

West Virginia

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) DEPLOYMENT PLAN

August 2024 Update



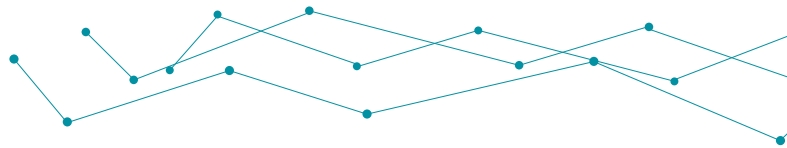
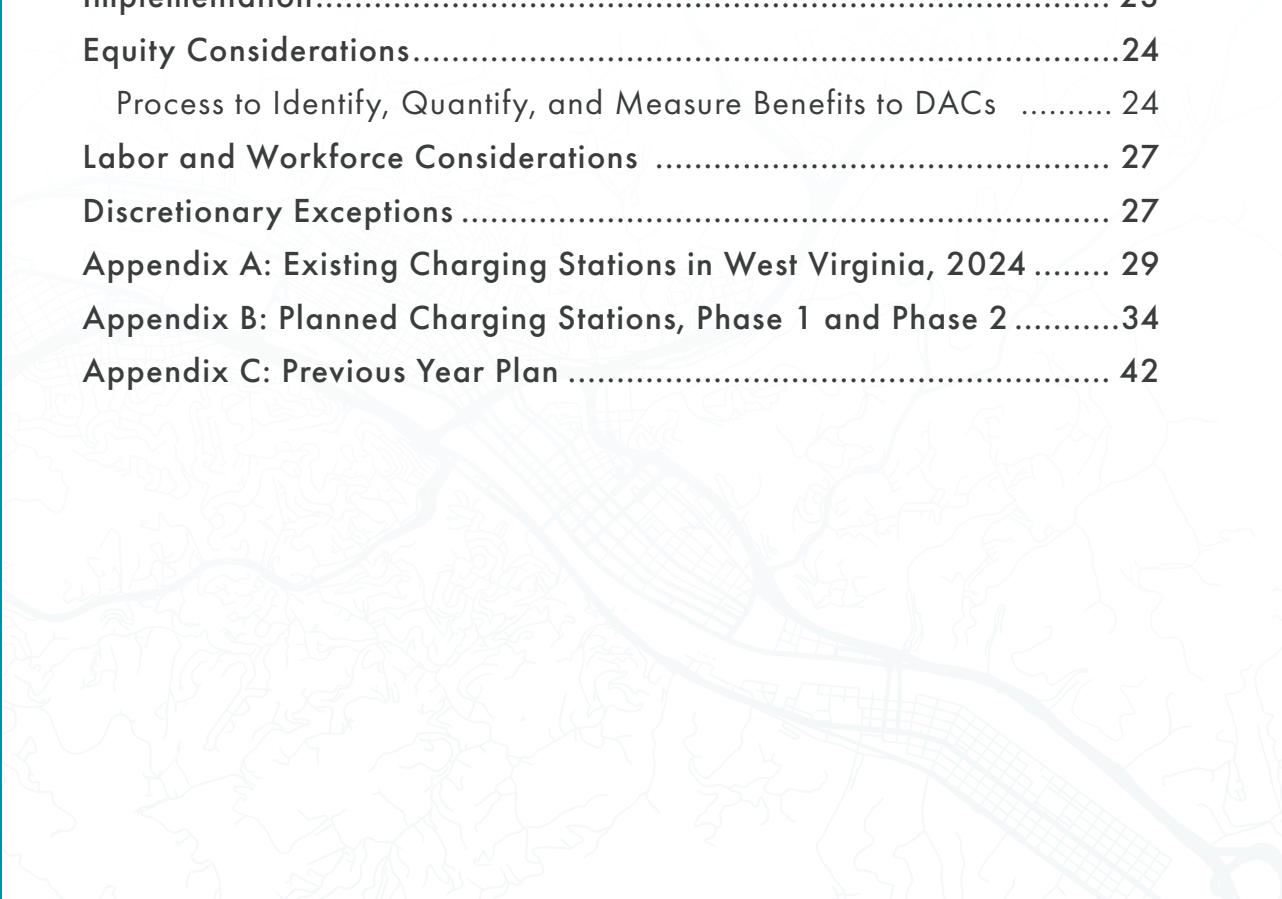


TABLE OF CONTENTS

Introduction	1
Updates from Prior Plan	1
Public Engagement	3
Community Engagement Outcomes Report	3
Contracting	9
Status of Contracting Process	9
Scoring Methodologies Utilized	9
Plan for Compliance with Federal Requirements	9
Existing and Future Conditions Analysis	11
EV Ownership/Availability	11
Existing Charging Stations	12
Future Needs	16
EV Charging Infrastructure Deployment	18
Planned Stations.....	18
Planning Towards a Fully Built Out Determination.....	22
EV Charging Infrastructure Deployment After Build Out	22
Implementation	23
Equity Considerations	24
Process to Identify, Quantify, and Measure Benefits to DACs	24
Labor and Workforce Considerations	27
Discretionary Exceptions	27
Appendix A: Existing Charging Stations in West Virginia, 2024	29
Appendix B: Planned Charging Stations, Phase 1 and Phase 2	34
Appendix C: Previous Year Plan	42



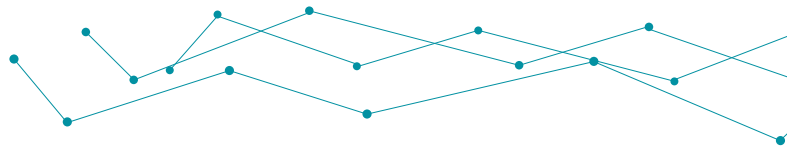
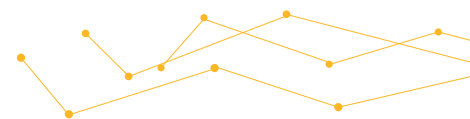


TABLE OF TABLES

Table 1. Synopsis of Updates from FY2024 West Virginia NEVI Plan.....	1
Table 2. Phase 1 Survey Question Results.....	6
Table 3. Phase 2 Survey Question Results.....	7
Table 4. West Virginia Plan for NEVI Compliance.....	9
Table 5. Existing EV Stations in West Virginia.....	12
Table 6. Existing Public Charging Ports in West Virginia.....	13
Table 7. Phase 1 Summary of Sites, Ports, and Estimated Costs.....	18
Table 8. Planned Charging Stations - Phase 1.....	19
Table 9. Phase 2 Summary of Sites, Ports, and Estimated Costs.....	22
Table 10. Fully Built Out Estimation.....	22
Table 11. Estimated Operations and Maintenance Costs for Proposed EV Stations.....	23
Table 12. West Virginia NEVI Program DAC Benefits Performance Measures.....	24
Table 13. West Virginia NEVI Program Investment in Justice40 Census Tracts.....	25
Table 14. Annual Emission Reductions within West Virginia’s Disadvantaged Communities (DACs).....	25
Table 15. Jobs Created from the NEVI Program.....	26
Table 16. Summary of NEVI Station Spacing Exception Requests.....	27

TABLE OF FIGURES

Figure 1. How Would You Rate Your Interest in Owning an EV?.....	4
Figure 3. Do You Have Access to a Public Charging Station or Stations?.....	4
Figure 2. What Is the Most Important Factor Influencing Your Decision to Purchase an EV?.....	4
Figure 4. What Is Your Age?.....	4
Figure 5. Survey Respondents by Zip Code.....	5
Figure 6. Total Registered EVs in West Virginia.....	11
Figure 7. Total EV Sales in West Virginia – 2011 to 2023.....	12
Figure 8. EV Network Providers: West Virginia Public EV Stations by Year of Opening.....	13
Figure 9. EV Network Providers by Share of Total Ports in West Virginia.....	14
Figure 10. Existing Charging Stations in West Virginia.....	15
Figure 11. West Virginia Existing Ports (2024) and Projected Ports Needed by 2030.....	16
Figure 12. Total Needed Charging Ports by Year to 2030.....	16
Figure 13. Estimated Impact of NEVI Funds for Projected Public Charging Needs by 2030.....	17
Figure 14. West Virginia Estimated Cost by NEVI-Implementation Phase.....	18
Figure 15. Phase 1 Charging Station Locations.....	20
Figure 16. Proposed Phase 2 Locations.....	21
Figure 17. Comparison of Trip Patterns at the I-79 Sutton and Flatwood Interchanges.....	28



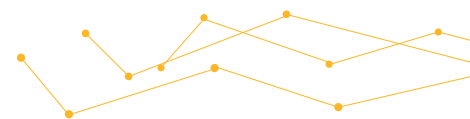
INTRODUCTION

UPDATES FROM PRIOR PLAN

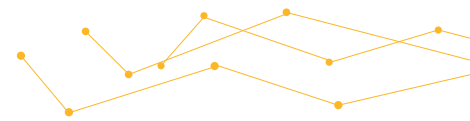
The table below highlights the areas of change between the 2023 plan and 2024 update. Only sections that have been updated are included as part of the 2024 update. The 2023 plan is provided in Appendix C. Links to sections not updated are provided in the table below.

Table 1. Synopsis of Updates from FY2024 West Virginia NEVI Plan

Section	Updated/Not Updated	Summary of Update
<u>State Agency Coordination</u>	Not Updated	
Memorandum of Understanding	Not Updated	
Interagency Working Group(s)	Not Updated	
Public Engagement	Updated	
Community Engagement Outcomes Report	Updated	Summary of public engagement conducted at the beginning of 2024
Tribal Engagement	Not Updated	
Utility Engagement	Not Updated	
Site-Specific Public Engagement	Not Updated	
<u>Plan Vision and Goals</u>	Not Updated	
Contracting	Updated	
Status of Contracting Process	Updated	Updated status of RFP development
Awarded Contracts	Not Updated	
Scoring Methodologies Utilized	Not Updated	
Plan for Compliance with Federal Requirements	Updated	Updated strategy to comply with federal requirements
<u>Civil Rights</u>	Not Updated	
Existing and Future Conditions Analysis	Updated	
Alternative Fuel Corridor (AFC) Designations	Not Updated	
Existing Charging Stations	Updated	Updated to include most recent data for public EV charging infrastructure in West Virginia
Future Needs	Updated	Updated future needs projections based upon 2024 EV registration and existing infrastructure



Section	Updated/Not Updated	Summary of Update
EV Charging Infrastructure Deployment	Updated	
Planned Charging Stations	Updated	Updated detail for Phase 2 deployment and updated phasing by fiscal year for Phases 1 and 2
Planning Towards a Fully Built Out Determination	Updated	Updated FY funding timeline for fully built out determination based on updated Phase 1 and Phase 2 timeline
EV Charging Infrastructure Deployment After Build Out	Updated	
<u>Implementations</u>	Not Updated	
Equity Considerations	Updated	
Identification and Outreach to Disadvantaged Communities in the State	Not Updated	
Process to Identify, Quantify, and Measure Benefits to DACs	Updated	Updated measures of benefits to DACs based on revised Phase 1 and Phase 2 information
Labor and Workforce Considerations	Updated	Updated job projections based upon updated future needs and updated phasing information
<u>Physical Security and Cybersecurity</u>	Not Updated	
<u>Program Evaluation</u>	Not Updated	
<u>Discretionary Exceptions</u>	Not Updated	



PUBLIC ENGAGEMENT

Public engagement for the West Virginia NEVI program was conducted at the beginning of 2024. The engagement focused on:

- Education about the West Virginia NEVI program, including funding levels, requirements, and timelines
- Soliciting input on Phase 1 proposed station locations
- Soliciting input on Phase 2 priority areas for station locations
- Input on needs and priorities for EV infrastructure in the state

Input opportunities included the following:

- Two virtual open house meetings held on Tuesday, January 23, 2024
- One online survey open from January to March
- Three in-person public meetings held the last week of February 2024 (meetings were held in Cross Lanes [outside of Charleston], Morgantown, and Shepherdstown)

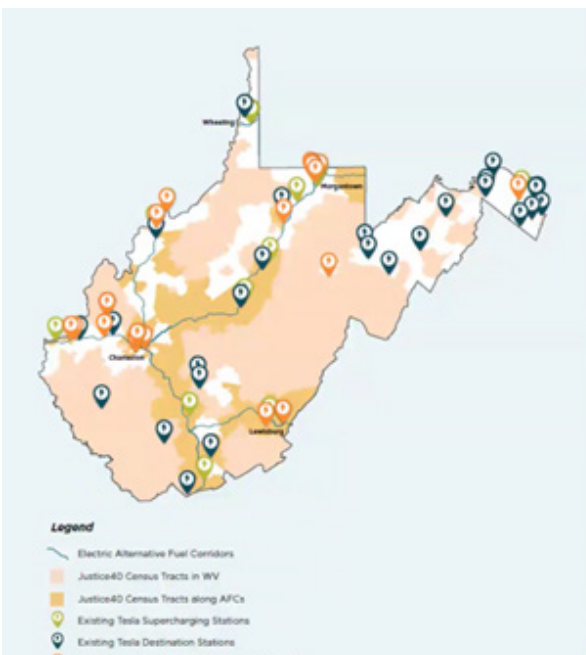
COMMUNITY ENGAGEMENT OUTCOMES REPORT

The virtual open house meetings were held on Tuesday, January 23, 2024. One presentation and Q&A session was held at 4 p.m. and a second presentation and Q&A session was held at 5 p.m. Advertisement for the meeting and digital access information was published on the WVDOT NEVI page as well as advertised in state newspapers.

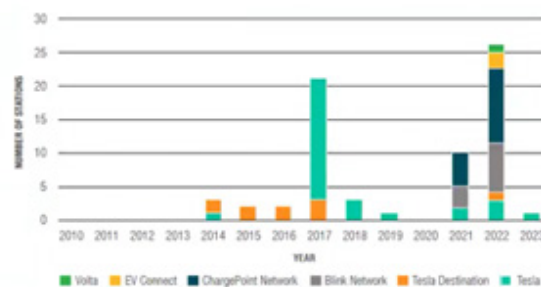
In total, 47 people attended the virtual open house meetings. During the presentation, WVDOT staff and consultants shared information about the NEVI program. This information included how to access to the online survey and an overview of the state’s NEVI program.

During the Q&A, questions focused on a few key themes. They included:

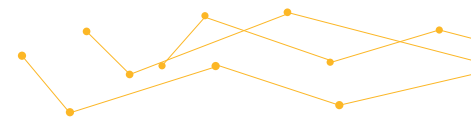
- Timeline and request for details about the Phase 1 RFP
- Questions about the NEVI requirements for CCS vs. NACS plug types
- Questions about level of detail for sites identified for Phase 1
- How will West Virginia coordinate station implementation with adjacent states?
- Why does the Phase 1 funding have to focus along the AFCs, and what are the requirements for NEVI stations in terms of location and equipment?



Existing EV Charging Stations



Information about the existing EV charging network and the proposed Phase 1 NEVI investment was shared by WVDOT staff and consultants during the virtual open house meetings.



Public Online Survey Results

A public online survey was conducted from January 2024 to March 2024. The survey was divided in to three sections:

- General survey questions gauging public opinion on electric vehicles
- Section rating of the proposed Phase 1 station locations
- Section overviewing potential focus areas for Phase 2 of the plan

The survey collected input from 81 participants.

The general survey portion contained five questions:

- How would you rate your interest in owning an electric vehicle?
- What is the most important factor influencing your decision to purchase an EV?
- Do you have access to a public charging station or stations?
- What is your age?
- What is your zip code?

Figures 1 to 3 provide the breakdown of the responses to the first three questions of the general survey. These questions gauge general interest in owning an electric vehicle, considerations behind electric vehicle adoption, and the availability of public charging in West Virginia. Figure 4 provides the breakdown of responses by age group. Figure 5 is a map of survey respondents by zip code. Survey respondents were concentrated in higher population areas and in areas where public input meetings were held.

Figure 1. How Would You Rate Your Interest in Owning an EV?

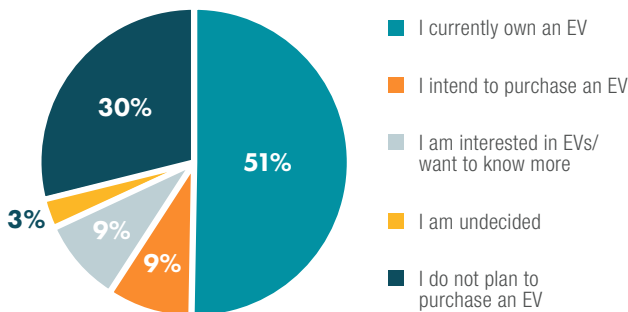


Figure 2. What Is the Most Important Factor Influencing Your Decision to Purchase an EV?

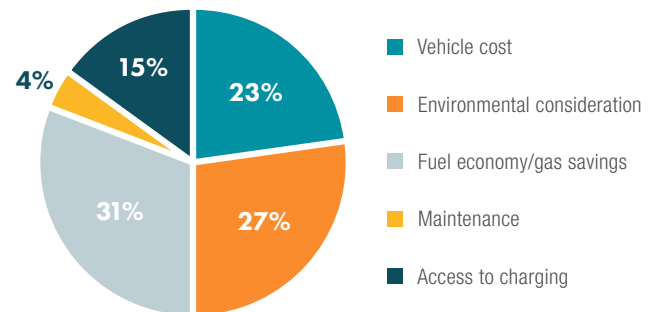


Figure 3. Do You Have Access to a Public Charging Station or Stations?

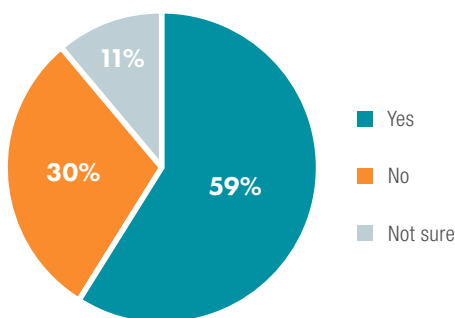
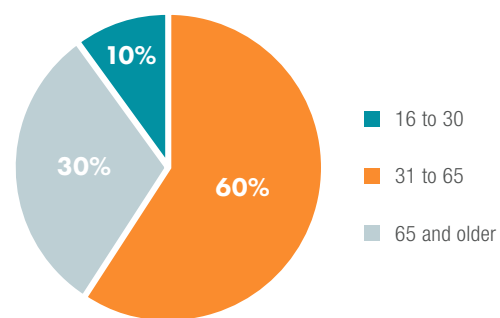


Figure 4. What Is Your Age?



