equipment that is charged by the utility service • Undergrounding of lines/conduits • Future proofing (proposed installation during construction period of extra conduit, larger transformer, etc.) *Note: Level 2 chargers will not be reimbursed.*	8
Secondary Amenities: 4 points for each of the following publicly and ADA-accessible applicable items within 500-foot walking distance. • On-site retail • On-site restaurant	8

Technical Scoring Criteria	Maximum Points Possible (175 Total)
Additional Amenities: 1 point for each of the following publicly and ADA-accessible applicable items within 500-foot walking distance. • Bench/seating/picnic table • Pet area/dog run • Playground/natural area • Extra parking spots (overflow parking)	4
4. Innovation and Resiliency	**23**
Approach to Site Resiliency: Describe the approach to site resiliency per Attachment 3, Technical Application Form.	5
Resiliency and Innovation: 2 points for each of the following criteria. • Backup power • Energy storage, defined as battery charging equipment that is charged by the utility service • Undergrounding of lines/conduits • Future proofing (proposed installation during construction period of extra conduit, larger transformer, etc.) *Note: Level 2 chargers will not be reimbursed.*	8
Approach to Innovation: Describe the approach to innovation per Attachment 3, Technical Application Form.	5
Output Voltage Range: 5 points if EV charging infrastructure can provide DC output voltages over the entire range of 250–920 volts.	5
5. Workforce, J40, and Rural Considerations	**25**
Approach to Workforce Development: Describe the approach to workforce development, including opportunities for local DACs per Attachment 3, Technical Application Form, Section 18.1.	5
Justice-40 Considerations: Describe how the project creates benefits for federally designated DACs per Attachment 3, Technical Application Form, Section 18.3.	5
Project is located within 1 mile of a federally designated disadvantaged community.	5

Technical Scoring Criteria	Maximum Points Possible (175 Total)
Rural Considerations: Describe the approach to rural considerations per Attachment 3, Technical Application Form, Section 18.4.	5
Small Business: Describe the approach to working with small businesses per Attachment 3, Technical Application Form, Section 18.5.	5

Table 8. Cost Proposal Scoring Criteria

Scoring Criteria – Cost Proposal	Maximum Points Possible
The Cost Proposal will be evaluated per cluster based on the applicant's maximum total project reimbursement, as calculated and defined in Attachment 4, Cost Proposal. The lowest maximum total project reimbursement in each cluster will receive a total of 25 points. All other cost proposals in each cluster will be normalized according to the following calculation: $Cost\ Score = \frac{Lowest\ Maximum\ Total\ Project\ Reimbursement\ from\ Responsive\ Applicants\ per}{Maximum\ Total\ Project\ Reimbursement\ from\ Applicant}$	25

Plan for Compliance with Federal Requirements

NCDOT's NEVI RFP documents are specific in their technical requirements to ensure compliance with 23 U.S.C, 23 CFR 680, and all applicable requirements under 2 CFR 200. The RFP includes clear technical requirements, scope of work, and draft contractual terms for awardees so that they are explicit about the NCDOT's expectations and requirements. Highlights from the RFP documents that ensure compliance include the following:

- Twenty percent withholding and annual reimbursements to ensure compliance.
- Monetary penalty for non-compliance that comes out of the withholding.
- Actual contract and scope of services were clearly delineated in the RFP.

During the selection process, technical experts review each application for compliance with federal requirements. Throughout the contracting process, all material will be monitored for compliance with federal regulations. NCDOT is in the process of creating a project management plan to operationalize the NEVI Program. The project management plan will identify all applicable requirements, responsible parties in the Program, and the processes and procedures that will be established to keep the Program's operation consistent, predicable, and in compliance. Additionally, the project management plan will include a series of compliance forms to help contractors meet the federal requirements and provide guidance for each individual deliverable outlined in the scope of work.

Civil Rights

There are two primary areas of focus for civil rights with the NEVI Program: promoting and supporting equal access to employment and business opportunities and enforcing federal and state laws that prohibit discrimination based on race, religion, sex, sexual orientation, gender identity, color, national origin, age, or disability. Access to EV charging stations is particularly important; more information is provided about this topic in the **ADA Compliance** section.

NCDOT OCR will be responsible for leading NEVI activities related to civil rights. Specific programs managed by the Office include the following:

- ADA Program
- Business Opportunity and Workforce Development – Services for Certified Firms
- Contractor Utilization
- Environmental Justice and Equity/Limited English Proficiency
- Equal Employment and Affirmative Action
- Equal Opportunity Contractor Compliance
- HBCU Administration
- Title VI Nondiscrimination
- Unified Certification Program
- Workforce Development and On-the-Job Training/Supportive Services Program

Title VI Compliance

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. As part of NCDOT's commitment to achieving full compliance with Title VI and related nondiscrimination laws, NCDOT has developed a Limited English Proficiency Plan to improve access to services for North Carolinians with language access barriers.

ADA Compliance

The ADA prohibits discrimination against individuals with disabilities in all areas of public life. Projects completed through state programs will be required to incorporate accessible design standards to ensure charging stations are available and accessible to all drivers. The U.S. Access Board's *Design Recommendations for Accessible Electric Vehicle Charging Stations*, released July 21, 2022, guided development of requirements for accessibility in the Round 1 NC NEVI RFP. NCDOT utilized the U.S. Access Board recommendations to include specific requirements for ADA-accessible charging stations in the RFP; North Carolina was one of only a handful of states to do so. North Carolina will continually update and refine its accessibility design standards in keeping with federal guidance and stakeholder feedback.

Section 504 Compliance

Section 504 of the Rehabilitation Act of 1973 protects qualified individuals from discrimination based on their disability. NCDOT will ensure that individuals with disabilities are provided equal opportunity to benefit from the NEVI Program by implementing accessible design standards and providing reasonable accommodations at EV charging stations.

Environmental Justice and Limited English Proficiency

Executive Order 12898 on environmental justice requires NCDOT to address the disproportionately high and adverse human health or environmental effects of its programs on minority and low-income populations. Executive Order 13166 requires recipients of federal financial assistance to take reasonable steps to provide limited English proficiency individuals with meaningful access to services. To comply, NCDOT will do the following:

- Use tools such as the Climate and Economic Justice Screening Tool (CEJST) to ensure NEVI Program goals are met and identify DACs in the state to prioritize the investment of NEVI funds in these areas
- Ensure public outreach materials are accessible and, as requested by the public, made available in other languages
- Where appropriate, include instructions about how to request multilingual information and instructions in future contracts

Implementation and Monitoring

NCDOT OCR plans to increase its capacity to coordinate civil rights-related activities for the NEVI Program. This includes focusing on education and promotion of business opportunities, developing and tracking equity goals, and coordinating compliance efforts with applicants and other agencies. Public outreach events will be held in accordance with Section 504 of the Rehabilitation Act to generate feedback from the disability community. Site selection will be measured against publicly available tools to ensure NCDOT's NEVI Program meets the goals of Justice40. Station siting within Justice40 communities is incentivized in the scoring criteria. By adhering to these standards and continuously engaging with stakeholders, NCDOT aims to implement a fair and inclusive NEVI Program that benefits all North Carolinians.

Civil Rights – Update

In line with Governor Cooper's Executive Order No. 292 (October 2023), NCDOT will adopt a whole-of-government approach to environmental justice. This approach can be integrated into considerations for the NEVI Program policies and operations. Executive Order 292 re-establishes the Governor's Environmental Justice Advisory Council, which will guide state agencies in advancing environmental justice. The creation of an Environmental Justice Hub and mapping tool will further support these efforts, ensuring that the NEVI Program benefits all communities equitably.

Existing and Future Conditions Analysis

Existing Conditions Analysis

NCDOT has developed metrics regarding the existing EVSE conditions in the state. These metrics are being included in presentations and discussions with community members, transportation planners, state agencies, and clean energy leaders. The metrics are based on existing, publicly available data sources and provide valuable information, especially regarding disadvantaged communities in the state.

Electric Vehicles

North Carolina has more than 88,000 registered EVs and plug-in hybrids in the state as of April 2024, representing 1 percent of the total registered vehicles in the state. EVs and plug-in hybrids are registered in every county, indicating there is interest in vehicle electrification across the state. In 2023, sales of EVs represented almost 6 percent of total passenger vehicle sales.

Figure 2 shows the increase in EV registrations over time.

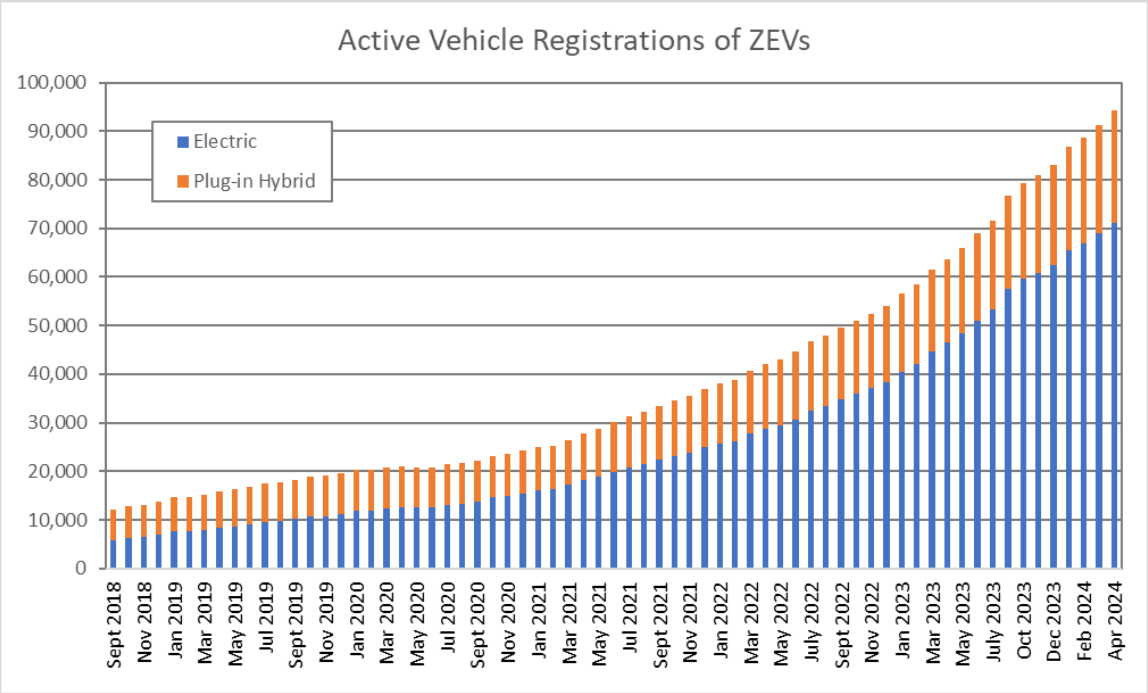

Figure 2. EV Registrations in North Carolina

NCDOT also calculated the average number of EVs registered in each county and then calculated the average number of EVs registered by counties in a given economic tier. This data indicates that less affluent Tier 1 counties have approximately 4 percent of the average number of EV registrations occurring in more affluent Tier 3 counites. Table 9 shows the average number of EVs per county-level economic tier.

Table 9. Number of Registered EVs in North Carolina by Economic Tier

Economic Tier	Average Number of EVs + Plug-In Hybrids
1	153
2	422
3	3,559
State Average EVs per County	942

DCFC Charging Ports

North Carolina already has more than 1,000 publicly accessible DCFC charging ports across the state. Around 70 percent of the DCFC stations are Tesla stations, which are currently available only to Tesla EV owners. Assuming Tesla fulfills its promise to open its charging network to EVs manufactured by other companies, this could be a significant boost to the availability of EV charging to support regional travel. It is also good to note that as of 2021, more than 200 DCFC ports are being installed per year in the state. Figure 3 presents DCFC installations per year. The data is from the Alternative Fuels Data Center downloaded in June 2024.

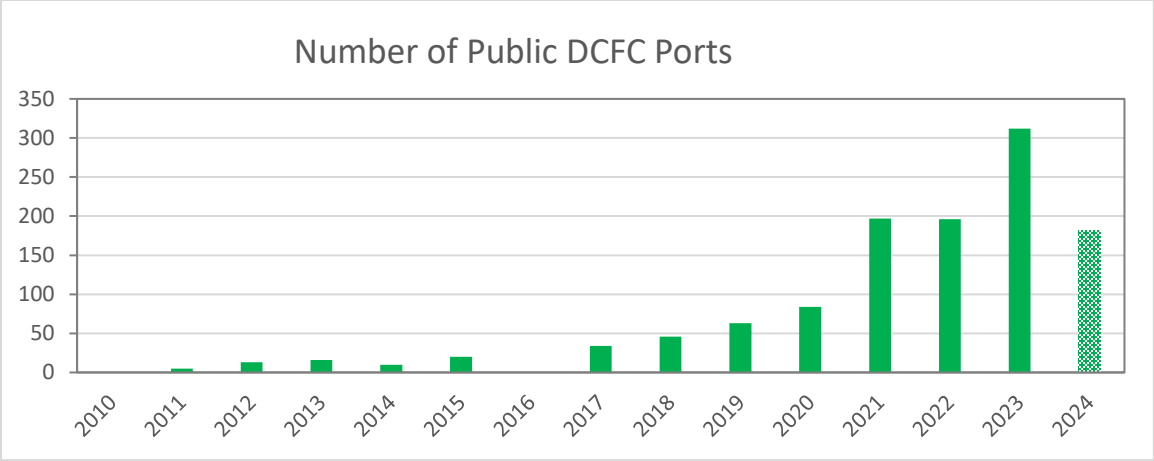

Figure 3. Number of Annual DCFC Installations in North Carolina[1]

Figure 4 presents a map of these stations. Table 10 presents the average number of DCFC ports installed per county, broken out by economic tier. The map and the table indicate that DCFC charging ports are being installed based on the amount of vehicle trips on a given corridor as well as travel destinations, including tourist destinations.