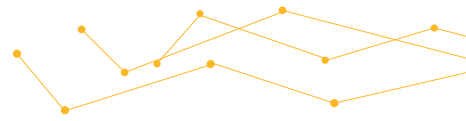
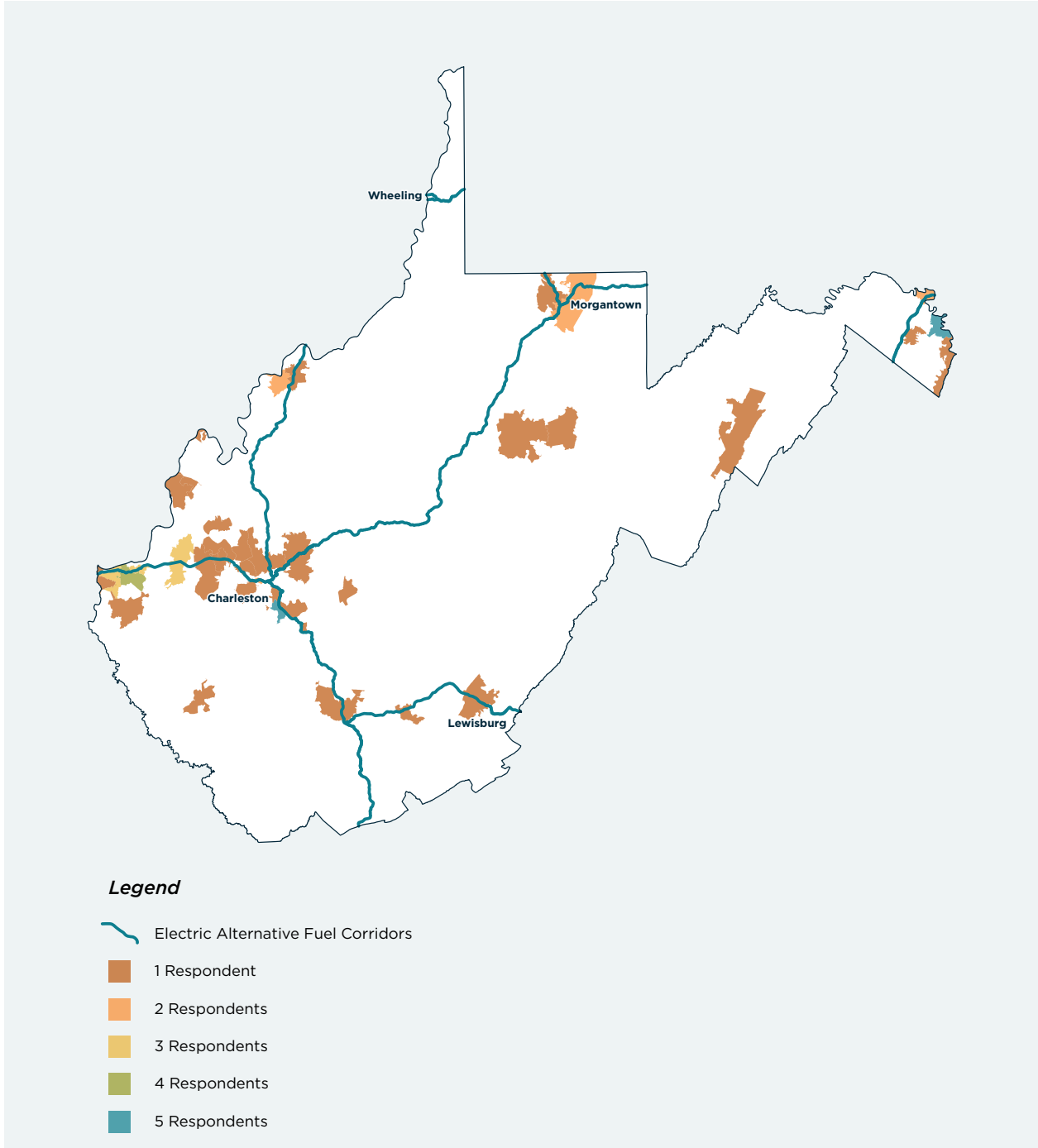
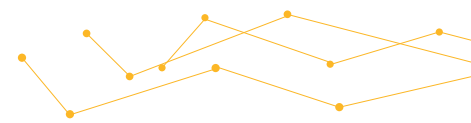


Figure 5. Survey Respondents by Zip Code

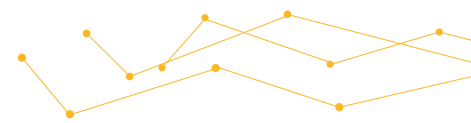




The Phase 1 section of the survey displayed the location of the proposed Phase 1 stations. Participants were asked to provide feedback on whether the proposed locations are good for fast charging. The table below summarizes the results of this survey question.

Table 2. Phase 1 Survey Question Results

Phase 1 Station Location Feedback			
Station Location	Is this a good location?		
Martinsburg	23	Yes	96%
	1	No	4%
Morgantown	25	Yes	89%
	3	No	11%
Wheeling	20	Yes	91%
	2	No	9%
Weston	23	Yes	88%
	3	No	12%
Sutton	20	Yes	80%
	5	No	20%
Parkersburg	21	Yes	88%
	3	No	13%
Ripley	20	Yes	83%
	4	No	17%
Elkview	20	Yes	83%
	4	No	17%
South Charleston	21	Yes	81%
	5	No	19%
Kanawha	20	Yes	83%
	4	No	17%
Huntington	22	Yes	81%
	5	No	19%
Tamarack	21	Yes	84%
	4	No	16%
Beaver	17	Yes	71%
	7	No	29%
Princeton	23	Yes	92%
	2	No	8%
Lewisburg	23	Yes	92%
	2	No	8%



The Phase 2 section of the survey focused on prioritizing and identifying areas for NEVI investment once Phase 1 is completed. The following potential focus areas were proposed to survey respondents:

- Appalachian Corridors
- State Parks
- Universities and Colleges
- Other

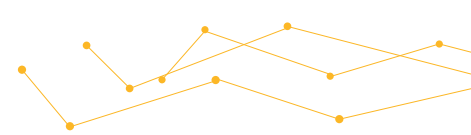
The Appalachian Corridors received the highest ratings of all the provided options, with State Parks receiving the lowest. Additionally, those who selected other were prompted to add where they think a future focus area not listed should be. Some “other” options given by respondents included:

- Libraries
- Airports
- Tourist Destinations
- High-traffic corridors not covered by existing the AFC or Appalachian Corridor systems

Table 3 summarizes the results of the future EV infrastructure focus areas rankings.

Table 3. Phase 2 Survey Question Results

Future NEVI Focus Areas				
	Rating			Weighted Average Score for Each Focus Area
Appalachian Corridors	30	5 Stars	67%	4.1 Stars
	2	4 Stars	4%	
	6	3 Stars	13%	
	1	2 Stars	2%	
	6	1 Star	13%	
State Parks	9	5 Stars	21%	3.1 Stars
	12	4 Stars	28%	
	8	3 Stars	19%	
	4	2 Stars	9%	
	10	1 Star	23%	
Universities and Colleges	13	5 Stars	30%	3.5 Stars
	7	4 Stars	16%	
	15	3 Stars	35%	
	3	2 Stars	7%	
	5	1 Star	12%	
Other	11	5 Stars	32%	3.3 Stars
	6	4 Stars	18%	
	6	3 Stars	18%	
	4	2 Stars	12%	
	7	1 Star	21%	



Public In-Person Meetings

Three in-person meetings were held across the state the last week of February 2024. They were held at the following locations and dates:

- Tuesday, February 27 in Cross Lanes, WV
- Wednesday, February 28 in Morgantown, WV
- Thursday, February 29 in Shepherdstown, WV

In total, 48 people attended these meetings. The meetings had the same format as the virtual open house in January. Each meeting started with a presentation by WVDOT staff and consultants about the state's NEVI program, followed by a Q&A session and one-on-one discussions. Similar questions from the virtual meeting were asked about the timing of implementation, what the process will be, and what the funds can and cannot be used to for.

State DOH officials roll out NEVI plan showing charging stations for EV

By **Jarett Lewis**
February 28, 2024 - 6:00 am



A public meeting to discuss the plan was held Tuesday in Cross Lanes.

Meeting held to discuss West Virginia's plan to address electric vehicle infrastructure

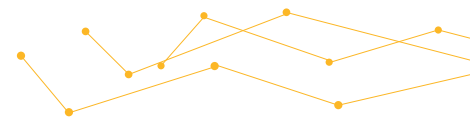
by **PAIGE TAYLOR** | Tue, February 27th 2024 at 9:39 PM
Updated Wed, February 28th 2024 at 10:27 AM



People gathered at the public library in Cross Lanes Tuesday to discuss West Virginia's National Electric Vehicle Infrastructure plan. (WVH)



Images. Upper left: West Virginia MetroNews online news article about Cross Lanes meeting. Upper right: WCHSTV online news article about Cross Lanes meeting. Bottom: West Virginia staff and meeting attendees at the Shepherdstown, WV meeting.



CONTRACTING

STATUS OF CONTRACTING PROCESS

As of July 2024, no procurement solicitation has been advertised. WVDOT is currently developing an RFP for Phase 1 for the state’s NEVI program. WVDOT plans to advertise the Phase 1 RFP in Quarter four of 2024. An RFP for Phase 2 will not be issued until Phase 1 RFP contract is fully executed with a selected vendor and FHWA has determined all West Virginia EV AFCs are “ready.”

SCORING METHODOLOGIES UTILIZED

WVDOT is currently developing a scoring methodology for the Phase 1 RFP. It will be finalized in the fall of 2024 and be included as part of the Phase 1 RFP, which is anticipated to be advertised in Quarter four of 2024.

PLAN FOR COMPLIANCE WITH FEDERAL REQUIREMENTS

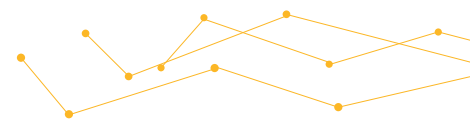
West Virginia and WVDOT will ensure compliance to 23 U.S.C., 23 CFR 680 and 2 CFR 200 for all vendors receiving NEVI formula funds and working on NEVI projects. WVDOT will be responsible for overseeing the installation of NEVI-funded charging stations and ensuring compliance with relevant regulations and standards. WVDOT will select a vendor or vendors to install, operate and maintain the NEVI-funded charging stations.

Ownership responsibilities will be with the vendor or vendors selected to receive NEVI funding. WVDOT will set ownership and usage terms in the contract with the selected vendors. The contract terms will ensure the vendor operates the stations for five years and that the operations meet the federal requirements for operations, maintenance, and reporting requirements.

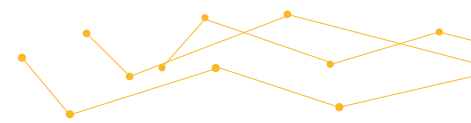
Compliance with federal requirements will be incorporated with each phase of NEVI program implementation. The table below summarizes the compliance responsibilities WVDOT will administer for each phase of implementation.

Table 4. West Virginia Plan for NEVI Compliance

Phase	Process for Federal and State Program Compliance
RFP Solicitation Requirements	<ul style="list-style-type: none"> ▪ Equipment Specification and Design. Prospective vendors required to follow 23 CFR 680 and submit equipment specifications, preliminary site design, and utility power service information. ▪ Labor, Safety, and Installation Standards. Prospective vendors required to follow 23 CFR 680 and submit information on team qualifications, including EVITP certification. Also required to meet applicable state labor and safety standards. ▪ Installation, Operation, and Maintenance. Prospective vendor required to submit narrative and information plan for installation, operation, and maintenance compliance. ▪ Interoperability, Data Collection, Data Management, and Reporting. Prospective vendor required to submit signed “Certification” form detailing their adherence to all 23 CFR 680 and NEVI requirements.



Phase	Process for Federal and State Program Compliance
Vendor Proposal Review and Evaluation	<ul style="list-style-type: none"> ▪ Equipment Specification and Design. WVDOT evaluation for compliance. ▪ Labor, Safety, and Installation Standards. WVDOT reviews proposal compliance. ▪ Installation, Operation, and Maintenance. WVDOT reviews proposal compliance. ▪ Interoperability, Data Collection, Data Management, and Reporting. WVDOT reviews proposal compliance.
Agreement Contractual Terms and Conditions	<ul style="list-style-type: none"> ▪ Equipment Specification and Design. Vendor contracted for 23 CFR compliance. ▪ Labor, Safety, and Installation Standards. Vendor contracted for 23 CFR compliance. ▪ Installation, Operation, and Maintenance. Vendor contracted for 23 CFR compliance. ▪ Interoperability, Data Collection, Data Management, and Reporting. Vendor contracted for 23 CFR compliance.
Pre-Construction Activities Phase	<ul style="list-style-type: none"> ▪ Equipment Specification and Design. WVDOT review. NEPA clearance. Notice to proceed. ▪ Labor, Safety, and Installation Standards. Vendor provides proof of certified labor team. ▪ Installation, Operation, and Maintenance. Vendor updates compliance plans as needed. ▪ Interoperability, Data Collection, Data Management, and Reporting. WVDOT and vendor review NEVI requirements.
Equipment Purchase and Construction Phase	<ul style="list-style-type: none"> ▪ Equipment Specification and Design. WVDOT provide Notice to proceed. Contractor buys approved equipment. ▪ Labor, Safety, and Installation Standards. Certified electricians install equipment. ▪ Installation, Operation, and Maintenance. WVDOT inspects equipment installation and operations. WVDOT issues Notice of Acceptance. ▪ Interoperability, Data Collection, Data Management, and Reporting. Five-year operation, maintenance, and reporting begin.
Operations and Maintenance Phase	<ul style="list-style-type: none"> ▪ Equipment Specification and Design. Vendor reports compliance. WVDOT reviews. ▪ Labor, Safety, and Installation Standards. Vendor reports compliance. WVDOT reviews. ▪ Installation, Operation, and Maintenance. Vendor reports compliance. WVDOT reviews. ▪ Interoperability, Data Collection, Data Management, and Reporting. Vendor reports compliance. WVDOT reviews.



EXISTING AND FUTURE CONDITIONS ANALYSIS

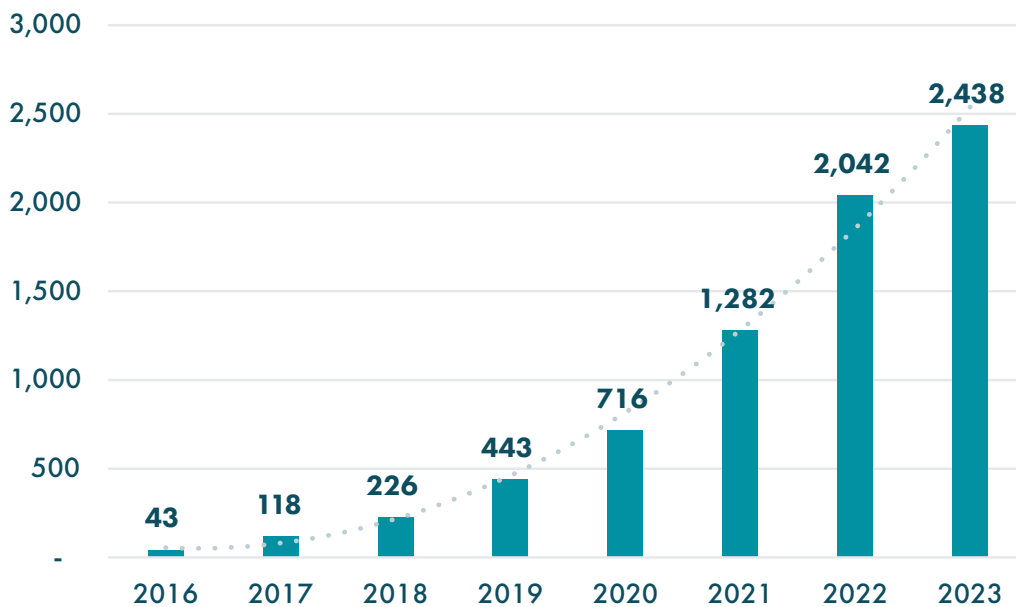
This section updates the state of the EV market in West Virginia, as well as updates the projected future need for public EV charging in the state. Key facts about existing and future EV conditions in the state are:

- **EV ownership continues to increase.** Since 2016, EV ownership has increased every year. In 2023, there were 2,438 EVs registered in the state.
- **EV sales continue to increase.** Since 2011, sales of battery electric vehicles (BEVs) and plug-in electric hybrids (PHEVs). In 2023, there were 39 EVs sold in the state.
- **Construction of new EV charging stations continues.** Construction of new EV charging stations has varied from year to year since 2014. In 2023, there were 17 new public EV charging stations constructed.
- **West Virginia NEVI funds will implement a significant amount of the estimated public charging ports needed by 2030.** Phase 1 and 2 of the West Virginia NEVI program will fund an estimated 660 public EV charging ports. This number of ports represents 38% of the projected public EV charging ports needed by 2030.

EV OWNERSHIP/AVAILABILITY

EV ownership in West Virginia continues to increase in the state. From 2016 to 2023, total registered EVs in the state grew by 5670%, from 43 in 2016 to 2,438 in 2023. From 2019 to 2023, total registered EVs grew by 550%.

Figure 6. Total Registered EVs in West Virginia



As of May of 2024, West Virginia ranked 46 of 50 states by total registered EVs. Today, EVs account for less than 1% of total registered vehicles in West Virginia.

EV sales in West Virginia have been steady and have increased every year since 2011. This trends includes the sales of BEVs and PHEVs. In 2023, there were 39 EVs sold in the state. Over the past five years, EV sales in West Virginia have increased by 44%. Over the same time period, national sales of EVs has increased by 334%.