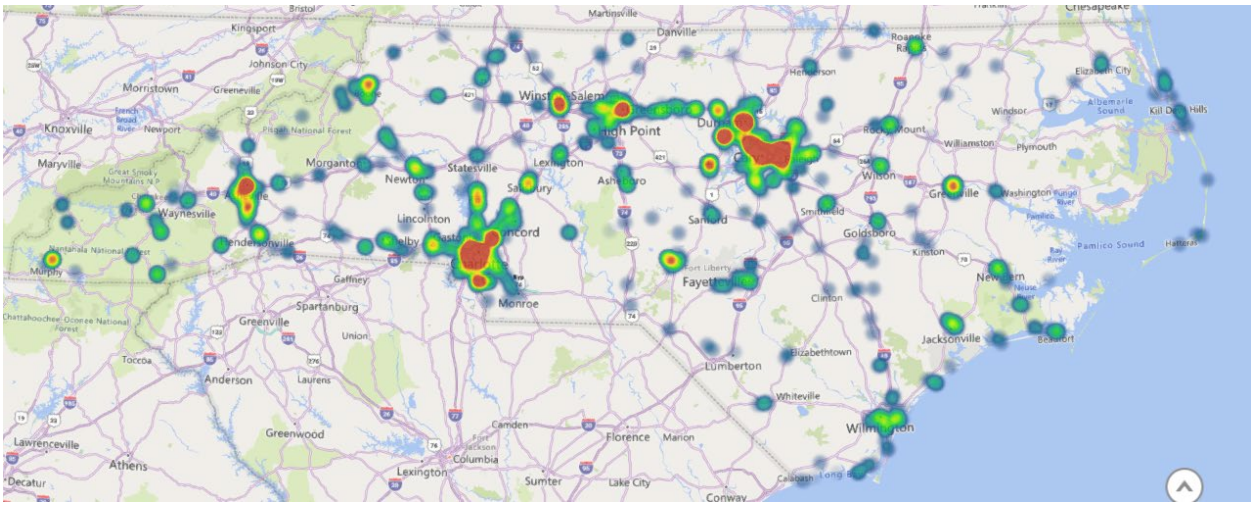

Figure 4. Locations of DCFC Ports in North Carolina

[1] Shading indicates that 2024 data are only for part of the year.

Table 10. Average Number of DCFC Ports by Economic Tier in North Carolina

Economic Tier	Average Number of DCFC Ports
1	11
2	16
3	33
State Average DCFC Ports per County	18

Level 2 Ports

North Carolina already has more than 3,000 publicly accessible Level 2 charging ports across the state. Around 40 percent of the Level 2 stations are ChargePoint stations. As of 2021, more than 500 Level 2 ports are being installed per year in the state. Figure 5 presents Level 2 installations per year. The data is from the Alternative Fuels Data Center downloaded in June 2024.

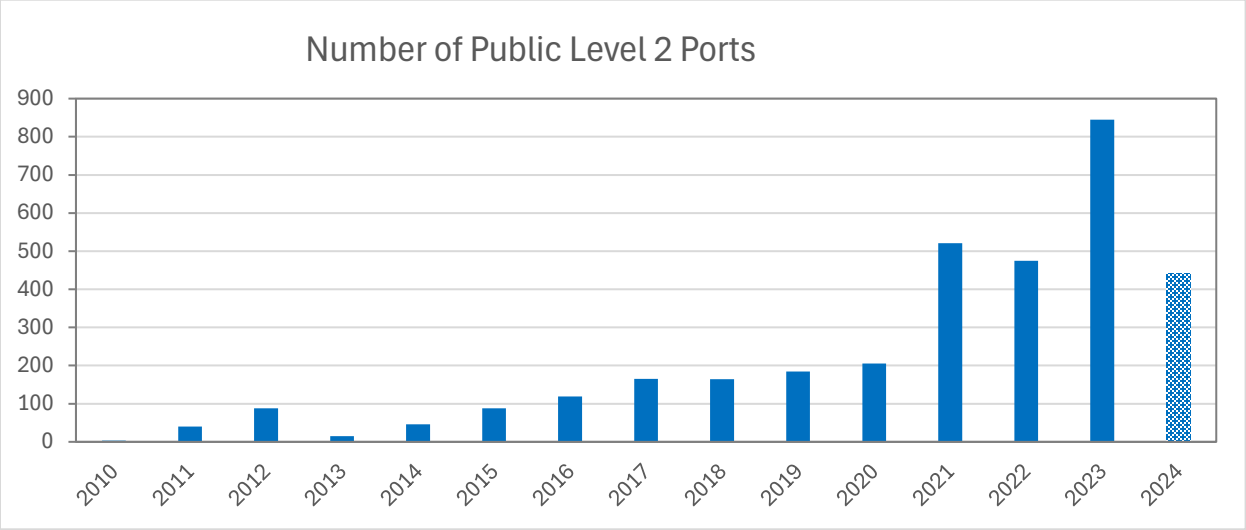

Figure 5. Number of Annual Level 2 Installations in North Carolina

Figure 6 presents a map of these Level 2 stations. Table 11 presents the average number of Level 2 ports installed per county, broken out by economic tier. The map and the table indicate that Level 2 charging ports are being installed primarily in metropolitan areas.

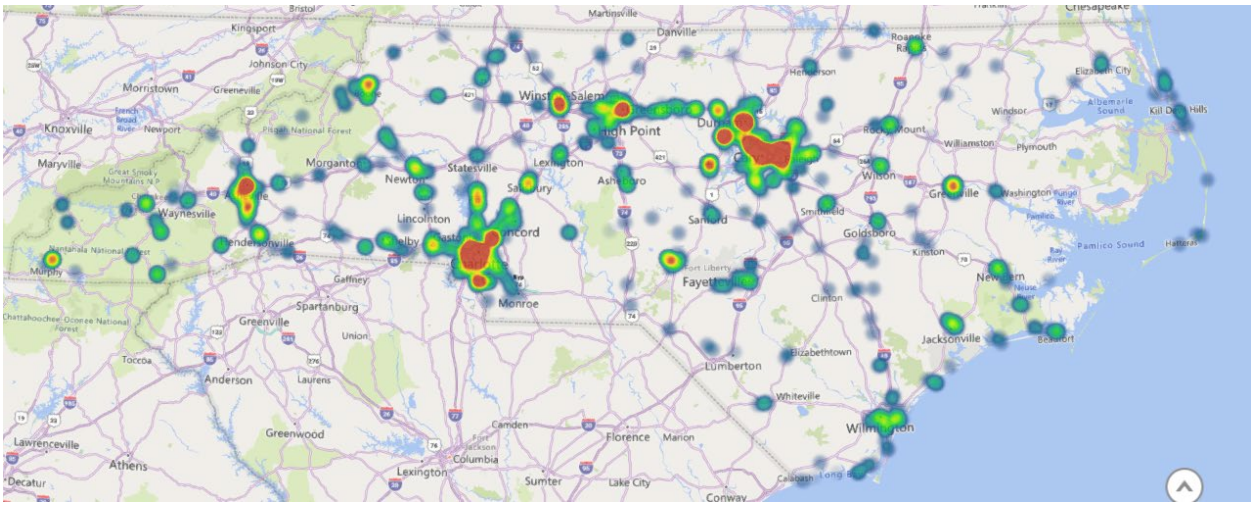

Figure 6. Locations of Publicly Accessible Level 2 Ports in North Carolina

Table 11. Average Number of Level 2 Ports by Economic Tier in North Carolina

Economic Tier	Average Number of Level 2 Ports
1	11
2	22
3	134
State Average Level 2 Ports per County	42

Alternative Fuel Corridor Designations

No change.

Existing Charging Stations

Table 12. Existing DCFC Stations Along AFCs

Unique Station ID	Charger Level	Route	Street Address	Number of Charging Ports	EV Network (if known)	Meets All 23 CFR 680 Requirements?	Intent to Count Toward Fully Built-Out Determination?
167212	DCFC	I-95	1025 Outlet Center Dr. Smithfield, NC	4	Electrify America	No*	No
187907	DCFC	I-40	1000 Crossroads Dr. Statesville, NC	4	Electrify America	No*	No
121809	DCFC	US-70	6204 Glenwood Ave. Raleigh, NC	6	Electrify America	No*	No
167166	DCFC	I-240	645 Patton Ave. Asheville, NC	4	Electrify America	No*	No
166835	DCFC	US-64	157 N Old Carriage Rd. Rocky Mount, NC	4	Electrify America	No*	No
168151	DCFC	I-85	1990 NC-86 Hillsborough, NC	4	Electrify America	No*	No
167147	DCFC	I-95	5070 Fayetteville Rd. Lumberton, NC	4	Electrify America	No*	No
168271	DCFC	I-85	7735 N Tryon St. Charlotte, NC	10	Electrify America	No*	No
170324	DCFC	I-85	200 N Cooper Dr. Henderson, NC	4	Electrify America	No*	No
167269	DCFC	I-85	121 W. Elmsley Street Greensboro, NC	8	Electrify America	No*	No

*Defined by the state; this should match the unique ID in the state's applicable GIS databases.

At this time, NCDOT is not anticipating that any of the existing charging stations previously identified along AFCs that meet the 1-mile drive distance requirement and the minimum power and port requirements will be included as part of the plan for full AFC build-out. Guidance issued from FHWA dated June 2, 2024, identifies the requirements for classifying existing stations as NEVI creditable. Based on this guidance and NCDOT's plan to achieve full build-out with a second round of procurement, NCDOT thinks it is necessary to bid out these sites because the agency has no authority to force privately owned businesses to comply with all federal requirements.

EV Charging Infrastructure Deployment

Planned Charging Stations

There are no stations currently under construction. Table 13 highlights the clusters released in the Round 1 application.

Table 13. Clusters Released in Round 1 Applications

Cluster	Route (note if AFC)	Location (County)	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost	Funding Sources (choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
M-1	I-485, I-77	Mecklenburg	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
M-2	I-40, I-73	Guilford	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
M-3	U.S. 17/ U.S. 74	Brunswick/ New Hanover	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
M-4	U.S. 17	Craven	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
M-5	U.S. 13, U.S. 17, U.S. 64	Martin/Bertie	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
17-5	U.S. 17	Pasquotank/ Camden	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
40-3	I-40	McDowell	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
40-8	I-40	Duplin/ Sampson	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
74-4	I-74	Montgomery/ Moore	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations

Cluster	Route (note if AFC)	Location (County)	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost	Funding Sources (choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+)	New Location or Upgrade?
74-5	I-74	Scotland/ Richmond	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations
77-1	I-77	Surry/Yadkin	Min. 4 ports	Spring 2025	Unknown at this time	FY22/23	New locations

In addition to the 11 clusters released in round 1 of the NC NEVI Program, there are two additional projects in North Carolina that will contribute toward the state's full build-out: the INFRA Grant "I-85 Futures" that will result in a NEVI-compliant station along Interstate 85 (I-85) in the Gastonia area and the CFI Grant award to the City of Durham that will result in NEVI-compliant stations in the City along I-85, U.S. Highway 70 (US 70), and possibly Interstate I-40 (I-40).

Planning Toward a Fully Built-Out Determination

Based on federal guidance related to existing NEVI-creditable stations, the initial siting strategy developed to meet full AFC build-out had to be reconsidered. NCDOT will not rely on existing NEVI-creditable stations toward full AFC build-out because the ongoing requirements for a NEVI-creditable station are outside the powers of NCDOT to force an entity that is not currently in contract to provide these services. Because these existing stations were removed from "NEVI Creditable" status, NCDOT has begun revising the overall AFC siting map to meet full build-out in the second round.

Table 14. Clusters Released in Round 1 Applications

Fully Built-Out Status Question	Status
How many stations are still needed to achieve fully built-out status (based on the state's EV AFCs as of the date of this update's submission)?	***NCDOT is anticipating approximately 50 stations will be needed to reach full build-out of the state's AFC network.***
Provide the estimated month/year to achieve fully built-out status	***Unknown***

EV Charging Infrastructure Deployment After Build-Out

After North Carolina achieves full build-out of all AFCs, NCDOT will invest the remaining NEVI funds in off-corridor charging stations. Starting in 2024, NCDOT will develop a strategy for off-corridor charging designed to achieve objectives that will be identified based on feedback provided during the June 2024 Community Engagement Webinar and continued community engagement. Objectives may include prioritizing hurricane evacuation, geographic distribution, equity, and/or high EV charging demand. The strategy will also consider appropriate charging configurations based on primary land use, typical EV dwell time, power requirements, and desired level of financial investment. All chargers installed with the remaining NEVI funds will comply with state and federal regulations, including Title 23, 2 CFR 200, and 23 CFR 680.

Implementation

No change.