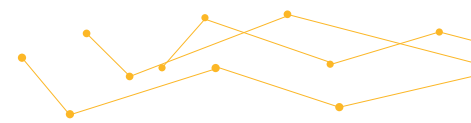
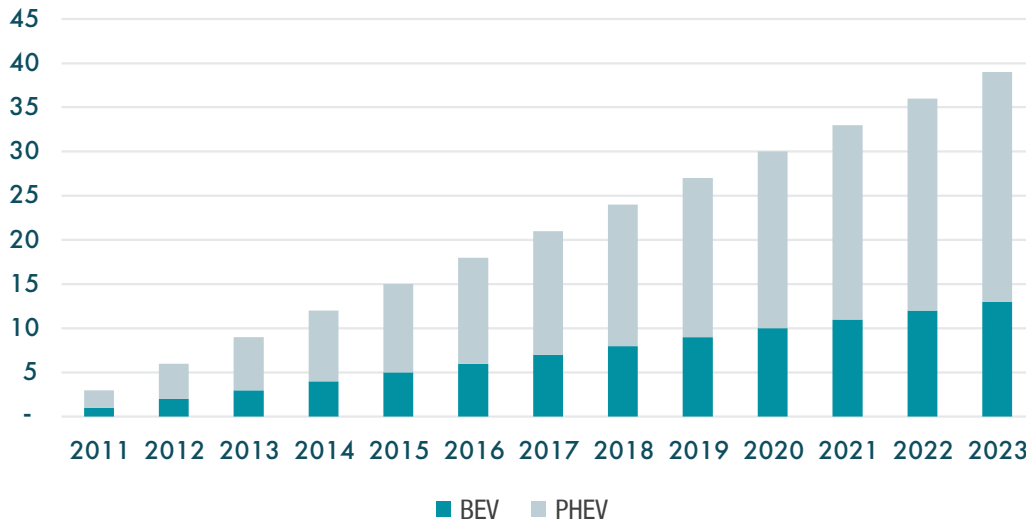


Figure 7. Total EV Sales in West Virginia – 2011 to 2023



EXISTING CHARGING STATIONS

There are 92 networked charging stations in West Virginia, an increase of 17 from the previous year. Of the 92 stations, 47% are along AFCs.

Tesla stations are included in this year’s update. Tesla stations are included because of the increasing commitment by vehicle manufactures to use NECS plugs as an industry standard and on-going discussions about Tesla’s charging network becoming public.

Table 5. Existing EV Stations in West Virginia

Network	Along AFCs	Not Along AFCs	Total for State
Non-Tesla Network Stations	24	22	46
Tesla	19	27	46
Total Network Stations	43	49	92

In West Virginia, there are 319 networked charging ports. Tesla ports account for 67% of all ports in West Virginia, a decline from 71% in the previous year. By port type, 46% of the ports in the state are direct current fast charging (DCFC). DCFC ports account for 64% of ports along AFCs. Most of these ports are Tesla ports. Non-Tesla networked DCFC ports account for 4% of all the ports along AFCs. NEVI-funded stations will significantly increase access to DCFC charging along AFCs and access to all port types throughout the state.

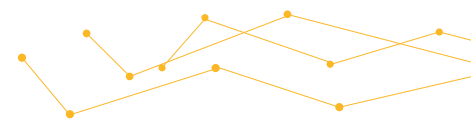
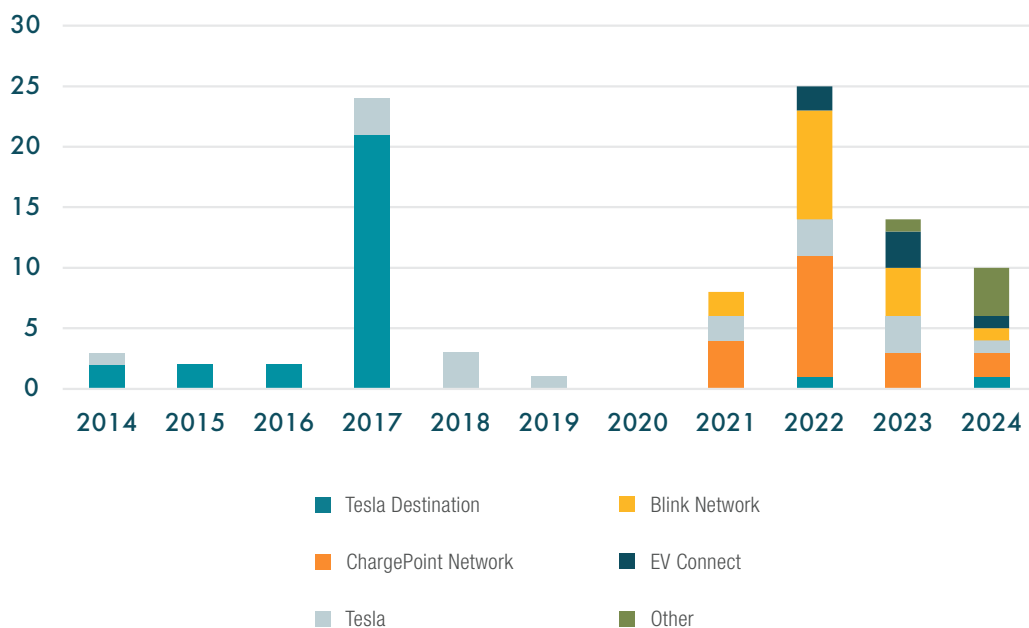


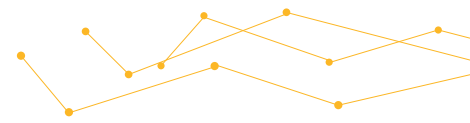
Table 6. Existing Public Charging Ports in West Virginia

Non-Tesla Network Ports	Along AFCs	Not Along AFCs	Total for State
Level III/DCFC	7	11	18
Level II	54	35	89
Tesla Ports	Along AFCs	Not Along AFCs	Total for State
Level III/DCFC	116	14	130
Level II	14	68	82
Total Networked Ports	Along AFCs	Not Along AFCs	Total for State
Level III/DCFC	123	25	148
Level II	68	103	171
Total	191	128	319

The number of charging stations and number of providers has increased significantly in recent years. Prior to 2021, Tesla was the only charging provider in West Virginia. EV charging stations constructed from 2021 to June of 2024 account for 62% of all stations and 57% of all ports in West Virginia. The number of charging providers has increased from 1 (Tesla) in 2021 to 7 providers in 2024.

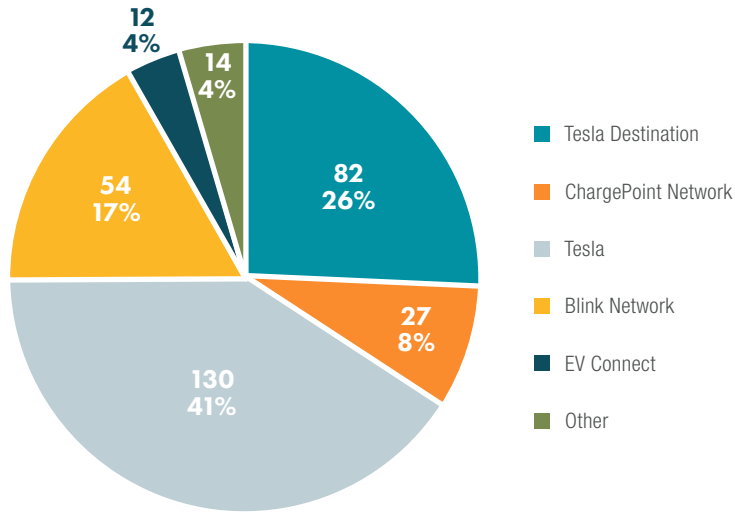
Figure 8. EV Network Providers: West Virginia Public EV Stations by Year of Opening





There are four major charging providers in West Virginia. Tesla networked ports account for 67% of all ports in the state. Blink is the second largest networked provider by number of ports and accounts for 17% of the public charging network. The other two major charging providers are ChargePoint and EV Connect.

Figure 9. EV Network Providers by Share of Total Ports in West Virginia



An updated list of existing charging stations in West Virginia as of June 2024 is in Appendix A.

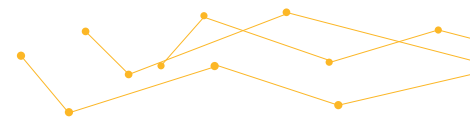
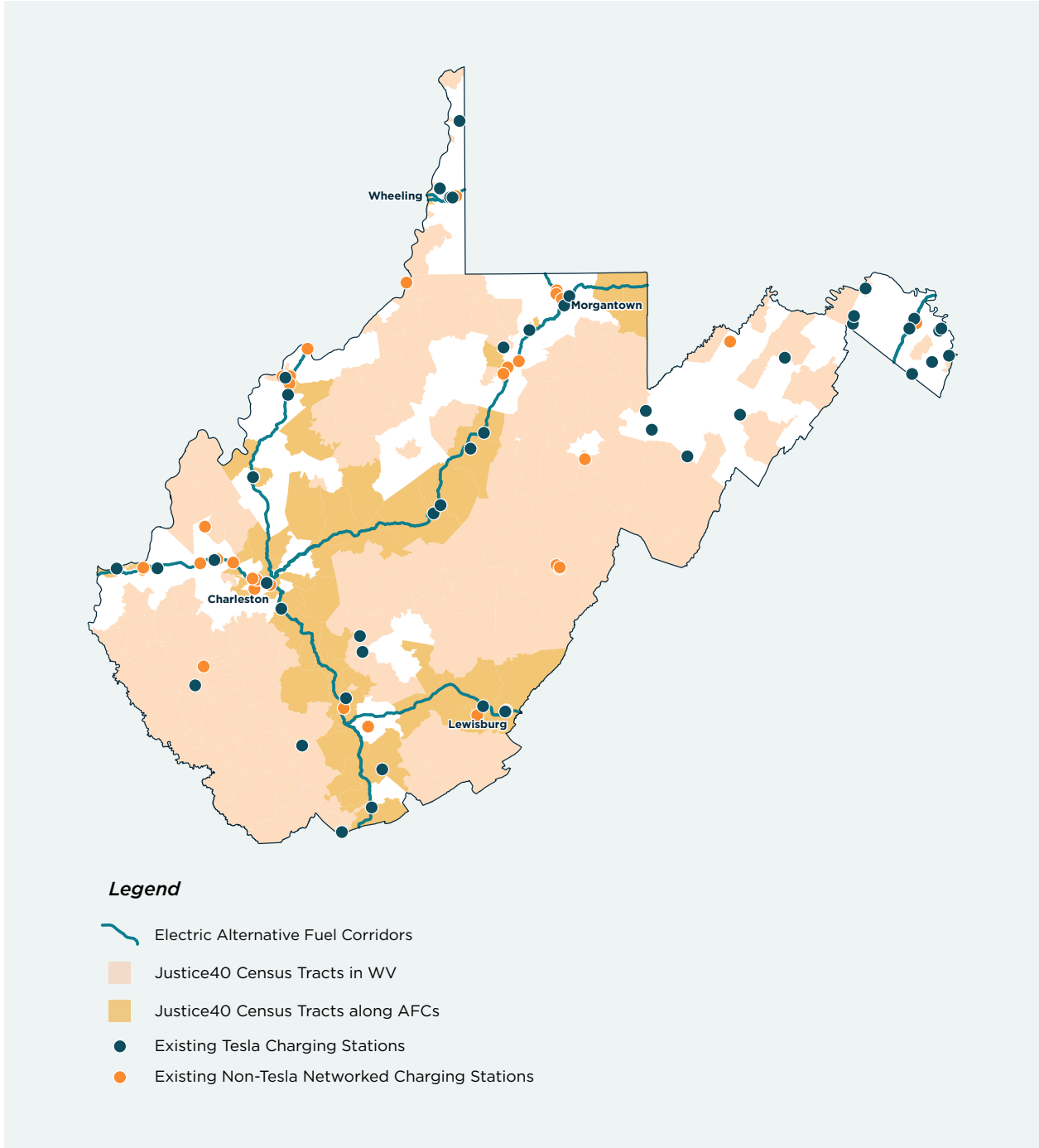
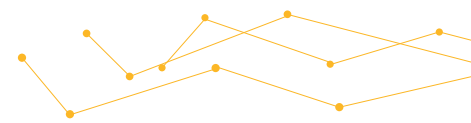


Figure 10. Existing Charging Stations in West Virginia





FUTURE NEEDS

Today, there are 319 existing EV charging ports in West Virginia. By 2030, there is a projected need of 1,727 public charging ports, a difference of 1,408 additional ports, or an 82% increase from the number of ports available today. The estimated number of public charging ports constructed for Phase 1 and 2 of the West Virginia NEVI Program is 660. The construction of these ports will build 38% of the projected ports needed by 2030, and will bring the gap between existing ports and needed ports from 82% to 43%. These estimates highlight the impact NEVI funds will have on developing the public charging network in West Virginia.

Figure 11. West Virginia Existing Ports (2024) and Projected Ports Needed by 2030

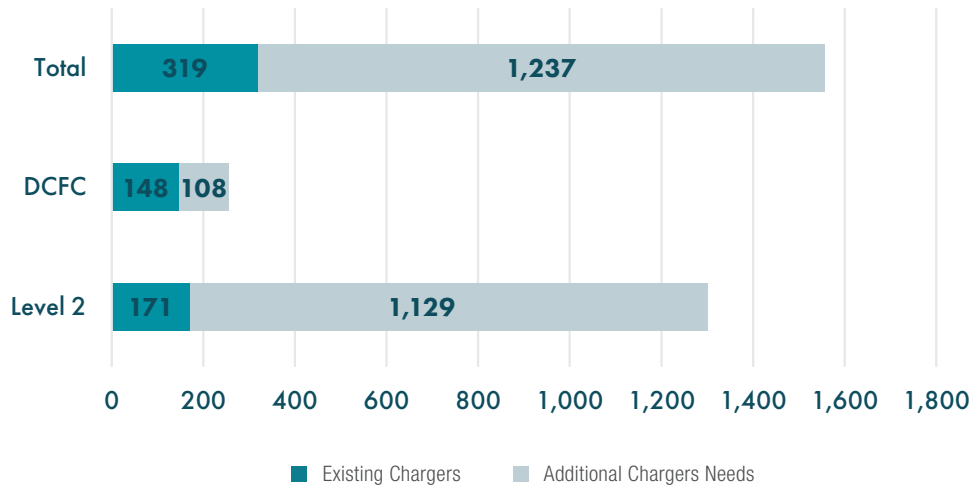
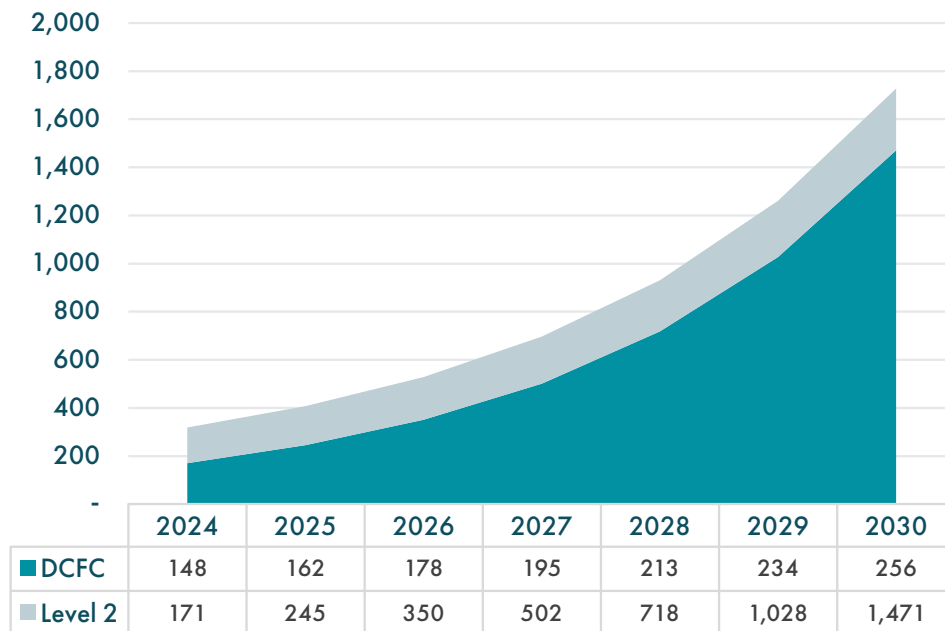


Figure 12. Total Needed Charging Ports by Year to 2030



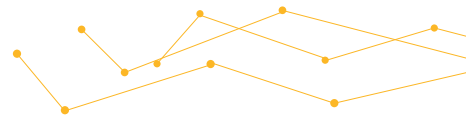
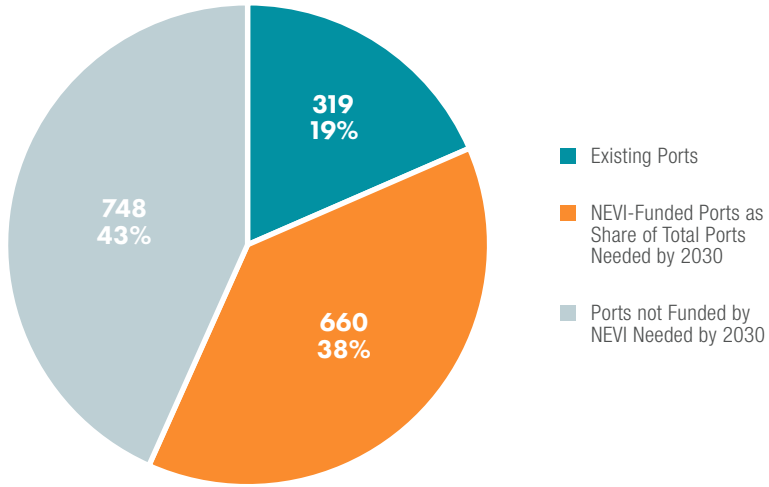
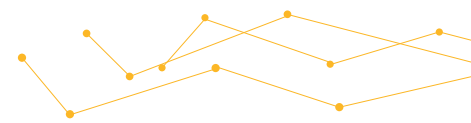


Figure 13. Estimated Impact of NEVI Funds for Projected Public Charging Needs by 2030



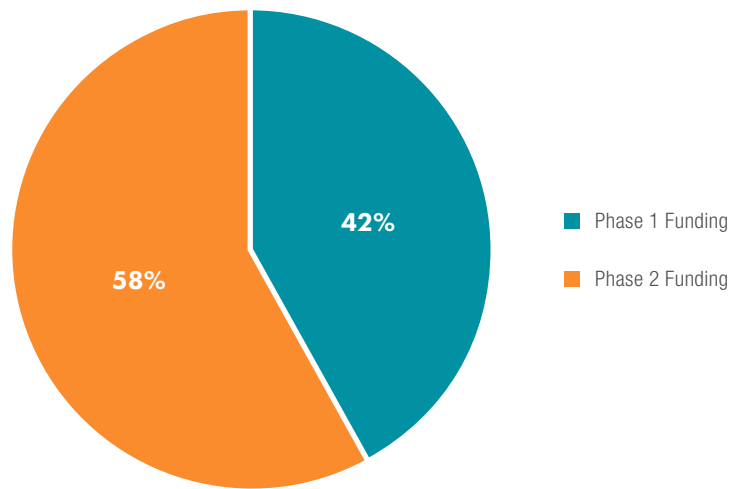


EV CHARGING INFRASTRUCTURE DEPLOYMENT

Deployment for the West Virginia NEVI program will happen in two (2) phases. Phase 1 will focus on station construction along electric AFCs. Stations for Phase 1 will meet the spacing, location, and charging capacity required to designate all electric AFCs in West Virginia as “ready”. Once all electric AFCs in West Virginia are designated as “ready,” WVDOT will implement Phase 2. Phase 2 will focus on building DCFC 50 kW and Level II charging ports along designated Appalachian Development Highway corridors and at state parks, colleges, universities, community colleges, and other priority sites.