Equity Considerations

North Carolina is committed to adhering to the goals outlined in the Justice40 Initiative as part of Executive Order 14008 when implementing the NEVI Program. This commitment includes prioritizing the placement of EV charging infrastructure in DACs identified using the CEJST through scoring in the selection of sites within a cluster. By using this tool, NCDOT can track the benefits of electrification, such as improved air quality and economic opportunities, directed toward DAC communities. Additionally, NCDOT is developing a comprehensive community engagement plan for Phase 2 of NEVI, which will create a strategic framework to ensure equitable electrification and active participation from all North Carolinians, especially those in historically underserved areas.

DAC Identification and Outreach

NCDOT NEVI planning has been utilizing the Justice 40 mapping that was provided by the U.S. Department of Transportation and was used for prioritizing DACs in the Round 1 RFP process. The CEJST was released after the Round 1 RFP mapping had been released for applicants to use for siting charging stations. NCDOT plans to update its DAC mapping to the CEJST, and any future RFPs issued or outreach conducted under NEVI Phase 1 or Phase 2 will utilize the CEJST mapping.

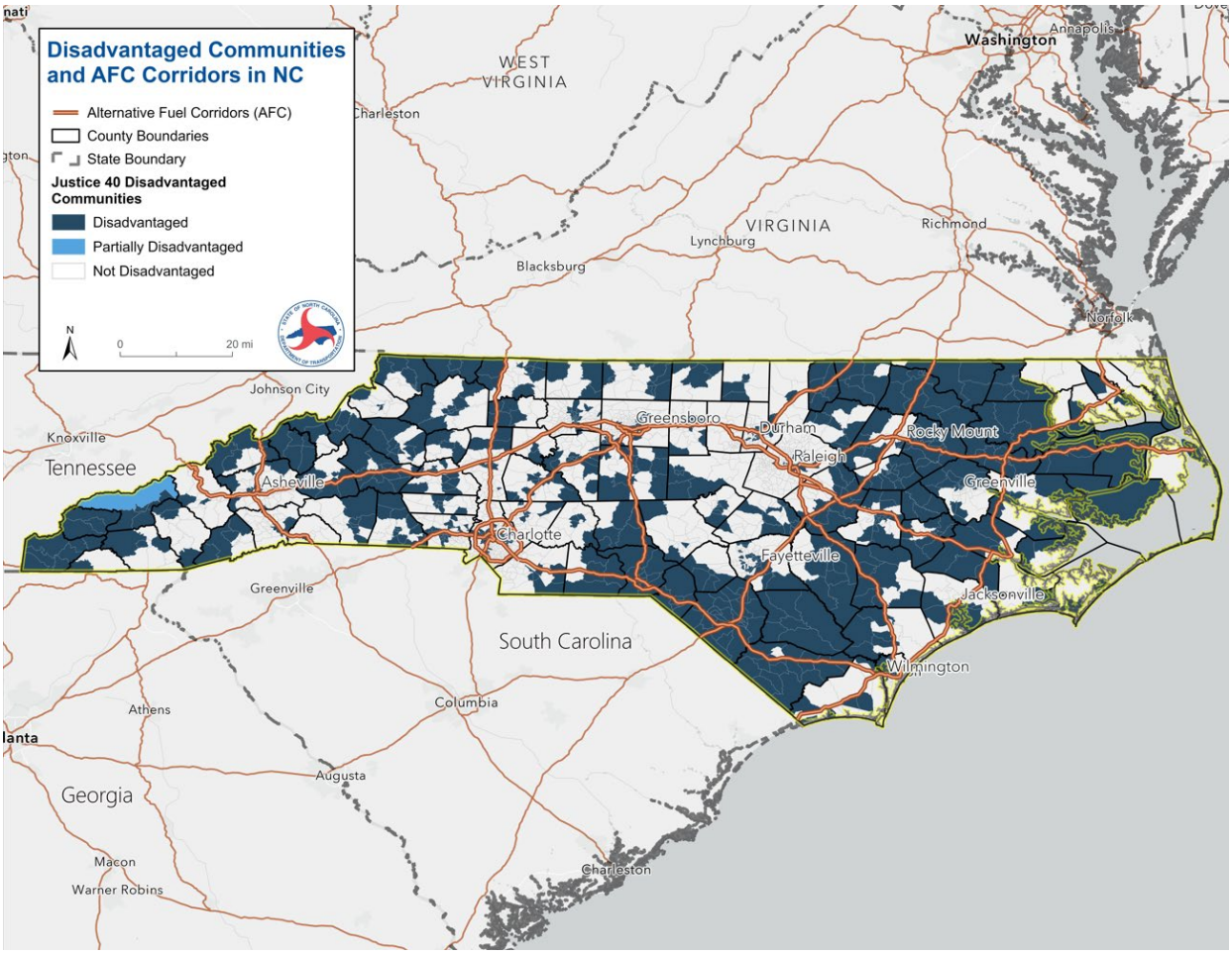

Figure 7. Disadvantaged Communities in North Carolina – Updated Based on CEJST

Outreach to DACs

To date, NEVI outreach efforts included webinars, listening sessions, and direct engagement with various community organizations, religious organization, local governments and planners, industry, small and disadvantaged business owners, and other transportation stakeholders. The outreach focused on educating and engaging both businesses and communities on the NEVI Program and its benefits. Engagement input helped shape the current RFP process and the Round 2 RFP process scheduled to be released in fall 2024.

Going forward, NCDOT plans to expand this collaborative approach to ensure NEVI Phase 2 is inclusive and responsive to the unique needs of DACs and provides equitable access to the benefits of the NEVI Program. More focus will be placed on reaching DACs both in person and online, providing meeting spaces and online tools that encourage attendance and participation.

During Phase 2, NCDOT will strive to reach communities who have historically been left out of transportation project planning and development. It will be important to collect demographic data from the counties along the AFCs to tailor EV services to meet the specific needs of all communities. If any future engagements require disability or language access services, the OCR will ensure that those needs are met.

On June 26, 2024, NCDOT held a community webinar to discuss the NEVI Phase 2 program. The feedback gathered from this webinar is integral to shaping the equity considerations for the Program. The NEVI team had three goals for this webinar:

- Educate participants on EV charging infrastructure and models for its deployment
- Educate participants about the basics of the NEVI Program and the funding opportunity under Phase 2
- Obtain feedback from the participants on goals and needs for EV charging in their communities

NCDOT utilized Menti.com to engage participants and gather their input on various aspects of EV charging infrastructure.

NCDOT OCR discussed the significant role OCR will play in the NEVI Phase 2 plan. OCR is committed to ensuring that small, minority-, and women-owned businesses can fully participate in NEVI contract opportunities. OCR is a vital resource for all stakeholders, ensuring meaningful engagement and equitable access throughout the project. There are a broad range of services offered by OCR, including technical assistance, supportive services, and workforce and business development.

OCR used feedback from recent listening sessions to inform the development of a comprehensive list of considerations for small businesses. This list is a useful reference for North Carolina's small businesses to best participate in NEVI contract opportunities.

NEVI charging site considerations include the following:

- Electricity cost analysis and utilization of site
- Profit, payback period, and reimbursement schedules
- Capital investment and variable costs (20 percent match to federal funds)
- Site amenities and opportunities to access local goods and services providers while charging
- Operations and maintenance (replacement, insurance)
- Access to capital and partnerships

Process to Identify, Quantify, and Measure Benefits to DACs

Table 15 summarizes examples of benefits categories, metrics, and data sources that NCDOT will use to monitor and measure benefits through Program implementation.

Table 15. NEVI Plan Update Performance Metrics

Goal	Metric
Improve clean transportation access through the location of chargers.	Distance to nearest charger from DAC.
Decrease the transportation energy cost burden by enabling reliable access to affordable charging.	Analyze total kilowatts of energy used at NEVI-funded EVSE against price paid. Calculate savings against avoided petroleum use.

Goal	Metric
Reduce environmental exposures to transportation emissions.	Air quality metrics. Emissions reduction actual/potential based on shift from internal combustion engines to EVs.
Increase parity in clean energy technology access and adoption.	Track number of DCFC ports per person in DAC and non-DAC areas over time.
Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers.	Track NEVI investment to DACs and the community impacts of these investments.
Increase the clean energy job pipeline, job training, and enterprise creation in DACs; increased energy resilience.	Track number of clean energy job training opportunities regarding EV installation and maintenance.
Increase equitable access to the electric grid and improvements to the local electricity distribution system.	Working with utilities, track investment and changes to the grid over time in DACs.
DACs directly benefitting from NEVI chargers.	Number of contracts awarded to companies in DACs, adjacent business benefits in DACs.

Regarding equity considerations, OCR continues to align efforts with the pillars of the U.S. Department of Transportation Equity Action Plan. A fifth pillar was recently added called "Institutionalizing Equity." OCR works to institutionalize equity by ensuring that equity considerations are embedded in all aspects of NEVI implementation.

NCDOT is working to expand access so that EV infrastructure is accessible to underserved and marginalized communities and strives to empower underserved communities through capacity-building initiatives. One way to do this is to identify and eliminate barriers that prevent underserved communities from accessing NEVI resources and opportunities.

Labor and Workforce Considerations

In compliance with 23 CFR 680.106(j) and to ensure that the installation and maintenance of chargers is performed safely by a qualified, diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP or registered apprenticeship program that includes charger-specific training developed as part of a national guideline standard approved by the U.S. Department of Labor in consultation with the U.S. Department of Transportation.

NCDOT has made progress in planning for workforce development integration and, while not currently NEVI funded, NCDOT has developed a program to complement the required EVITP training and certification requirements under the NEVI Final Rule. In May 2024, NCDOT announced the integration of Wake Tech Community College EVSE Field Technician Certificate into its training framework. This pilot program will equip students with specialized skills tailored to the needs of EV infrastructure. On July 11, 2024, the program celebrated its first class of graduates. Moving forward, NCDOT plans to engage other community colleges and trade schools across the state to further bolster workforce development initiatives. NCDOT OCR, in partnership with the Office of HBCU Outreach, will work with North Carolina HBCUs to explore workforce development and educational programs to fill supply chain gaps in skilled labor and contracting.

Recognizing the vital role of small businesses in the state's economy, NCDOT'S strategy includes provisions to actively involve those businesses in the deployment and maintenance of EV charging infrastructure. Through targeted outreach, the agency aims to create opportunities for small businesses to participate in state projects related to EV infrastructure. This inclusive approach not only supports economic growth but also fosters innovation within the sector.

Since the beginning of 2024, OCR has certified and added approximately 100 small businesses to the NCDOT small business enterprise directory, all of which have direct and immediate access to opportunities around NCDOT's NEVI Program, partnerships, and implementation strategy. By continuously performing outreach events across the state, OCR can effectively educate small, minority-, and women-owned businesses on the North Carolina NEVI Program so that they may participate in NEVI Program contract opportunities.

Physical Security and Cybersecurity

Table 16 shows the criteria that has been added to Section 3 of RFP Attachment 1 and are reflected in the scoring criteria in the RFP.

Table 16. Cybersecurity and Data Management Requirements

3	Cybersecurity and Data Management Requirements	
3.1	**Cybersecurity and Data Management Plan**	The Awardee will develop a written cybersecurity plan, which will adhere to the National Institute of Standards and Technology (NIST) Cybersecurity Framework. The plan will outline cybersecurity best practices to be used through all phases of the project and include the EVSE and supporting infrastructure. The plan will include security and privacy measures to be implemented, a description of how the entire system will be safeguarded against cyberattacks, and a description of how data will be securely stored, transmitted, and protected from unauthorized access, modification, or destruction. In addition, the document will detail the expected threat surface and specify the NIST 800-53 controls to be implemented for risk reduction. The plan will establish roles for project governance and oversight.
3.2	**Cybersecurity Incident Response Team**	The Awardee will establish a Cybersecurity Incident Response Team made of Awardee staff members who will be responsible for responding to any cybersecurity events that may occur during any phase of the project. The Awardee will develop an Incident Response Plan that outlines the processes to be followed in response to an event, including notifying the response team.
3.3	**Data Segmentation**	Data networks used by the charging network will be segmented to minimize the risk of unintended damage, unauthorized access, data loss, lack of service, privacy breaches, or other issues resulting from unprotected, unauthorized, noncompliant connections. The Awardee will certify that the charging network will conform to the requirements as listed in §680.114 – Charging network connectivity of electric vehicle charging infrastructure.

<table>
<tr><th>3</th><th colspan="2">Cybersecurity and Data Management Requirements</th></tr>
<tr><td>3.4</td><td>Cybersecurity Operations</td><td>Awardees will maintain an acceptable, current, independent, third-party security assessment report of any of the following types:
Federal Risk and Authorization Management Program Certification
State Risk and Authorization Management Program Certification
SOC 2 Type II
ISO 27001</td></tr>
<tr><td>3.5</td><td>Risk Assessment Schedule</td><td>The Awardee will provide a schedule for regular risk assessments and process reviews. Risk assessment read-out reports will be provided to NCDOT at a minimum of twice per year. A baseline risk assessment will be part of Task 3 of the scope of work (RFP Attachment 2) and will include external penetration testing results and remediation plans. The Awardee will perform an annual external penetration test, providing results, remediation plan, and schedule to NCDOT annually. Risk assessments will include vulnerability scans using, at a minimum, the MITRE or Cybersecurity and Infrastructure Security Agency Common Vulnerability and Exposures database and a report summarizing results and actions for mitigating new or existing vulnerabilities, including the Common Vulnerability Scoring System value for each finding. Software patching will be managed based on risk and performed at least monthly or more frequently as required based on risk rating.