It is estimated that Phase 1 will cost \$18 million and use 42% of the NEVI funding available to West Virginia. Phase 2 will cost \$25 million and use 58% of the funding.

Figure 14. West Virginia Estimated Cost by NEVI-Implementation Phase



PLANNED STATIONS

There are currently no NEVI-funded stations under construction in West Virginia as of July 2024. There are 15 stations proposed for Phase 1 of the West Virginia NEVI program. When constructed, all electric AFCs in West Virginia will be designated “ready.” The total estimated cost of Phase 1 is \$22.5 million, including site construction costs and operations and maintenance (O&M) costs for five years. Phase 1 will use an estimated 44% of the total West Virginia NEVI funds. The federal share of the Phase 1 cost (that will use NEVI funding) is \$18 million. The non-federal share of the estimate costs is \$4.5 million.

Table 7. Phase 1 Summary of Sites, Ports, and Estimated Costs

	Stations	Ports	Total Site Cost	Total O&M	Total Cost	Federal Share of Cost (80%)	Non-Federal Share of Cost (20%)
Level III/DCFC 150kW	15	60	\$21,000,000	\$1,500,000	\$22,500,000	\$18,000,000	\$4,500,000

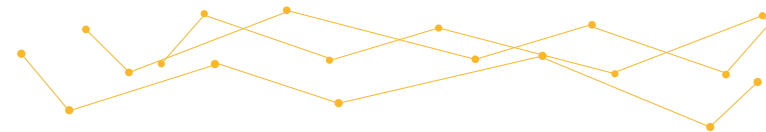


Table 8. Planned Charging Stations - Phase 1

State EV Charging Location Unique ID	Route	Location			Number of Charging Ports			Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW	DCFC 150kW				
P1-1	I-64 (AFC)	Intersection of US 60 and I-64	Huntington	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-2	I-64 (AFC)	Intersection of Montrose Dr and I-64	South Charleston	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-3	I-77 (AFC)	Intersection of US 33 and I-77	Ripley	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-4	I-77 (AFC)	Intersection of US 50 and I-77	Parkersburg	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-5	I-77 (AFC)	Intersection of WV 16 and I-77	Tamarack	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-6	I-77 (AFC)	Intersection of US 460 and I-77	Princeton	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-7	I-64 (AFC)	Intersection of US 219 and I-64	Lewisburg	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-8	I-79 (AFC)	Intersection of WV 4 and I-79	Sutton	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-9	I-79 (AFC)	Intersection of US 33/ US 19 and I-79	Weston	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-10	I-68 (AFC)	Intersection of US 119 and I-68	Morgantown	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-11	I-70 (AFC)	Intersection of US 40 and I-470 and I-70	Wheeling	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-12	I-81 (AFC)	Intersection of County Route 15 and I-81	Martinsburg	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-13	I-64 (AFC)	Intersection of WV 94 and I-77	Kanawha	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-14	I-79 (AFC)	Intersection of County Route 43 and I-79	Elkview	WV	0	0	4	2025	\$1,500,000.00	FY24	New Location
P1-15	I-64 (AFC)	Intersection of Airport Road and I-64	Beaver	WV	0	0	4	2025	\$1,500,000.00	FY24	New Location

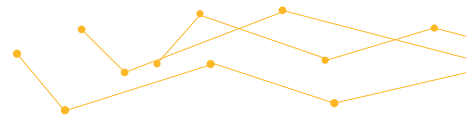
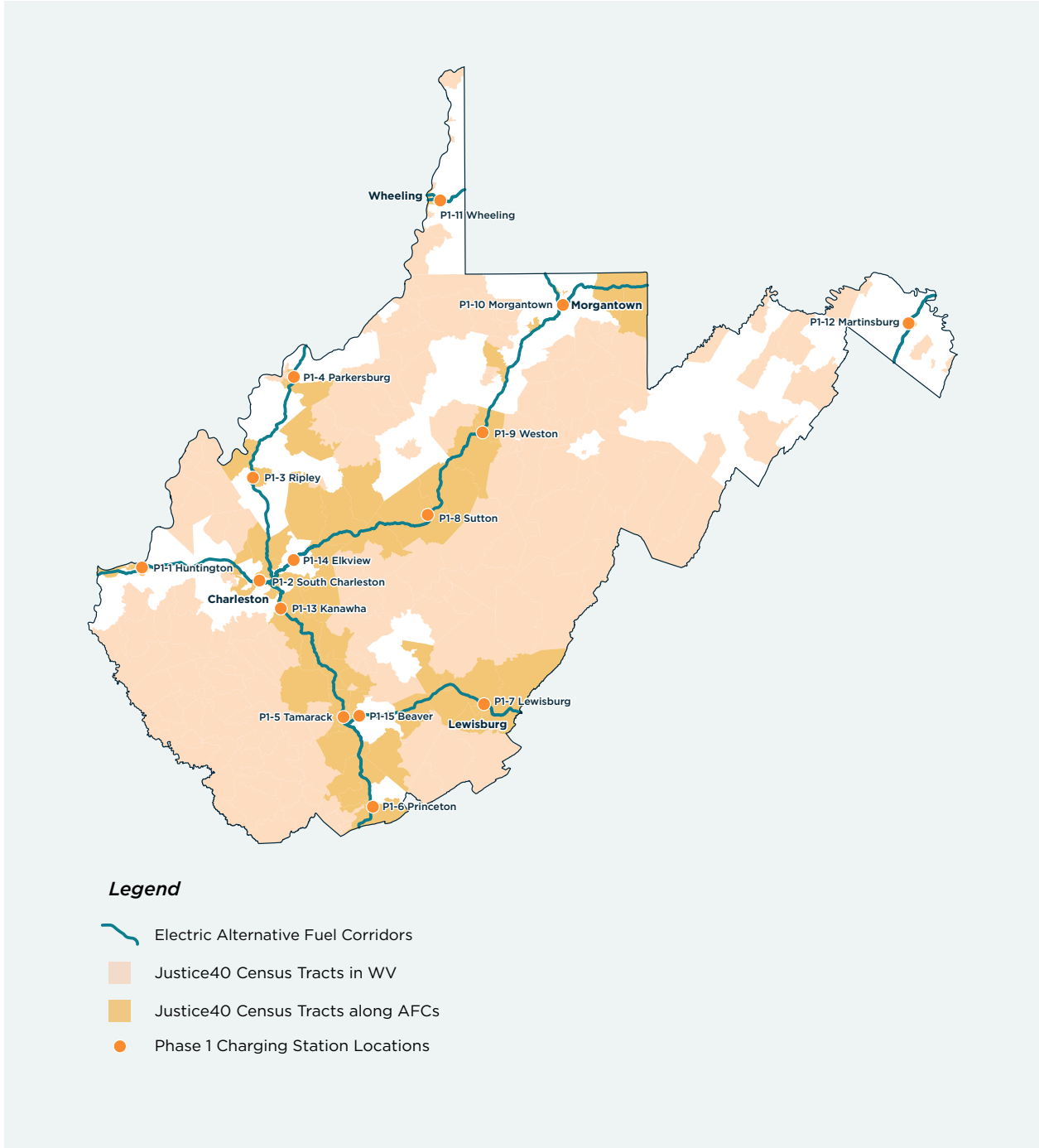
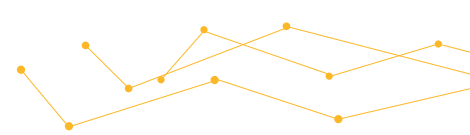


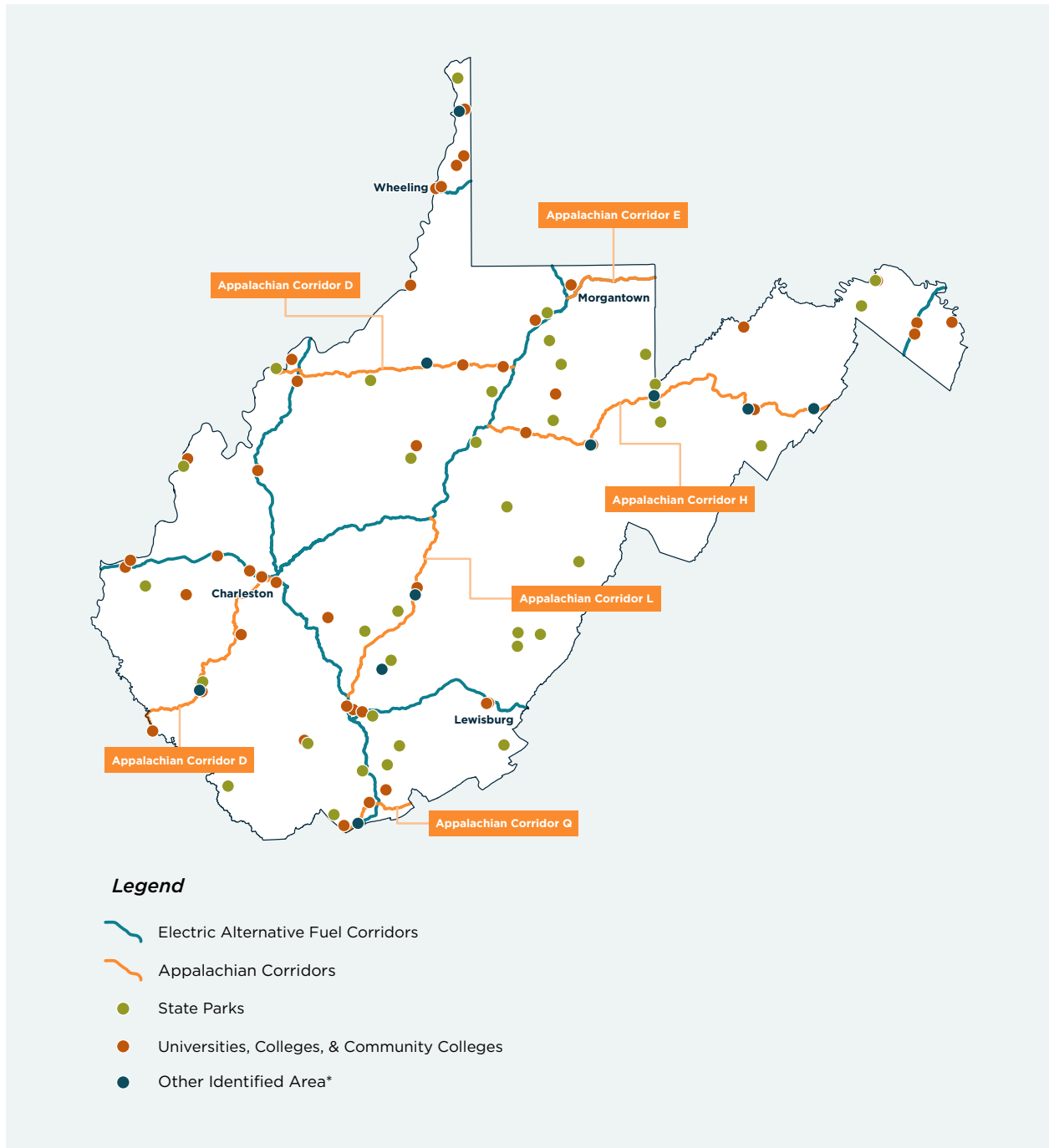
Figure 15. Phase 1 Charging Station Locations





Phase 2 will consist of 100 stations and 600 charging ports throughout West Virginia. The stations will be located along designated Appalachian Development Highway corridors and at state parks, colleges, universities, community colleges, and other priority sites. The estimated number of ports at each station for Phase 2 will be 2 DCFC 50kW charging ports and 4 Level II charging ports. The total estimated cost of Phase 2 is \$31 million, including site construction costs and O&M costs for five years. The federal share of the Phase 2 cost (that will use NEVI funds) is \$24.8 million. The non-federal share of the estimate costs is \$6.2 million.

Figure 16. Proposed Phase 2 Locations



*Other identified areas are unique destinations, like New River Gorge National Park and other important crossroad communities. Phase 2 sites will be evaluated and prioritized after Phase 1 procurement is complete.

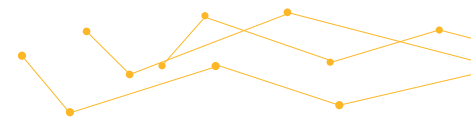


Table 9. Phase 2 Summary of Sites, Ports, and Estimated Costs

	Stations	Ports	Site Cost	O&M	Total Cost	Federal Share of Cost (80%)	Non-Federal Share of Cost (20%)
Level III/ DCFC 50kW	100	200	\$17,000,000	\$3,000,000	20,000,000	\$16,000,000	\$4,000,000
Level II/6.6-19.2kW	100	400	10,000,000	\$1,000,000	11,000,000	\$8,800,000	\$2,200,000
Total	100	600	\$27,000,000	\$4,000,000	\$31,000,000	\$24,800,000	\$6,200,000

A detailed list of planned charging stations for Phase 2 is in Appendix B.

PLANNING TOWARDS A FULLY BUILT OUT DETERMINATION

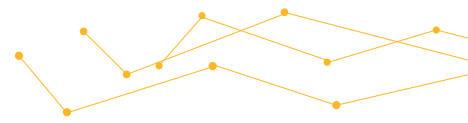
West Virginia is planning to select a single vendor to construct and maintain Phase 1 of the state’s NEVI-funded charging stations. When Phase 1 is complete, all electric AFCs in the state will be designated as “ready.” The current estimate of costs will require funds for FY22/23 and FY24. Not all the FY24 funds will be needed to designate all electric AFCs in West Virginia as ready. West Virginia will be considered “Fully Built Out” once Phase 1 is complete.

Table 10. Fully Built Out Estimation

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)?	15
Provide the estimated month/year to achieve Fully Built Out status:	December 2025

EV CHARGING INFRASTRUCTURE DEPLOYMENT AFTER BUILD OUT

When Phase 1 is complete, the remaining NEVI funds will be used to build stations along designated Appalachian Development Highway corridors and at state parks, colleges, universities, community colleges, and other priority sites. Phase 2 will focus on building stations with DCFC 50kW and 19kW Level II charging ports.

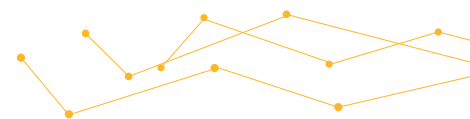


IMPLEMENTATION

Entities awarded contracts under the WVDOT NEVI program will be required to provide a cost and implementation plan for five years of O&M. O&M costs should include comprehensive warranties for the EV chargers and associated electrical equipment. O&M costs for five years at each station is estimated at 12% of the installation cost.

Table 11. Estimated Operations and Maintenance Costs for Proposed EV Stations

	# of Stations	Total O&M
Phase 1	15	\$1,500,000
Phase 2	100	\$4,000,000
Total	115	\$5,500,000



EQUITY CONSIDERATIONS

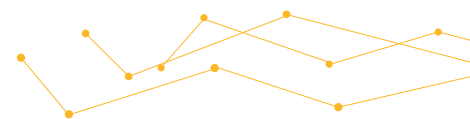
PROCESS TO IDENTIFY, QUANTIFY, AND MEASURE BENEFITS TO DACS

Tracking the investment and benefits for Disadvantaged Communities (DACs) in West Virginia is an integral element of the state's NEVI program. The program will track the benefits based on:

- **Total NEVI program investment in Justice40 census tracts.** Currently, it is estimated that 70% of the state's NEVI funds will be invested in EV charging ports located in Justice40 census tracts.
- **Increase in access to public EV charging in Justice40 census tracts.** In 2023, 57% of the state's EV charging ports are located in Justice40 census tracts. The state's NEVI program, when fully funded and constructed, will increase the share of the state's ports in Justice40 census tracts to 66%. This increase means a 154% increase in access to EV charging in Justice40 census tracts.
- **Reduction in exposure to transportation emissions.** Justice40 census tracts in West Virginia will benefit from 68% of the NEVI programs tail-pipe emissions reduction for the state.
- **Reduction in greenhouse gas emissions.** The estimated EV charging ports in West Virginia Justice40 census tracts will benefit from 8,000 tons of GHG emissions reduction annually.
- **Job creation.** Of the jobs created by the state's NEVI program, 73% will be from the investment in charging stations located in Justice40 census tracts.

Table 12. West Virginia NEVI Program DAC Benefits Performance Measures

Benefits Category (examples)	Metrics	Data Source
Improve clean transportation access through the location of chargers	Rate of increase in the number of public EV charging ports in Justice40 census tracts Share of NEVI-funding for new EV charging ports in Justice40 census tracts	US Census; WVDOT
Reduce environmental exposures to transportation emissions	Reduction in <ul style="list-style-type: none"> ▪ Greenhouse Gas (GHG) - short tons ▪ Nitrogen Oxides (NOx) - lbs ▪ Carbon Monoxide (CO) - lbs ▪ Particulate Matter 10 (PM10) - lbs ▪ Particulate Matter 2.5 (PM2.5) - lbs ▪ Sulfur Oxide (SOx) - lbs Results calculated for whole states and DACs.	Argonne National Laboratory
Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities	Creation of supply chain, induced, and operations and maintenance jobs. Results calculated for entire state and DACs.	Argonne National Laboratory



The West Virginia NEVI program will be invested in Justice40 census tracts. In total, 70% of the NEVI funding will be invested in Justice40 census tracts. In 2023, 56% of the public EV charging ports are located in Justice40 census tracts. When the state’s NEVI funds are fully invested, the share of EV charging ports in Justice40 census tracts will increase to 66%. This increase in access will mean a 154% increase in access to public EV charging in Justice40 census tracts in West Virginia.