Vulnerability and patching remediation must meet the following criteria and timelines:<table><tr><th>Rating</th><th>CVSS Score</th><th>Remediation</th></tr><tr><td>Low</td><td>0.1–3.9</td><td>90 days</td></tr><tr><td>Medium</td><td>4.0–6.9</td><td>60 days</td></tr><tr><td>High</td><td>7.0–8.9</td><td>30 days</td></tr><tr><td>Critical</td><td>9.0–10.0</td><td>7 days</td></tr></table></td></tr>
<tr><td>3.6</td><td>Cybersecurity Event Notification</td><td>The Awardee will inform NCDOT of any cybersecurity event that requires notification to any person under federal or state law, including data breaches or incidents affecting an electric utility, within 24 hours of the Awardee's discovery of the event. The Awardee will contact a designated NCDOT point of contact and security@ncdot.gov via email for incident and/or breach notification. The Awardee will provide the full details of the incident and/or breach to NCDOT.</td></tr>
</table>

3	Cybersecurity and Data Management Requirements	
3.7	**Annual PCI-DCC Compliance Reporting**	Vendor will provide an annual Payment Card Industry Security Standards Council (PCI-DSS) Attestation of Compliance and passing Report on Compliance for its own and/or its PCI payment processing service provider's Report on Compliance.

Program Evaluation

The data gathered because of quarterly, annual, and one-time reporting (NEVI-specific) will be used to support Program evaluation. NCDOT remains committed to evaluating four main areas of the NEVI Program: regulatory compliance, community characteristics and demographics, economic impact, and equity. The example key performance indicators identified in the FY2024 Plan update are still relevant. More details follow about the equity key performance indicators for the NEVI Program.

As per requirements laid out in the Community Engagement Outcomes Report, NCDOT will evaluate the performance of charging stations within DACs. This evaluation will ensure that civil rights considerations are integrated into the structure and design of the performance evaluation. Metrics may include the following:

- Community engagement type
- Dates of community engagement activities
- Numbers of attendees
- Communities represented by attendees
- How outcomes from community engagement are included and reflected in the Plan

The goal of data collection is to ensure continuous improvement of the NEVI Program. By collecting and analyzing data on these performance metrics, NCDOT will be able to make informed decisions about Program adjustments and improvements. This data-driven approach will help to ensure that the NEVI Program meets its regulatory requirements, supports economic growth, fosters equity, and achieves its intended benefits for all North Carolinians.

Discretionary Exceptions

None.

Appendix A: Supporting Materials

The following table includes existing charging stations along each AFC.

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC/ Level 2	2	1	40	1329 Huffman Mill Rd.	Non-Networked
DCFC/ Level 2	1	2	85	2755 E Franklin Blvd.	Non-Networked
DCFC/ Level 2	1	1	40	3900 W Wendover Ave.	Non-Networked
DCFC/ Level 2	2	1	40	840 U.S. Highway 70 SE	Non-Networked
DCFC/ Level 2	1	1	85	629 Jake Alexander Blvd. S	Non-Networked
DCFC/ Level 2	1	1	77	18615 Statesville Rd.	Non-Networked
DCFC/ Level 2	1	1	70	9225 Glenwood Ave.	Non-Networked
DCFC/ Level 2	1	1	85	2525 Court Dr.	Non-Networked
DCFC		12	26	800 Brevard Rd.	Tesla
DCFC		8	40	1080 Piper Ln.	Tesla
DCFC		16	95	1965 Cedar Creek Rd.	Tesla
DCFC		8	73/40	5421 Hornaday Rd.	Tesla
DCFC		8	40	2191 13th Avenue Drive SE	Tesla
DCFC		8	95	5093 Fayetteville Rd.	Tesla
DCFC		8	64	651 N. Winstead Ave.	Tesla
DCFC		8	40	111 River Village Place	Tesla
DCFC		10	17	6835 Conservation Way	Tesla
DCFC		6	70	6204 Glenwood Ave.	Electrify America
DCFC		8	64	840 U.S. 64	Tesla

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC		8	85	619 Ruin Creek Rd.	Tesla
DCFC		12	485	3429 Toringdon Way	Tesla
DCFC		8	95	1700 East Market St.	Tesla
DCFC		1	74	9825 U.S. 74	ChargePoint Network
DCFC		1	74	1029 Old Boardman Rd.	ChargePoint Network
DCFC/ Level 2	4	1	40	127 Kentington Dr.	Non-Networked
DCFC		4	95/64	157 N Old Carriage Rd.	Electrify America
DCFC		1	95	23945 NC-561	ChargePoint Network
DCFC		3	40	2021 Walnut St.	Electrify America
DCFC		8	70	4483 U.S. Highway 70	Tesla
DCFC		4	95	5070 Fayetteville Rd.	Electrify America
DCFC		4	26	645 Patton Ave.	Electrify America
DCFC		4	95	1025 Outlet Center Dr.	Electrify America
DCFC		8	85	121 W. Elmsley St.	Electrify America
DCFC		4	85	1990 NC 86 S	Electrify America
DCFC		10	85	7735 North Tryon St.	Electrify America
DCFC		4	85	200 N Cooper Dr.	Electrify America
DCFC/ Level 2	2	1	40	400 Victoria Rd.	SHELL_RECHARGE
DCFC		8	40	1237 Mebane Oaks Rd.	Tesla
DCFC		1	40	111 River Village Pl.	ChargePoint Network
DCFC		8	85	10206 S Main St.	Tesla
DCFC		8	40	3202 Sandy Ridge Rd.	Tesla
DCFC		4	77/40	1000 Crossroads Dr.	Electrify America

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC		1	40	308a Mocksville Hwy.	ChargePoint Network
DCFC		1	40	1440 Yadkinville Rd.	ChargePoint Network
DCFC		1	74	2812 Gray Fox Rd.	EV Connect
DCFC		12	40	3219 Watkins Rd.	Tesla
DCFC		1	85	11 Plaza Pkwy.	ChargePoint Network
DCFC		12	77/485	9841 Northlake Centre Pkwy.	Tesla
DCFC		1	95	5431 Corporation Dr.	ChargePoint Network
DCFC		8	70/17	2507 Dr Martin Luther King Jr Blvd.	Tesla
DCFC		8	40	5180 NC-42	Tesla
DCFC		12	40	2669 NC-24	Tesla
DCFC		20	95	10401 NC-903	Tesla
DCFC		1	70/17	113 Craven St.	ChargePoint Network
DCFC		1	70/17	113 Craven St.	ChargePoint Network
DCFC		12	26	264 Thetford St.	Tesla
DCFC		1	74	119 N Elm St.	ChargePoint Network
DCFC		1	40	1314 Mebane Oaks Rd.	ChargePoint Network
DCFC		1	40	824 N Main St.	ChargePoint Network
DCFC		12	77	125 Center Square Dr.	Tesla
DCFC		12	40	121 Parker Padgett Rd.	Tesla
DCFC		12	74	1305 East Broad Ave.	Tesla
DCFC		1	95	5100 Raleigh Rd. Pkwy. W	ChargePoint Network
DCFC		1	95	5100 Raleigh Rd. Pkwy. W	ChargePoint Network
DCFC		1	40	5083 Jonathan Creek Rd.	ChargePoint Network
DCFC		1	40	5083 Jonathan Creek Rd.	ChargePoint Network