Table 13. West Virginia NEVI Program Investment in Justice40 Census Tracts

	In Justice40 Census Tracts	Not in Justice40 Census Tracts	Total
Existing Ports	183	136	319
NEVI-Funded Ports	464	196	660

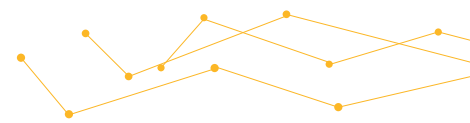
The impacts of the NEVI program on West Virginia’s transportation emissions and employment market were measured using two tools from Argonne National Laboratory: AFLEET Charging and Fueling Infrastructure Emissions Tool and the AFLEET EVSE Tool, respectively. Argonne National Laboratory is a federally funded laboratory which is a leader in studying the impact of EVs. The tools were run for both West Virginia as a whole and West Virginia’s DACs to analyze the impact on both geographic extents and measure the equitable distribution of resources and benefits to DACs.

The installation of the electric vehicle chargers will significantly reduce the emission of harmful pollutants within Justice40 census tracts. The two phases of charger installations within West Virginia’s disadvantage communities will reduce the amount of GHG emissions by 8,000 tons annually. Additionally, the electric vehicle charger installations will significantly reduce other harmful air pollutants emitted in the selected communities including carbon monoxide, nitrous oxide, particulate matter, and sulfur oxides. Overall, West Virginia DACs will experience 68% of the overall emission reduction benefits from the NEVI program. The projected annually emission reductions within West Virginia DACs for each measure air pollution are detailed in Table 10.

Table 14. Annual Emission Reductions within West Virginia’s Disadvantaged Communities (DACs)

	GHGs (short tons)	CO (lb)	Nox (lb)	PM10 (lb)	PM2.5 (lb)	VOC (lb)	Sox (lb)	Fuel Dispensed	Fuel Unit
Phase 1									
Level 2	-	-	-	-	-	-	-	-	kWh
DCFC	709	7,304	196	19	15	673	3	896,000	kWh
Fueling Infrastructure Total	709	7,304	196	19	15	673	3	896,000	
Phase 2									
Level 2	1,273	13,109	351	34	28	1,208	6	1,608,000	kWh
DCFC	5,939	61,175	1,638	161	129	5,636	26	7,504,000	kWh
Fueling Infrastructure Total	7,212	74,284	1,989	195	157	6,844	31	9,112,000	
Total Fueling Infrastructure Total (Phase 1 + Phase 2)	7,921	81,589	2,184	214	172	7,517	34	10,008,000	

Source: Argonne National Laboratory

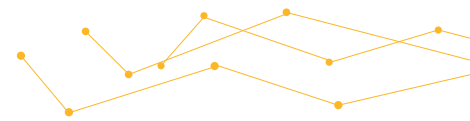


The investment in infrastructure from the NEVI program will also spur the creation of jobs throughout West Virginia. Charging stations funded by Phase 1 and Phase 2 will create 433 jobs. Of these jobs, 73% (316 jobs) will be associated with NEVI-funded stations in DACs. The created jobs will be primarily supply chain jobs involved with the production, installation, and construction of the chargers and the charging station. A smaller portion of the created jobs will be induced from the wage and incomes of the supply chain laborers. While most of the jobs will dissipate after the construction and installation of the chargers, a smaller number of permanent jobs will be needed to ensure constant operations and maintenance of the electrical vehicle chargers and charging stations. Table 11 displays the total number of jobs (supply chain, induced, and maintenance jobs) that will be created from West Virginia's NEVI program.

Table 15. Jobs Created from the NEVI Program

Phase 1	Total Jobs	Justice40 Jobs	Justice40 Jobs as Share of Total Jobs
Level 2	0	0	-
DCFC - 50kW	0	0	-
DCFC - 150kW	110	59	54%
Total	110	59	54%
Phase 2	Total Jobs	Justice40 Jobs	Justice40 Jobs as Share of Total Jobs
Level 2	56	39	70%
DCFC - 50kW	310	218	70%
DCFC - 150kW	0	0	-
Total	323	257	80%
Total (Phase 1 + Phase 2)	433	316	73%

Source: Argonne National Laboratory



LABOR AND WORKFORCE CONSIDERATIONS

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

DISCRETIONARY EXCEPTIONS

FHWA approved one exception for the 50-mile spacing of NEVI stations along the AFCs in West Virginia. For the FY 2024 plan, FHWA approved a one-year exception for the spacing of stations from Elkview to Sutton. The distance between Elkview and Sutton interchanges is 51 miles.

For this year’s plan, West Virginia is requesting a modified to this previously approved exception. The exception would move the proposed station location to the Flatwoods interchange. The exception would increase the spacing from Elkview from 51 miles to 56 miles.

The modification for this exception is the result of feedback during public involvement and the practical context of more amenities at the Flatwood interchange. Moving the station from Flatwoods would benefit people traveling with access to more retail opportunities and provide potential vendors with more potential sites to locate a fast-charging station. Due to the rural nature of the state, the distance from Elkview to the Sutton/Flatwoods interchanges does not allow less than 50 mile spacing and provide the necessary development to support NEVI compliant fast-charging.

Below are notes about the differences in the areas around each interchanges. On the next page is a summary of the trip volumes and distances of trips that end within one mile of the interchanges.

- The Sutton and Flatwood interchanges are both within Justice40 census tracts. Moving the proposed location to Flatwoods would ensure the investment and access to fast charging remains in a Justice40 census tract.
- On a typical day in the fall of 2023, there were 14,650 trips that ended within one mile of the Flatwoods interchange. During the same time, there were 2,765 trips that ended within one mile of the Sutton interchange. The volume of trips ending within one mile of the interchange is 530% higher at Flatwoods. Locating the station at Flatwoods interchange would mean access to fast-charging for more people.
- On a typical day in the fall of 2023, there were 2,068 trips 32 miles or longer that ended within one mile of the Flatwoods interchange. During the same time, Sutton had 198 trips 32 miles or longer that ended within one mile of the interchange. The Flatwoods interchange has significantly more trips ending near the interchange that could potentially create a need for a fast-charging station.
- At the Flatwoods stations, there are more retail destinations for the traveling public, including a Walmart, several stripmalls, and multiple chain restaurants. Additionally, there are other unique destinations like the Flatwoods KOA journey site and a hotel. A NEVI fast-charging station at the Flatwoods interchange can serve people traveling along I-79 as well as people staying overnight at the Flatwoods interchange.

Table 16. Summary of NEVI Station Spacing Exception Requests

Exception 1	Type	Distance of Deviation	Included in Round 6 AFC Nomination	Reason for Exception Request
Elkview to Flatwoods	50 miles apart	56	Yes	Geography

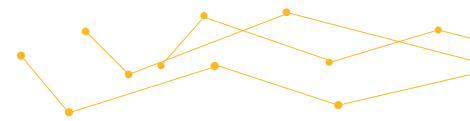

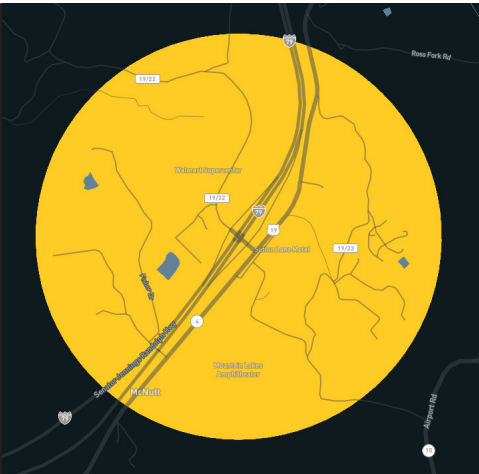


Figure 17 compares the trip volumes and trip distances for trips that end within one mile of the I-79 Sutton and Flatwoods interchanges. The data is from Replica and represents a typical Thursday in the Fall of 2023. The figure below summarizes the total daily trips that end within one mile of the interchanges and the total daily trips 32 miles or longer that end within one mile of the interchanges.

Figure 17. Comparison of Trip Patterns at the I-79 Sutton and Flatwoods Interchanges

	Sutton I-79 Interchange	Flatwoods I-79 Interchange
Map of One-Mile Buffer around interchange		
Number of daily trips that end within one mile of the interchange	2,765	14,650
Percent difference between the Sutton and Flatwoods interchange daily trips that end within one mile of the interchange		530%
Number of daily trips 32 miles or longer that end within one mile of the interchange	198	2,068
Percent difference between the Sutton and Flatwoods interchange daily trips 32 miles or longer that end within one mile of the interchange		1,044%

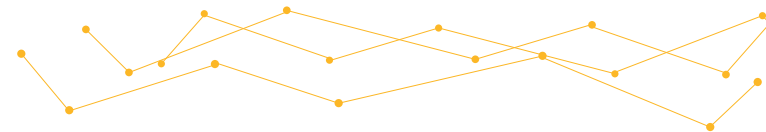


APPENDIX A

EXISTING CHARGING STATIONS IN WEST VIRGINIA, 2024

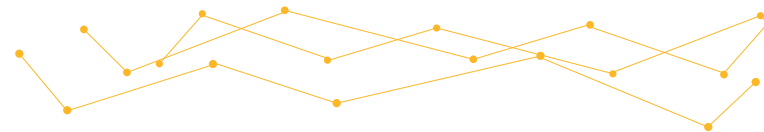


West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



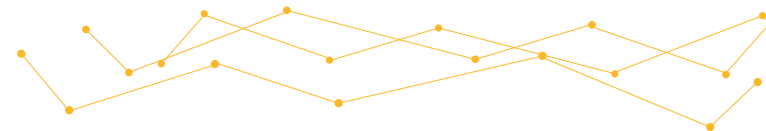
State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		EV Network	23 CFR 680 Compliant	Intent to Count Toward Fully Built Out Determination
					Level 2	DCFC			
102510	I-70	35 Bob Wise Dr	Triadelphia	WV		4	Tesla	Yes	No
116239	WV 88	465 Lodge Dr	Wheeling	WV	3		Tesla Destination	No	No
116240	US 60	300 W Main St	White Sulphur Springs	WV	2		Tesla Destination	No	No
116219	-	235 Canyon View Ln	Cabins	WV	2		Tesla Destination	No	No
116235	US 19	35 Walnut St	Shinnston	WV	2		Tesla Destination	No	No
116218	US 52	2109 Jefferson St	Bluefield	WV	2		Tesla Destination	No	No
116237	-	201 Motorsports Park Cir	Summit Point	WV	8		Tesla Destination	No	No
102505	-	2 Kanawha Blvd E	Charleston	WV		8	Tesla	No	No
102508	US 119	21 Asturias Ln	Morgantown	WV		8	Tesla	No	No
102511	US 33/US 48/US 119	39 Berlin Rd	Weston	WV		8	Tesla	No	No
116213	US 60	49 Hawks Nest Park Rd	Ansted	WV	3		Tesla Destination	No	No
116214	US 60	1 Cracker Barrel Dr	Barboursville	WV	4		Tesla Destination	No	No
116215	US 522	110 S Washington St	Berkeley Springs	WV	3		Tesla Destination	No	No
116216	US 522	11500 Valley Rd	Berkeley Springs	WV	1		Tesla Destination	No	No
116217	US 522	818 Cacapon Lodge Rd	Berkeley Springs	WV	3		Tesla Destination	No	No
116220	-	393 N Lawrence St	Charles Town	WV	3		Tesla Destination	No	No
116221	-	1584 Blackwater Lodge Rd	Davis	WV	2		Tesla Destination	No	No
116222	-	230 Main Lodge Rd	Davis	WV	3		Tesla Destination	No	No
116223	US 340	4328 William L Wilson Fwy	Harpers Ferry	WV	2		Tesla Destination	No	No
116224	WV 34	511 WV-34	Hurricane	WV	4		Tesla Destination	No	No
116225	US 119	1000 Conference Center Dr	Logan	WV	3		Tesla Destination	No	No
116226	I-77	64 Elizabeth Pike	Mineral Wells	WV	4		Tesla Destination	Yes	No

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



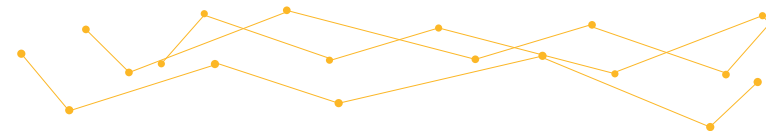
State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		EV Network	23 CFR 680 Compliant	Intent to Count towards Fully Built Out Determination
					Level 2	DCFC			
116228	US 220	185 Hyde St	Moorefield	WV	2		Tesla Destination	No	No
116229	WV 97	97 RR	Mullens	WV	3		Tesla Destination	No	No
116230	-	3405 Pipestem Dr	Pipestem	WV	6		Tesla Destination	No	No
116231	US 19	940 Resort Dr	Roanoke	WV	2		Tesla Destination	No	No
116232	US 50	64 Heritage Cir	Romney	WV	2		Tesla Destination	No	No
116233	WV 480	164 Shepherd Grade Rd	Shepherdstown	WV	2		Tesla Destination	No	No
116234	WV 480	233 Lowe Dr	Shepherdstown	WV	4		Tesla Destination	No	No
116238	-	616 Main St	Sutton	WV	2		Tesla Destination	No	No
122584	US 220	1500 US Hwy 220	Moorefield	WV	2		Tesla Destination	No	No
102506	US 60	432 18th St W	Huntington	WV		8	Tesla	No	No
102507	WV 9	1465 Edwin Miller Blvd	Martinsburg	WV		8	Tesla	No	No
102509	US 19	5481 Robert C. Byrd Dr	Mt. Hope	WV		8	Tesla	No	No
122309	WV 618	1102 7th St	Parkersburg	WV		6	Tesla	No	No
187882	I-64	417 Hurricane Creek Rd	Hurricane	WV	4		Blink Network	Yes	No
195933	US-33	2 Fitness Ln	Ripley	WV	4		Blink Network	No	No
187938	US 119	7 Dudley Farms Ln	Charleston	WV	2		ChargePoint Network	No	No
197829	I-79	2260 Murphys Run Rd	Bridgeport	WV		1	ChargePoint Network	No	No
201239	US 119	58 Don Knotts Blvd	Morgantown	WV	2		ChargePoint Network	No	No
204868	-	3982 Waverly Rd	Williamstown	WV	1		ChargePoint Network	No	No
196255	I-70	25 Gantzer Ridge Rd	Triadelphia	WV		8	Tesla	Yes	No
200862	I-68	1901 Earl L Core Rd	Morgantown	WV		8	Tesla	Yes	No
206048	I-79	380 Richard Harrison Way	Morgantown	WV	3		Blink Network	No	No
222159	US 219	8721 Seneca Trail S	Ronceverte	WV	1		Blink Network	No	No
224492	I-70	87 Jenkins Ln	Triadelphia	WV	4		Blink Network	Yes	No

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		EV Network	23 CFR 680 Compliant	Intent to Count towards Fully Built Out Determination
					Level 2	DCFC			
224525	I-70	40 Robinson Dr	Triadelphia	WV	4		Blink Network	Yes	No
229386	US 60	101 Main St W	White Sulphur Springs	WV	6		Blink Network	No	No
229388	US 60	101 Main St W	White Sulphur Springs	WV	6		Blink Network	No	No
238088	US 60	901 Lee St	Charleston	WV	4		Blink Network	No	No
331208	-	84 Black Bear Cir	Snowshoe	WV	2		Blink Network	No	No
331432	US 60	101 Main St W	White Sulphur Springs	WV	6		Blink Network	No	No
214941	US 119	58 Don Knotts Blvd	Morgantown	WV		1	ChargePoint Network	No	No
220421	US 50	2908 7th St	Parkersburg	WV	2		ChargePoint Network	No	No
227869	-	18562 Buffalo Rd	Buffalo	WV	2		ChargePoint Network	No	No
227870	-	18562 Buffalo Rd	Buffalo	WV	2		ChargePoint Network	No	No
227871	-	18562 Buffalo Rd	Buffalo	WV	2		ChargePoint Network	No	No
227872	-	92 Sugar Maple Ln	Buffalo	WV	2		ChargePoint Network	No	No
227873	-	92 Sugar Maple Ln	Buffalo	WV	2		ChargePoint Network	No	No
237841	US 60	131 MacCorkle Ave SW	South Charleston	WV		1	ChargePoint Network	No	No
237842	US 60	131 MacCorkle Ave SW	South Charleston	WV		1	ChargePoint Network	No	No
237861	US 119	5 Dudley Farms Ln	Charleston	WV		1	ChargePoint Network	No	No
235527	-	315 Pikeview Dr	Beckley	WV	2		EV Connect	No	No
237737	US 60	6275 Country Club Dr	Huntington	WV	2		EV Connect	No	No
214081	US 250	1000 Fairmont Ave	Fairmont	WV		8	Tesla	No	No
233044	I-79	2001 Sutton Ln	Sutton	WV		8	Tesla	Yes	No
236873	I-77	1000 Oakvale Rd	Princeton	WV		8	Tesla	Yes	No
251006	-	201 W. Maple Ave	Fayetteville	WV	1		Tesla Destination	No	No
309223	WV 131	600 Barley Ct	Bridgeport	WV	2		Blink Network	No	No
309227	-	255 Resort Dr	Daniels	WV	4		Blink Network	No	No
309962	-	6175 Snowshoe Dr	Snowshoe	WV	2		Blink Network	No	No

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		EV Network	23 CFR 680 Compliant	Intent to Count towards Fully Built Out Determination
					Level 2	DCFC			
324342	-	5811 Snowshoe Dr	Snowshoe	WV	1		Blink Network	No	No
308016	I-70	80 Straub Dr	Triadelphia	WV		1	ChargePoint Network	No	No
308017	I-70	80 Straub Dr	Triadelphia	WV		1	ChargePoint Network	No	No
323512	US 119	63 Admiral Rd	Chapmanville	WV	1		ChargePoint Network	No	No
308260	-	700 Roxalana Hills Dr	Charleston	WV	2		EV Connect	No	No
308390	WV 45	838 East Moler Ave	Martinsburg	WV	1	2	EV Connect	No	No
323662	-	1406 E Washington St	Charleston	WV		1	EV Connect	No	No
322288	US 250	696 Beverly Pike	Elkins	WV		4	RED_E	No	No
258268	US 219	222 Hunter Ln	Lewisburg	WV		8	Tesla	No	No
312519	I-81	14686 Apple Harvest Dr	Martinsburg	WV		8	Tesla	Yes	No
321141	I-77	701 Main St	Ripley	WV		8	Tesla	Yes	No
325464	US 220	62 Inspiration Dr	Keyser	WV	1		Blink Network	No	No
347091	WV 2	788 WV-2	New Martinsville	WV	2		CHARGELAB	No	No
347092	WV 95	4601 Camden Ave	Parkersburg	WV	1		CHARGELAB	No	No
325481	WV 68	315 Ann St	Parkersburg	WV		1	ChargePoint Network	No	No
328454	I-79	7000 Mall Rd	Morgantown	WV	1		ChargePoint Network	No	No
328621	I-64	1211 Liberty Park Dr	Hurricane	WV	2		EV Connect	No	No
329481	I-64	4130 1st Ave	Nitro	WV		1	FLO	No	No
326670	-	1564 E Pike St	Clarksburg	WV	4	2	RED_E	No	No
330973	I-64	10410 McCorkle Ave	Marmet	WV		8	Tesla	Yes	No
326669	US 22	303 Three Springs Dr	Weirton	WV	2		Tesla Destination	No	No
251006	-	201 W. Maple Ave	Fayetteville	WV	1		Tesla Destination	No	No
309223	WV 131	600 Barley Ct	Bridgeport	WV	2		Blink Network	No	No
309227	-	255 Resort Dr	Daniels	WV	4		Blink Network	No	No
309962	-	6175 Snowshoe Dr	Snowshoe	WV	2		Blink Network	No	No

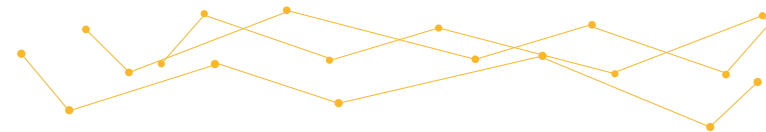


APPENDIX B

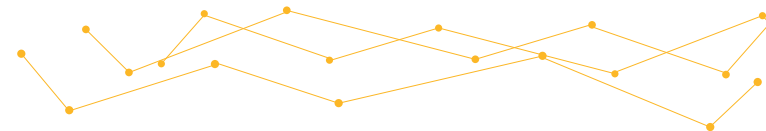
PLANNED CHARGING STATIONS, PHASE 1 AND PHASE 2



West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN

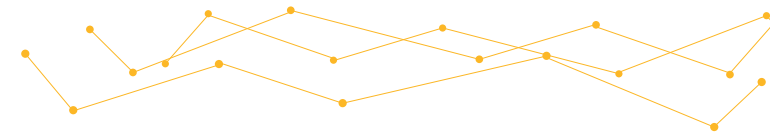


State EV Charging Location Unique ID	Route	Location			Number of Charging Ports			Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW	DCFC 150kW				
Phase 1											
P1-1	I-64 (AFC)	Intersection of US 60 and I-64	Huntington	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-2	I-64 (AFC)	Intersection of Montrose Dr and I-64	South Charleston	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-3	I-77 (AFC)	Intersection of US 33 and I-77	Ripley	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-4	I-77 (AFC)	Intersection of US 50 and I-77	Parkersburg	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-5	I-77 (AFC)	Intersection of WV 16 and I-77	Tamarack	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-6	I-77 (AFC)	Intersection of US 460 and I-77	Princeton	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-7	I-64 (AFC)	Intersection of US 219 and I-64	Lewisburg	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-8	I-79 (AFC)	Intersection of WV 4 and I-79	Sutton	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-9	I-79 (AFC)	Intersection of US 33/ US 19 and I-79	Weston	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-10	I-68 (AFC)	Intersection of US 119 and I-68	Morgantown	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-11	I-70 (AFC)	Intersection of US 40 and I-470 and I-70	Wheeling	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-12	I-81 (AFC)	Intersection of County Route 15 and I-81	Martinsburg	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-13	I-64 (AFC)	Intersection of WV 94 and I-77	Kanawha	WV	0	0	4	2025	\$1,500,000.00	FY22/FY23	New Location
P1-14	I-79 (AFC)	Intersection of County Route 43 and I-79	Elkview	WV	0	0	4	2025	\$1,500,000.00	FY24	New Location
P1-15	I-64 (AFC)	Intersection of Airport Road and I-64	Beaver	WV	0	0	4	2025	\$1,500,000.00	FY24	New Location



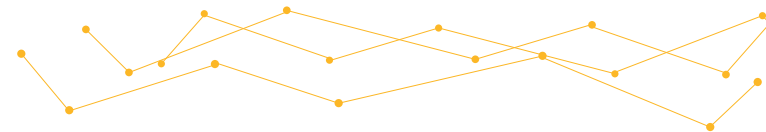
State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW				
Phase 2										
P2-1	US 119/ US 250	Alderson Broaddus College	Philippi	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-2	WV 45	Blue Ridge Community Technical College	Martinsburg	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-3	WV 67	Bethany College	Bethany	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-4	I-64 (AFC)	Mountwest Community and Technical College	Huntington	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-5	US 60	Marshall University	Huntington	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-6	WV 61	Bridge Valley Community and Technical College	Montgomery	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-7	WV 210	West Virginia University Institute of Technology - Beckley Campus	Beckley	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-8	US 33/ US 119	Glenville State College	Glenville	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-9	US 219	West Virginia School of Osteopathic Medicine	Lewisburg	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-10	US 48/ WV 55	Eastern West Virginia Community and Technical College	Moorefield	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-11	US 50/ WV 23	Salem International University	Salem	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-12	WV 230/ WV 480	Shepherd University	Shepherdstown	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-13	WV 61	University of Charleston	Charleston	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-14	I-64 (AFC)	Bridge Valley CTC - Advanced Technology Center	South Charleston	WV	4	4	TBD	\$285,000.00	FY24	New Location

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



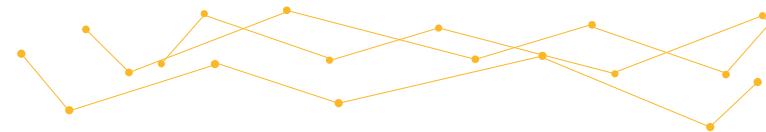
State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW				
P2-15	WV 25/I-64 (AFC)	West Virginia State University	Institute	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-16	WV 73	Southern WVCTC - Logan Campus	Logan	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-17	US 19	Fairmont State University	Fairmont	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-18	US 19	Pierpont Community and Technical College	Fairmont	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-19	CR 9	Concord University	Athens	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-20	US 53	Bluefield State College	Bluefield	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-21	US 220	West Virginia University Potomac State College	Keyser	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-22	US 19/ WV 7	West Virginia University	Morgantown	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-23	WV 88	West Liberty University	West Liberty	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-24	WV 2/ US 250	West Virginia Northern Community College	Wheeling	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-25	I-70 (AFC)	Wheeling Jesuit University	Wheeling	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-26	I-64 (AFC)	New River Community and Technical College	Beaver	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-27	US 33/US 219/US250	Davis and Elkins College	Elkins	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-28	CR 151	West Virginia Wesleyan College	Buckhannon	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-29	-	Ohio Valley University	Vienna	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-30	WV 47	West Virginia University Parkersburg	Parkersburg	WV	4	4	TBD	\$285,000.00	FY24	New Location

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



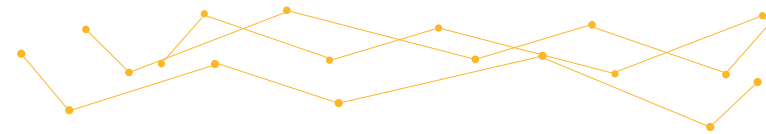
State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW				
P2-31	WV 47	Caperton Center for Applied Technology	Parkersburg	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-32	US 11	Blue Ridge CTC - Tech Center	Martinsburg	WV	4	4	TBD	\$285,000.00	FY24	New Location
P2-33	CR 9/9	Blue Ridge CTC - Morgan County Campus	Berkeley Springs	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-34	I-64 (AFC)	Bluefield State College - Erma Byrd Center - Beckley	Beckley	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-35	WV 20	Fairmont State - The Gaston Caperton Center	Clarksburg	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-36	WV 34	Marshall University - Teays Valley Regional Center	Teays Valley	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-37	CR 15	Marshall University - Mid-Ohio Valley Center	Point Pleasant	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-38	I-64 (AFC)	Marshall University - Graduate College	South Charleston	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-39	US 60	New River CTC - Greenbrier Valley Campus	Lewisburg	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-40	WV 20	New River CTC - Mercer County Campus	Princeton	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-41	WV 41/ US 19	New River CTC - Nicholas County Campus	Summersville	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-42	WV 3	Southern WVCTC - Boone/Lincoln Campus	Foster	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-43	-	Southern WVCTC - Williamson Campus	Williamson	WV	4	4	TBD	\$285,000.00	FY25	New Location

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



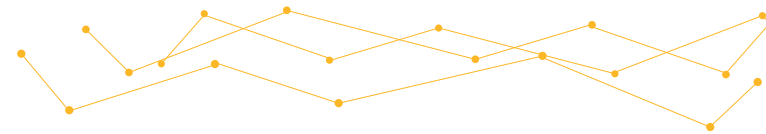
State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW				
P2-44	WV 97	Southern WVCTC - Wyoming/McDowell Campus	Saulsville	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-45	WV 3	Southern WVCTC - Lincoln Campus	Hamlin	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-46	I-77 (AFC)	University of Charleston - Beckley Campus	Beckley	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-47	WV 105	WVNCC - Weirton Campus	Weirton	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-48	-	WVNCC - New Martinsville Campus	New Martinsville	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-49	I-77 (AFC)/ US 33	WVU Parkersburg - Jackson County Center	Ripley	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-50	-	Blennerhassett Island Historical State Park	Blennerhassett	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-51	CR 29	Blackwater Falls State Park	Davis	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-52	-	Canaan Valley Resort State Park	Davis	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-53	-	Fairfax Stone State Park	Egdon	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-54	US 219	Droop Mountain Battlefield State Park	Spice	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-55	WV 66	Cass Scenic Railroad State Park	Cass	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-56	CR 25/6	Watters Smith Memorial State Park	Lost Creek	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-57	-	Beartown State Park	Falling Spring	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-58	US 60	Hawks Nest State Park	Anstead	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-59	-	Cedar Creek State Park	Glenville	WV	4	4	TBD	\$285,000.00	FY25	New Location

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW				
P2-60	CR 3	Tomlinson Run State Park	New Manchester	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-61	-	Valley Falls State Park	Valley Falls	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-62	WV 2	Tu-Endie-Wei State Park	Point Pleasant	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-63	-	Pinnacle Rock State Park	Bramwell	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-64	-	Cacapon Resort State Park	Bath	WV	4	4	TBD	\$285,000.00	FY25	New Location
P2-65	US 522/ WV 9	Berkeley Springs State Park	Berkeley Springs	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-66	-	Little Beaver State Park	Beaver	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-67	-	Lost River State Park	Mathias	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-68	US 50	Cathedral State Park	Aurora	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-69	-	Camp Creek State Park	Camp Creek	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-70	WV 41	Babcock State Park	Clifftop	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-71	US 119	Chief Logan State Park	Logan	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-72	US 19/I-79 (AFC)	Stonewall Resort State Park	Roanoke	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-73	-	Panther State Forest	Panther	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-74	US 119/ US 250	Tygart Lake State Park	Grafton	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-75	WV 20	Pipestem Resort State Park	Pipestem	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-76	-	Pricketts Fort State Park	Fairmont	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-77	CR 43	Beech Fork State Park	Barboursville	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-78	WV 20	Bluestone State Park	Hinton	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-79	WV 20	Holly River State Park	Hacker Valley	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-80	CR 5	North Bend State Park	Cairo	WV	4	4	TBD	\$285,000.00	FY26	New Location

West Virginia
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI)
 DEPLOYMENT PLAN



State EV Charging Location Unique ID	Route	Location			Number of Charging Ports		Estimated Quarter/Year Operational	Estimated Cost	Funding Source	New Location or Upgrade?
					Level 2	DCFC 50kW				
P2-81	CR 8	Moncove Lake State Park	Gap Mills	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-82	-	Twin Falls Resort State Park	Mullens	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-83	CR 23	Carnifex Ferry Battlefield State Park	Summersville	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-84	CR 11/ CR 36	Audra State Park	Buckhannon	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-85	-	Watoga State Park	Marlinton	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-86	US 50	Midpoint Along Appalachian Corridor D	West Union	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-87	US 33/ US 219/ US 250	Elkins	Elkins	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-88	US 48	Midpoint Along Appalachian Corridor H	Davis	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-89	US 220	Weirton	Weirton	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-90	US 48	Point Along Appalachian Corridor H	Moorefield	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-91	US 48	Point Along Appalachian Corridor H	Wardensville	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-92	US 19	Midpoint Along Appalachian Corridor L	Summersville	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-93	-	New River Gorge National Park	Prince	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-94	US 460/ US 52	Point Along Appalachian Corridor Q	Bluefield	WV	4	4	TBD	\$285,000.00	FY26	New Location
P2-95	US 119	Point Along Appalachian Corridor G	Logan	WV	4	4	TBD	\$285,000.00	FY26	New Location



APPENDIX C

PREVIOUS YEAR PLAN



West Virginia

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) DEPLOYMENT PLAN

July 2023





Prepared By:

Kimley»Horn

Table of Contents

1	Introduction.....	3
2	State Agency Coordination	10
3	Public Engagement	12
4	Plan and Vision Goals.....	15
5	Contracting.....	17
6	Existing and Future Conditions Analysis.....	19
7	EV Charging Infrastructure Deployment.....	31
8	Implementation.....	36
9	Civil Rights	42
10	Equity Considerations.....	44
11	Labor and Workforce Considerations.....	48
12	Physical Security & Cybersecurity	50
13	Program Evaluation	52
14	Discretionary Exceptions	54
15	Appendix A: Existing Station Information.....	57
16	Glossary of Terms	61





1

Introduction

The West Virginia National Electric Vehicle (EV) Infrastructure Deployment Plan (Plan) overviews how West Virginia intends to use the National Electric Vehicle Infrastructure (NEVI) Formula Program funds. The program's purpose is to expand access to electric vehicle charging by:

- Accelerating equitable adoption of EVs, including for those who cannot reliably charge at home.
- Reducing transportation-related greenhouse gas emissions and help put the U.S. on a path to net-zero emissions by no later than 2050.
- Positioning U.S. industries to lead global transportation electrification efforts and help create family-sustaining union jobs that cannot be outsourced.

Additionally, West Virginia legislature passed House Bill 4797 in June of 2022. It directs the West Virginia Department of Transportation (WVDOT) to create the EV Infrastructure Development Plan for the state. It states the plan:

“..shall take a holistic approach, considering the future charging infrastructure needs of school systems, public transportation, counties and municipalities, and other public and private users.”

To meet both federal and state goals, West Virginia will need access to new publicly available EV chargers. The West Virginia EV Infrastructure Development Plan is the state's road map to invest the NEVI Formula Program funds.



NEVI program funds are apportioned from the Infrastructure Investment and Jobs Act (IIJA), sometimes referred to as the Bipartisan Infrastructure Law (BIL). This Plan was developed using guidance provided by the NEVI program to create a framework to support build-out of the public EV charging network in the state.



Key Elements of NEVI Program in West Virginia:

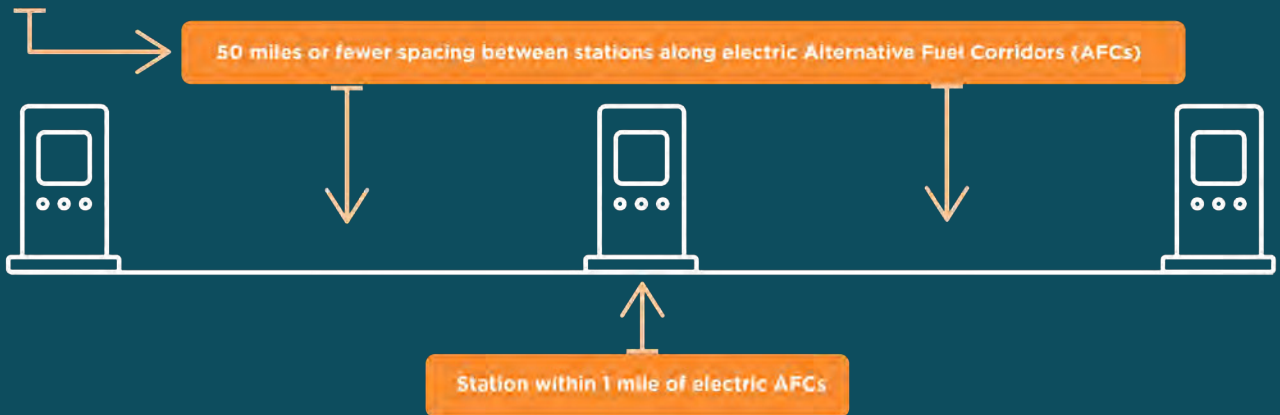
- ▶ *Five-year program*
- ▶ *Estimated \$45.7 million will be apportioned to West Virginia over five (5) years*
- ▶ *Estimated 912 new public charging ports will be constructed, increasing the public EV charging network by 3,145%*

The program will be implemented in two (2) phases over the five-year program in West Virginia. Phase 1 is focused on build-out of NEVI-required stations along the designated electric Alternative Fuel Corridors (AFC) in the state. The NEVI program requires electric AFCs in each state to have spacing of 50 miles or fewer between EV charging stations. The goal is to provide reliable regional and interstate EV travel across the U.S. It is estimated that Phase 1 will take two (2) fiscal years to complete.

Phase 2 will be focused on community-based public EV charging. Criteria for site selection during this phase will be based on community input and priority setting. The NEVI program requirements for this phase include a station may be on any public road or in other publicly accessible locations that are open to the general public or to authorized commercial motor vehicle operators from more than one (1) company. The focus for this phase will be on increasing access to EV charging and EV-related jobs, particularly in historically disadvantaged communities.

Figure 1. Phases

PHASE 1: ELECTRIC AFC CHARGING



PHASE 2: COMMUNITY-BASED CHARGING



WEST VIRGINIA MILESTONE SCHEDULE

In West Virginia, NEVI program funds will be administered by the WVDOT Division of Highways. The NEVI program requires each state to submit an EV Infrastructure Deployment Plan. This Plan satisfies this requirement.