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC		1	74/17	115 Market St.	ChargePoint Network
DCFC		1	74/17	115 Market St.	ChargePoint Network
DCFC		12	74/17	2020 Olde Regent Way	Tesla
DCFC		8	40	1551 Glenn Center Dr.	Tesla
DCFC		12	85	1011 Lewis St.	Tesla
DCFC		8	95	100 Water Place Landing	Tesla
DCFC		2	26	1484 Ozone Dr.	SHELL_RECHARGE
DCFC		8	85	1810 Liberty Dr.	Tesla
DCFC		10	40	100 Village Center Dr.	Tesla
DCFC		12	40	801 Bass Pro Ln.	Tesla
DCFC		1	17	1306 N Road St.	ChargePoint Network
DCFC		1	77	1015 Folger Dr.	ChargePoint Network
DCFC		2	73	1236 Guilford College Rd.	eVgo Network
DCFC		1	70	3908 Arrow Dr.	eVgo Network
DCFC		1	40	7840 NC Highway 751	eVgo Network
DCFC		1	40	600 Corporate Center Dr.	eVgo Network
DCFC		1	26	1 Town Square Blvd.	eVgo Network
DCFC		2	70	8100 Brier Creek Pkwy.	eVgo Network
DCFC		4	85	4709 Tuckaseegee Rd.	eVgo Network
DCFC		11	485	10828 Providence Rd.	Tesla
DCFC		2	485	5045 Ridge Rd.	EV Connect
DCFC		2	485	3040 Weddington Rd.	EV Connect
DCFC		8	77	110 Graceland Ln.	Tesla
DCFC		2	70	4500 Fayetteville Rd.	eVgo Network

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC		12	40	2501 Lewisville Clemmons Rd.	Tesla
DCFC		8	40	1449 Yadkinville Rd.	Tesla
DCFC		8	40	1810 Mount Hope Chu Rd.	Tesla
DCFC		12	74	2309 Matthews Township Pkwy.	Tesla
DCFC		2	485	9935 Ballantyne Commons Pkwy.	EV Connect
DCFC		4	85	2106 N Chester St.	CIRCLE_K
DCFC/ Level 2	2	2	17	2325 N Marine Blvd.	Blink Network
DCFC/ Level 2	1	1	95	500 Linkhaw Rd.	EV Connect
DCFC		1	40	2410 S Church St.	EV Connect
DCFC		1	17	125 Cooperative Way	ChargePoint Network
DCFC		4	70/17	425 Hotel Dr.	CIRCLE_K
DCFC		4	77	2372 Zephyr Rd.	CIRCLE_K
DCFC		4	74/277	301 South King Dr.	Electrify America
DCFC		6	40	121 Parker Padgett Rd.	Electrify America
DCFC		12	40	2316 N College Rd.	Tesla
DCFC		4	95	873 Long Branch Rd.	CIRCLE_K
DCFC		12	74	894-900 U.S. Hwy 401	Tesla
DCFC		6	77/485	9709 Northlake Centre Pkwy.	RIVIAN_ADVENTURE
DCFC		12	85	730 Jake Alexander Blvd. S	Tesla
DCFC		2	77	5925 South Blvd.	eVgo Network
DCFC		1	74	575 US-52	ChargePoint Network
DCFC		16	74/277	1111 Metropolitan Ave.	Tesla

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC		6	85	1520 Dabney Dr.	RIVIAN_ADVENTURE
DCFC		4	95	674 Chicken Foot Rd.	CIRCLE_K
DCFC		12	85	3050 E Franklin Blvd.	Tesla
DCFC		12	77	121 Julian Pl.	Tesla
DCFC		6	85	8111 Concord Mills Blvd.	Electrify America
DCFC		1	85	414 Jake Alexander Blvd. South	Blink Network
DCFC		4	73	201 Worth St.	Non-Networked
DCFC		2	26	49 W Campus Dr.	EV Connect
DCFC/ Level 2	2	1	40	3908 West Wendover Ave.	Blink Network
DCFC		12	70/17	3005 Dr Martin Luther King Jr Blvd.	Tesla
DCFC		4	40	4000 Arrowhead Blvd.	Volta
DCFC		2	40	4000 Arrowhead Blvd.	Volta
DCFC		2	64	775 US-64 E	EV Connect
DCFC		2	40	2616 Alamance Rd.	EV Connect
DCFC		1	95	301 Wintergreen Dr.	EV Connect
DCFC		12	26	160 Coolridge St.	Tesla
DCFC		2	85	301 S Main St.	EV Connect
DCFC		1	87/64	5320 Rolesville Rd.	Blink Network
DCFC		16	95	2950 W 5th St.	Tesla
DCFC		12	40	6901 Fayetteville Rd.	Tesla
DCFC		20	40	3153 Garden Rd.	Tesla
DCFC		2	26	1484 Ozone Dr.	SHELL_RECHARGE
DCFC		2	74	4229 Sam Potts Hwy.	SHELL_RECHARGE

Charger Level	# of Level 2 Ports	# of DCFC Ports	AFC	Street Address	EV Network
DCFC		2	40	1980 Pecan Ln.	SHELL_RECHARGE
DCFC		2	74	1042 W Hamlet Ave.	SHELL_RECHARGE
DCFC		2	85	519 Park Cir.	SHELL_RECHARGE
DCFC		2	77	1736 NC 67	SHELL_RECHARGE
DCFC		2	40	96 Commerce St.	SHELL_RECHARGE
DCFC/ Level 2	5	2	17	4222 Oleander Dr.	Blink Network
DCFC		5	95	1800 Princeton-Kenly Rd.	eVgo Network
DCFC		2	74	904 US 401 Bypass S	EVGATEWAY
DCFC		1	17	105 Queen St.	ChargePoint Network
DCFC		1	17	105 Queen St.	ChargePoint Network
DCFC		2	77/40	122 Turnersburg Hwy.	EV Connect
DCFC		4	70	2707 N William St.	CIRCLE_K
DCFC		4	40	2350 Highway 70 SE	CIRCLE_K
DCFC		1	64	503 NC-33	ChargePoint Network
DCFC		2	77	14138 Statesville Rd.	ChargePoint Network
DCFC		1	40	295 Smokey Park Hwy,	ChargePoint Network
DCFC		1	40	295 Smokey Park Hwy.	ChargePoint Network
DCFC		2	26	171 Weaver Blvd.	ChargePoint Network