Each state plan must be approved by the Joint Office of Energy and Transportation (Joint Office) before NEVI funds can be distributed to each respective state. Each year during the five-year program, the Plan will be updated to document program progress in West Virginia and meet NEVI program requirements related to reporting. Table 1 highlights key dates for the first fiscal year of the NEVI program in West Virginia.

Table 1. Anticipated NEVI Implementation by WVDOT

Anticipated Date	Milestone
May – July 2023	Development of Plan
August 2023	Plan Submitted to Joint Office
September 2023	Plan to be Approved by Joint Office
Winter 2023	Publish Solicitation for Phase 1 AFCs
Spring 2024	Award Contracts for Phase 1 AFCs



UPDATES FROM PRIOR PLAN

The table below highlights the areas of change between the 2022 and 2023 plan.

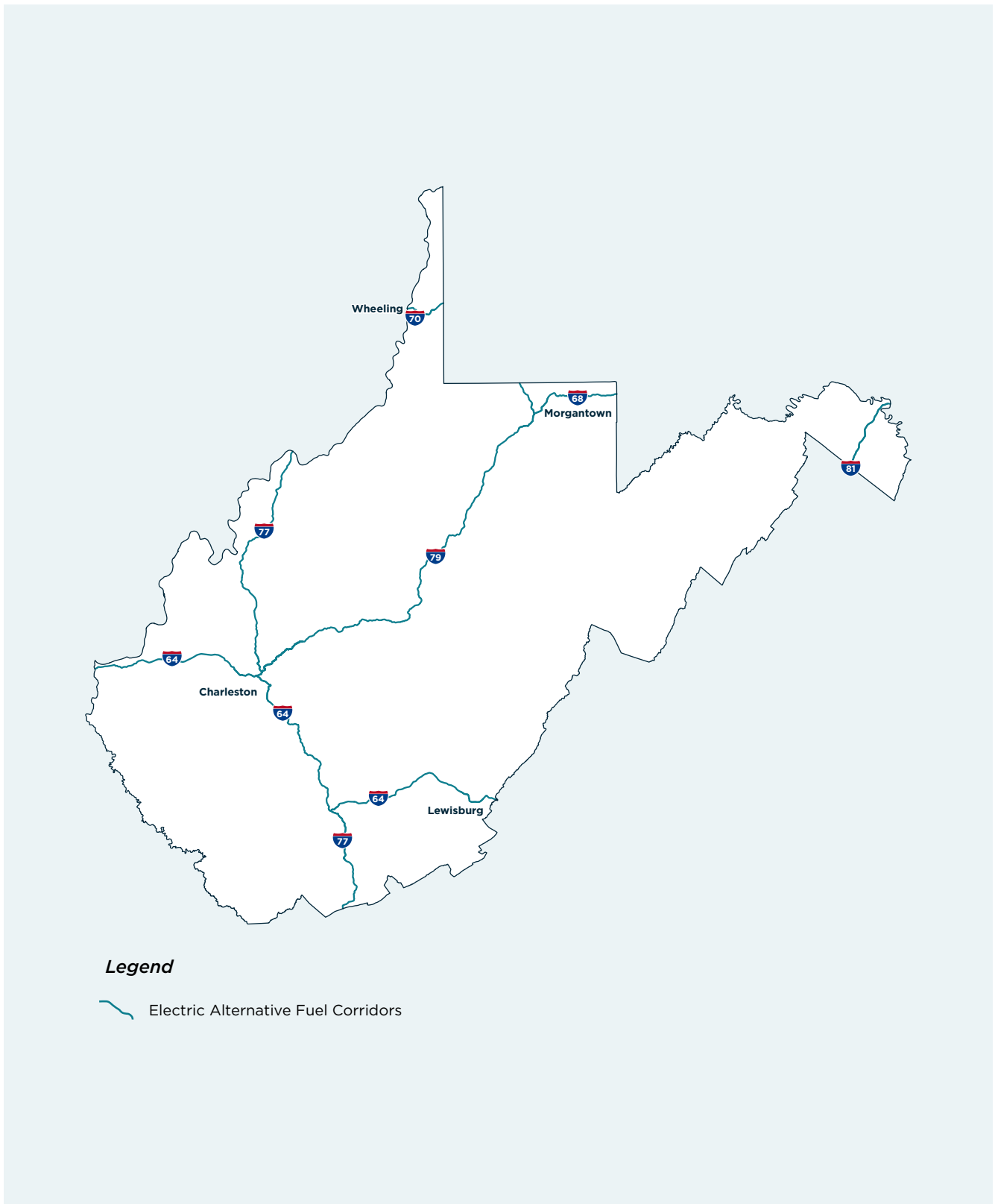
Table 2. Synopsis of Updates between 2022 and 2023

Section	Updated/Not Updated	Summary of Update
2. State Agency Coordination	Updated	
Memorandum of Understanding with other agencies	Updated	No MOU is needed with other agencies
Interagency Working Group(s)	Not Updated	Previously “Coordination with Other State Agencies”
3. Public Engagement	Updated	
Community Engagement Outcomes Report	Updated	Additional description of outreach and refined schedule for engagement
Tribal Engagement	Updated	No federally recognized tribes in West Virginia
Utility Engagement	Updated	Formal engagement will take place fall of 2023
Site-Specific Public Engagement	Updated	WVDOT will lead engagement once sites are secured and confirmed by the selected vendor(s)
4. Plan Vision and Goals	Not Updated	No change from NEVI Year 1 Plan
5. Contracting	Updated	Summary of P3 law used for Phase 1 procurement
Status of Contracting Process	Updated	Additional description about how a third party vendor will be selected
Awarded Contracts	Updated	No contracts have been awarded
Scoring Methodologies Utilized	Updated	WVDOT will develop a scoring methodology as part of the program development in fall of 2023
Plan for Compliance with Federal Requirements	Updated	WVDOT will lead oversight of vendor reporting and compliance. Vendor will be required to meet federal requirements as part of contract

Section	Updated/Not Updated	Summary of Update
6. Existing and Future Conditions Analysis	Updated	
Alternative Fuel Corridor (AFC) Designations (EV)	Not Updated	No additional EV AFCs designated since NEVI Year 1 Plan
Existing Charging Stations	Updated	Updated summary of existing stations and market conditions
Future Needs	Updated	Updated future need projections
7. EV Charging Infrastructure Deployment	Updated	
Planned Charging Stations	Updated	Updated detail for phasing by fiscal year
Planning Towards a Fully Built Out Determination	Updated	Update procurement strategy and FY funding timeline for fully built out determination
8. Implementation	Updated	Updated summary of implementation strategy
9. Civil Rights	Not Updated	No change from NEVI Year 1 Plan
10. Equity Considerations	Updated	
Identification and Outreach to Disadvantaged Communities (DACs) in the State	Updated	Summary of outreach strategy
Process to Identify, Quantify, and Measure Benefits to DACs	Updated	Summary of measures to track DAC impacts and benefits of NEVI program
11. Labor and Workforce Considerations	Updated	Additional information added about projected number of jobs to be created
12. Physical Security & Cybersecurity	Not Updated	
13. Program Evaluation	Not Updated	
14. Discretionary Exceptions	Updated	Three additional station locations proposed to reduce exceptions to one



Figure 2. West Virginia Electric Alternative Fuel Corridors





2

State Agency Coordination



Interagency coordination will be a critical part of West Virginia's path to success for the NEVI program. WVDOT will lead NEVI program coordination in West Virginia and work closely with other agencies to ensure all elements of the program are implemented in accordance with federal and state requirements as well as community priorities.



MEMORANDA OF UNDERSTANDING WITH OTHER AGENCIES

WVDOT will be the lead agency administering the NEVI program for West Virginia. WVDOT will not use a Memorandum of Understanding with other agencies to administer the NEVI program for West Virginia.

INTERAGENCY WORKING GROUP(S)

WVDOT will be the lead agency administering the NEVI program in West Virginia. Responsibilities include receiving funds from the federal government, managing program administration, and overseeing program compliance with federal and state requirements.

WVDOT is also the lead agency for the Volkswagen (VW) Environmental Mitigation Trust Settlement program. One of four (4) funding priorities for the VW settlement program is EV charging equipment. The VW and NEVI programs will be coordinated to support the shared goal of increasing public access to EV charging.

WVDOT will also work closely with the West Virginia Office of Energy (WVOE). WVOE is responsible for the State's Alternative Fuel program. This program includes research, planning, and funding for alternative fuel infrastructure. WVDOT and WVOE will coordinate infrastructure implementation as well as public engagement with stakeholders and the general public.

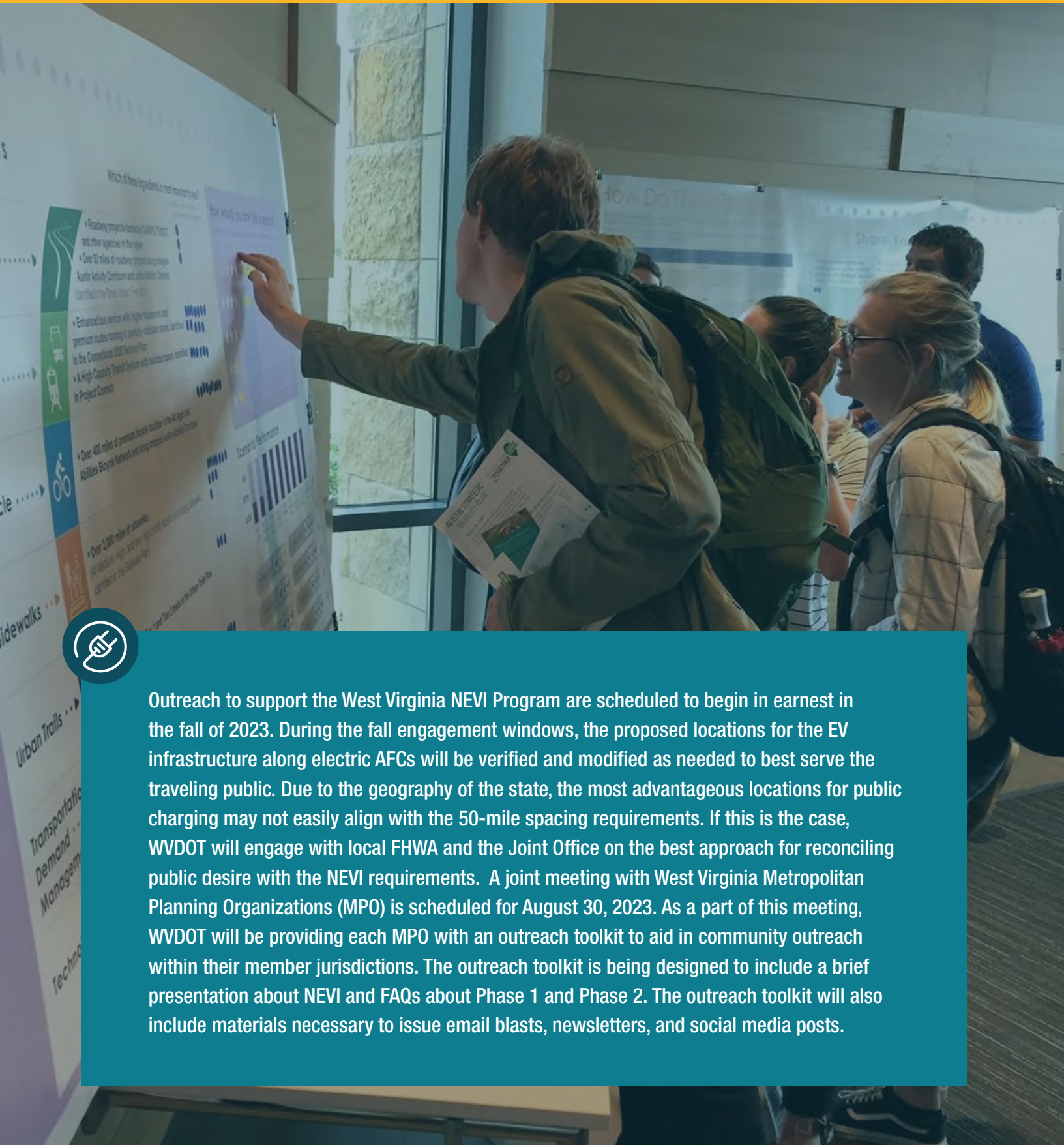
Economic development and workforce training will also be a focus with the NEVI program. WVDOT will coordinate with the West Virginia Department of Economic Development (WVDED). WVDED will also be leading the focus on small business opportunities through the Small Business Development Center (SBDC) as well as tourism through implementation of the Tourism Development Act. The goal is to support visitors, businesses, and residents by providing access to public EV charging.

Lastly, WVDOT will work closely with utility partners across the state, including the state's regulated utilities. The focus will be on coordinating investments necessary for grid improvements that support the NEVI-funded EV stations as well as coordinating EV charging investments utilities are making themselves.



3

Public Engagement



Outreach to support the West Virginia NEVI Program are scheduled to begin in earnest in the fall of 2023. During the fall engagement windows, the proposed locations for the EV infrastructure along electric AFCs will be verified and modified as needed to best serve the traveling public. Due to the geography of the state, the most advantageous locations for public charging may not easily align with the 50-mile spacing requirements. If this is the case, WVDOT will engage with local FHWA and the Joint Office on the best approach for reconciling public desire with the NEVI requirements. A joint meeting with West Virginia Metropolitan Planning Organizations (MPO) is scheduled for August 30, 2023. As a part of this meeting, WVDOT will be providing each MPO with an outreach toolkit to aid in community outreach within their member jurisdictions. The outreach toolkit is being designed to include a brief presentation about NEVI and FAQs about Phase 1 and Phase 2. The outreach toolkit will also include materials necessary to issue email blasts, newsletters, and social media posts.

PUBLIC OUTREACH

WVDOT will be working with the MPOs to further refine the strategy and locations for upcoming outreach, which is envisioned to include:



Three (3) joint MPO meetings

- Meeting 1 Objectives
 - » Discuss updated plan
 - » Solicit information about how best to advertise to their region and constituents
 - » Introduce proposed outreach process
 - » Share outreach toolkit
- Meeting 2 Objectives
 - » Updates on Phase 1 implementation
 - » Discussion and refinement of community charging strategy
 - » Distribute updated outreach toolkit
- Meeting 3 Objectives
 - » Share outreach results
 - » Discuss FY 24 plan update



One (1) statewide virtual information session and three (3) in-person public meetings across the state

- » WVDOT will host one (1) virtual and three (3) in-person public meetings to provide information on the NEVI program. The purpose of these meetings is to share updates about ongoing program implementation as well as business and workforce development opportunities associated with the program. During these meetings, WVDOT will solicit feedback on proposed Phase 1 locations and adjust as necessary.



Webpage

- » WVDOT will continue to maintain a webpage specifically devoted to the NEVI program in West Virginia. The webpage will serve as the central repository for information about the program, including procurement documents, reports, and upcoming events. The official URL for the NEVI webpage is go.wv.gov/nevi.



Social Media

- » Social media content and a social media schedule will be developed to share information about the NEVI program and create dialogue and awareness.



Issue Tracking and Summary Report

- » The primary purpose of public engagement is to inform the public and to understand and respond to community priorities. Input and progress will be documented regularly over the five-year program. At a minimum, WVDOT will create an annual NEVI plan update to report progress and communicate priorities for the upcoming fiscal year of the program.



TRIBAL ENGAGEMENT

There are no federally recognized tribes in West Virginia, as such, outreach will not be conducted.

UTILITY ENGAGEMENT

FirstEnergy and Appalachian Power (AEP) are the primary electric utility providers in West Virginia. WVDOT has begun working with each utility company to understand the electrical capacity at the proposed locations along the electric AFCs. Early coordination with AEP and FirstEnergy indicates that access to three-phase power at the proposed electric AFC locations should not be prohibitive or a major cost contributor at this time. Coordination will continue as implementation progresses later in 2023, and more detailed mapping will be generated to verify the utility access and needs.

SITE-SPECIFIC PUBLIC ENGAGEMENT

Once a vendor is selected and sites are secured, WVDOT will lead site specific outreach in alignment with their established methods for conducting outreach on federally funded projects.



4

Plan Vision and Goals



THE GOALS OF THE WEST VIRGINIA NEVI PROGRAM ARE:



Build a reliable and easily accessible EV charging network

As part of the NEVI plan, corridors will be built out in segments to be immediately used for travel and priority will be given to corridors that do not have existing chargers. As EV adoption and deployment continues in West Virginia, the state will continue efforts in creating a network of EV chargers that are accessible and connected.



Increase overall network reliability

Through data collection requirements in the solicitation process, various performance metrics will be required to ensure the charging infrastructure is operational at least 97 percent of the time. The charger locations and real-time operational status will be available to drivers for seamless trip planning.



Ensure equitable location of EV chargers, particularly in historically disadvantaged communities

For the entire five-year program, disadvantaged communities and rural areas of the state will be prioritized for EV charging infrastructure. Education is a key component of EV deployment. West Virginia will continue to ensure equitable and community-backed decision-making processes to ensure chargers are installed to meet the needs of communities who have historically been under-funded and under-invested.



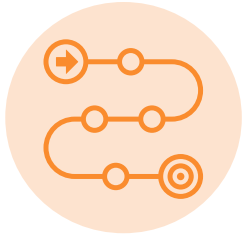
Expand access to economic opportunities

A portion of the West Virginia NEVI program will focus on jobs, skills training, and business development investments to develop and train local workers in Electric Vehicle Supply Equipment (EVSE) construction and maintenance.

5 Contracting



WVDOT will manage the NEVI program and work with third-party entities to construct, operate, and maintain EV chargers installed with NEVI funds. To do this, WVDOT will manage a competitive bidding and contracting process for NEVI-funded EV stations. Community priorities and federal and state requirements will be incorporated into the contracting process to ensure compliance and goals are achieved.



STATUS OF CONTRACTING PROCESS

WVDOT has received an unsolicited proposal from a vendor to implement Phase 1. The proposal is in line with the state's Public-Private Transportation Facilities Act (West Virginia State Code, Chapter 17, Article 27).



AWARDED CONTRACTS

No contracts have been awarded to date. WVDOT anticipates award of contract in Q4 of 2023 or Q1 of 2024.



SCORING METHODOLOGIES UTILIZED

WVDOT is in the process of developing a scoring methodology to review solicitations. The estimated completion for the scoring methodology is fall of 2023. This methodology will be used to review solicitations for Phase 1 and Phase 2.



6

Existing and Future Conditions Analysis



STATE GEOGRAPHY, TERRAIN, CLIMATE, AND LAND USE PATTERNS

West Virginia is bordered by Virginia, Kentucky, Ohio, Maryland, and Pennsylvania. The entire state is part of the Appalachian Mountains, with forest covering more than three fourths of the land and an average elevation of 1,500 feet above sea level. Within the system, the state's terrain is subdivided into the Appalachian Plateau Province and the Ridge and Valley Province. The Appalachian Plateau Province covers the western two thirds of the state and drains into the Ohio River Basin. The eastern edge and panhandle of the state falls within the Ridge and Valley Province and drains into the Potomac River Basin.

West Virginia has a humid continental climate except for along the eastern panhandle, which has a marine modification. Mean temperatures range from 56°F in the south, 52°F in the north, and 48°F in the mountainous regions. January is the coldest month and July is the warmest. Average annual precipitation ranges from 60 inches in the mountains to 35 inches in the rain shadow east of the mountains. Snowfall makes up 8% of total precipitation. Flooding and heavy snow are the most common natural disasters in the state.

West Virginia is a rural state. 51% of the population lives in rural areas, with 49% living in urban areas. Most of the counties in West Virginia are designated as rural. With a more dispersed population and longer distances between many destinations, supporting EV charging in all parts of the state will be important. It will support not only interstate and regional travel, but local travel, too.

INDUSTRY AND MARKET CONDITIONS

GRID CAPACITY

West Virginia's electricity is coordinated by the PJM Interconnection, a regional transmission organization (RTO) that operates a competitive wholesale electricity market in 13 states. West Virginia and all state areas that border West Virginia are within the PJM Interconnection network.

In 2021, according to the U.S. Energy Information Administration (EIA), West Virginia ranked second in the nation for coal production, and coal-fired power plants contributed 91% of the state's net electricity generation. Renewable energy, namely hydroelectric power and wind energy contributed 5% of net electricity generation, and natural gas contributed roughly 4%. West Virginia's crude oil production, including natural gas, reached an all-time high in 2020 due to drilling in the state's northern panhandle. Subsequently, the state ranked fourth in the nation for natural gas marketed production in 2021.

In 2021, the EIA reported that West Virginia's net electricity generation was 56,661,533 megawatts per hour. West Virginia ranked fourth in the nation for total energy production in 2020.

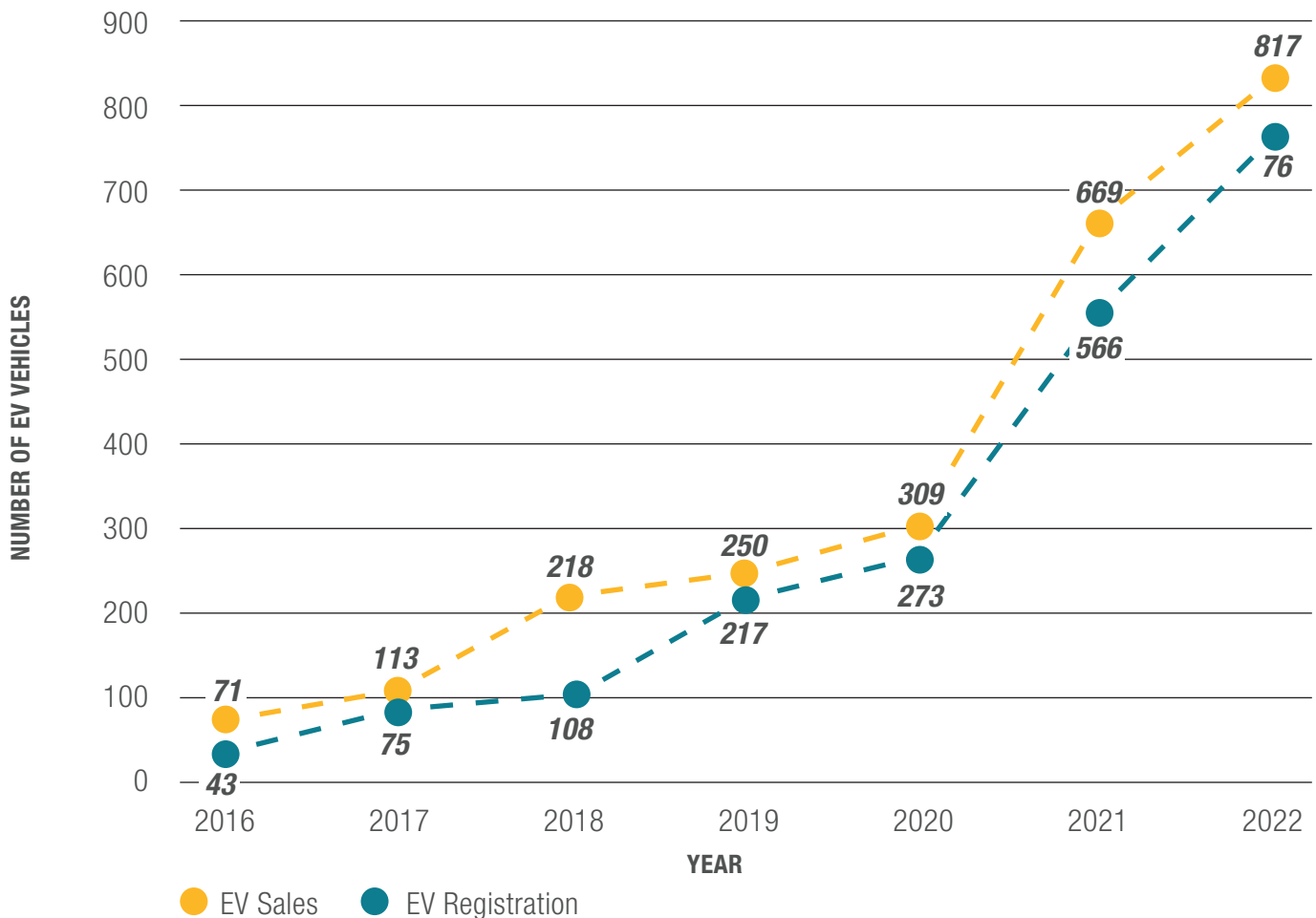
ELECTRIC UTILITIES THAT SERVICE THE STUDY AREA

Residents of West Virginia primarily receive electricity from four (4) investor-owned companies: Appalachian Power Company, Wheeling Power, Monongahela Power Company, and Potomac Edison Company. According to the Public Service Commission (PSC) of West Virginia, these companies account for 96% of residential electric sales and 98% of commercial electric sales. Furthermore, the PSC regulates rates and charges for these companies as well as the reasonableness of their acts, practices, and services. Additionally, five (5) independent non-generation electric companies purchase wholesale power from suppliers served by PJM Interconnection and distribute that power at retail rates to residential, commercial, and industrial customers. These companies are the Harrison Rural Electrification Association, Black Diamond Power Company, Craig-Botetourt Electric Cooperative, New Martinsville Municipal Utilities, and Philippi Municipal Electric.

EV OWNERSHIP/AVAILABILITY

EV ownership and sales continue to increase in the state. From 2016 to 2023, EV sales have increased by 1,051%. Over the same time period, EV registrations increased by 1,686%.

Figure 3. Existing EV Ownership



In 2020, West Virginia ranked number 44 of 50 states for EV sales. In 2020, electric vehicles sales, including battery electric vehicles (BEV) and plug-in hybrid electric vehicles (PHEV), accounted for less than 1% of all car sales in the state.

While EV sales and ownership are low in West Virginia compared to other states, West Virginia is ranked third in the country for the number of charging ports per 100 EVs. Existing access relative to potential demand is relatively high when compared to other states.

Two (2) regulatory conditions are impacting EV sales and potentially reducing demand for EVs in the state. West Virginia currently does not allow direct-to-consumer sales. Changing this restriction would help EV sales increase, as many auto manufacturers are moving to direct-to-consumer sales business models. Additionally, West Virginia charges an additional registration fee for new alternative fuel vehicles. Adjusting registration fee costs may also be a way to increase EV sales. It should be noted that the higher registration fee for EVs is done in part to offset lost revenue from gas-tax collection to pay for transportation infrastructure. All states are developing policy strategies and researching how to make these adjustments as EVs increase as a share of total vehicles on the road.

TRAVEL PATTERNS, PUBLIC TRANSPORTATION NEEDS, AND FREIGHT NEEDS

WVDOT is aligned with NEVI program goals and is focusing on creating a reliable statewide network of EV chargers. Below is a summary of state travel patterns, freight needs, and supply chain considerations as they relate to EV charging network implementation in the state.

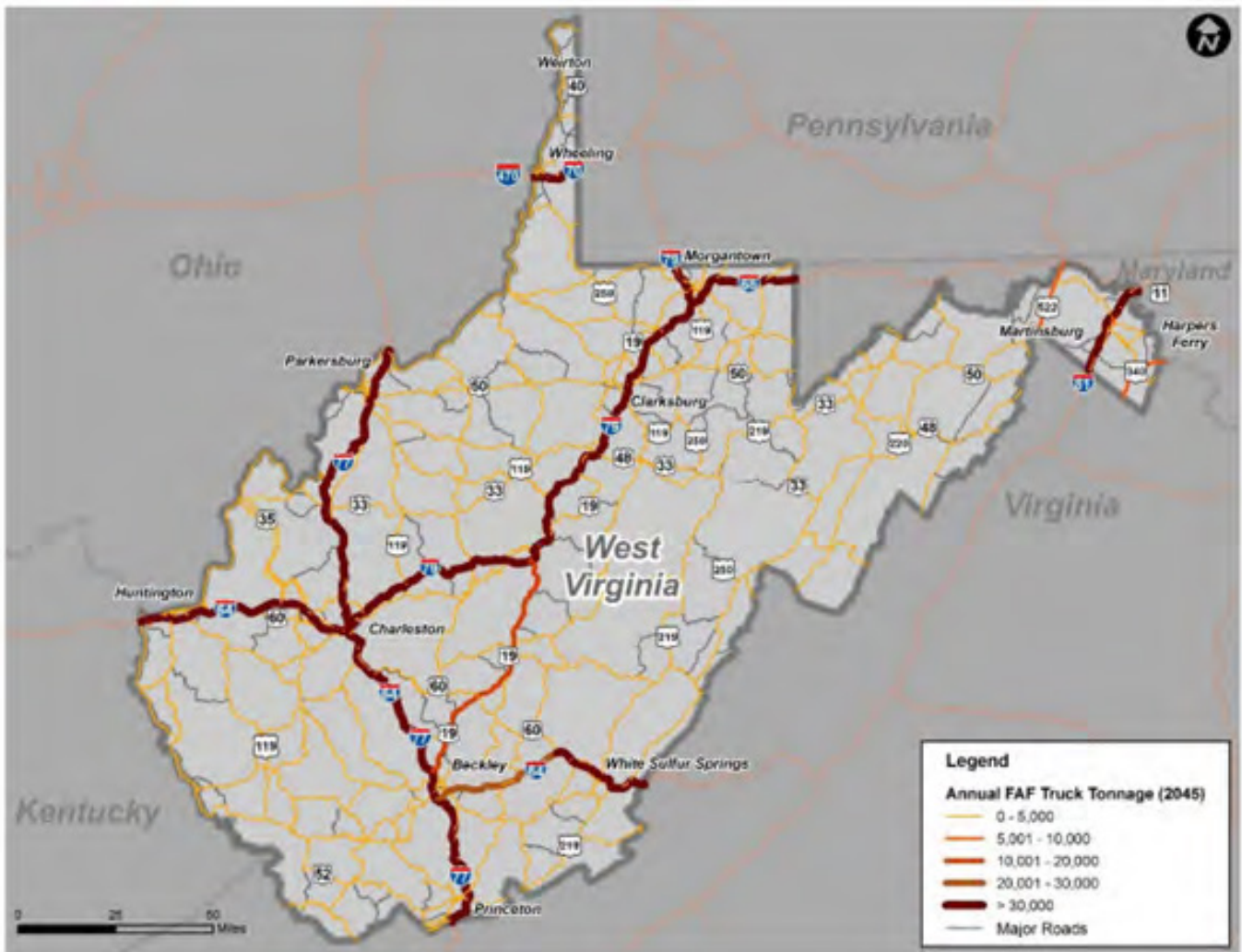
STATE TRAVEL PATTERNS

As of 2019, West Virginia has approximately 39,000 miles of public roads and 19 billion vehicle miles traveled (VMT). Of these totals, there are 555 miles of Interstate System carrying approximately 6 billion VMT per year. West Virginia has a VMT per capita of 10,600 miles, which surpasses the national average of 9,800 miles. This is likely a function of the rural nature of the state and the longer travel distances needed for both local and regional travel.

West Virginia's roadway network is the backbone for moving the state's freight, and there are 302 miles of the National Highway Freight Network (NHFN) in the state. Within the NHFN, there are 285 miles of Primary Highway Freight System (PHFS) routes. This includes 119 miles of I-64 and 39 miles of I-77 in the western part of the state, 14 miles of I-70 in the north, and 26 miles of I-81 in the northeast corner. Additionally, there are 17 miles of intermodal connectors that join to the PHFS surrounding Huntington.

Coal is the most transported good moved to, from, and within West Virginia. Most of the freight shipped from West Virginia goes to Virginia, North Carolina, Maryland, Pennsylvania, and Ohio. The majority of inbound products come from Ohio and Kentucky. West Virginia has a special transportation network called the Coal Resource Transportation System (CRTS) that allows coal haulers to purchase permits that increases the maximum gross vehicle weight (GVW) to 120,000 pounds. By 2045, West Virginia expects over 30,000 tons of annual freight flow along all major interstates within the state, as shown on the following page.

Figure 4. Annual Freight Analysis Framework (FAF) Truck Tonnage (2045)



There are seven (7) public transportation agencies that receive direct funding from the WVDOT Division of Multimodal Transportation Facilities' Public Transit Section. The largest public transportation agency in West Virginia is the Kanawha Valley Regional Transportation Authority (KRT), in Charleston. KRT operate buses and vans throughout the Charleston metro area along U.S. and state highways. Another large agency, the Mountain Transit Authority (MTA), services Greenbrier, Nicholas, Pocahontas, and Webster counties with seven (7) regular bus routes and 250,000 miles covered per year. The Potomac Valley Transit Authority (PVTA) operates bus routes in Grant, Hampshire, Hardy, Mineral, and Pendleton counties.

OTHER SUPPLY NEEDS

COVID related supply chain issues are easing up and Electric Vehicle Supply Equipment (EVSE) is becoming easier to secure. WVDOT anticipates supplies to construct and maintain the NEVI funded stations will not be a major issue.

KNOWN RISKS AND CHALLENGES FOR EV DEPLOYMENT

Deployment of a program of this scope and scale has inherent risks and challenges. WVDOT is focused on four key risk and challenge factors.

- **Site Conditions** – Site conditions will vary across the state of West Virginia. For example, in more remote areas of the state, there may be a need for utility upgrades and enhanced wireless cellular coverage for data transmission.
- **Skilled Labor** – Labor shortages for supportive industries like electricians and installers could contribute to further delays of equipment installation.
- **Safety Risks and Considerations** – There are certain safety-related risks during the installation of equipment or directly by users and the general public. Ensuring safe deployment is a priority and is a known challenge.

ALTERNATIVE FUEL CORRIDOR (AFC) DESIGNATIONS

The FHWA has created the Alternative Fuel Corridors program. The goal of the program is to create a national network of charging and fueling infrastructure along the National Highway System (NHS). The AFCs used for this plan include those approved by FHWA from Rounds 1 through 6. Additionally, AFC corridor segments are designated as “ready” or “pending.” Ready means the corridor meets the AFC requirements for EV station spacing distance and proximity to AFCs. In West Virginia, I-81 is designated as ready. All other electric AFCs are designated as pending. When Phase 1 of the West Virginia NEVI program is complete, all of the electric AFCs will be designated as ready.

Table 3. Electric AFC Ready and Pending

Corridor	Miles	Start	End	AFC Ready or Pending?
I-64	15 Miles	Lewisburg	Virginia State Line	Pending
I-64	15 Miles	Kentucky State Line	Huntington	Pending
I-64	41 Miles	Huntington	South Charleston	Pending
I-64	15 Miles	South Charleston	Kanawha City	Pending
I-64	47 Miles	Tamarack	Kanawha City	Pending
I-64	8 Miles	Beaver	Tamarack	Pending
I-64	44 Miles	Beaver	Lewisburg	Pending
I-68	31 Miles	Morgantown	Maryland State Line	Pending
I-70	5 Miles	Ohio State Line	Wheeling	Pending
I-70	9 Miles	Wheeling	Pennsylvania State Line	Pending
I-77	9 Miles	Virginia State Line	Princeton	Pending
I-77	11 Miles	Ohio State Line	Parkersburg	Pending
I-77	37 Miles	Tamarack	Princeton	Pending
I-77	40 Miles	Ripley	South Charleston	Pending
I-77	39 Miles	Parkersburg	Ripley	Pending
I-79	12 Miles	Pennsylvania State Line	Morgantown	Pending
I-79	37 Miles	Weston	Sutton	Pending
I-79	50 Miles	Weston	Morgantown	Pending
I-79	15 Miles	South Charleston	Elkview	Pending
I-79	52 Miles	Elkview	Sutton	Pending
I-81	13 Miles	Martinsburg	Virginia State Line	Ready
I-81	13 Miles	Maryland State Line	Martinsburg	Ready



EXISTING CHARGING STATIONS

There are 75 networked charging stations in West Virginia. 65% of the stations in the state are along AFCs.

Tesla stations are included in this year's update. They (Tesla stations) are included because of the increasing commitment by vehicle manufacturers to use NECS plugs as an industry standard and on-going discussions about Tesla's charging network becoming public.

Table 4. Existing EV Station in West Virginia

Network	Along AFC	Not Along AFC	Total for State
Non-Tesla Network Stations	27	6	33
Tesla	22	20	42
Total Network Stations	49	26	75

In West Virginia, there are 206 ports at networked charging stations. Tesla ports account for 71% of all ports in West Virginia. By port type, 44% of the ports in the state are direct current fast charging (DCFC). Along AFCs, DCFC ports account for 59% of all ports. Most of these ports are Tesla. Non-networked DCFC ports along the AFCs account for 4% of the ports along AFCs. NEVI-funded stations will increase access to DCFC charging significantly along the AFCs.

Table 5. Existing Public Charging Ports in West Virginia

Non - Tesla Networked Stations	Along AFC	Not Along AFC	Total for State
Level III/DCFC	8	0	8
Level II	57	11	68
Tesla Stations	Along AFC	Not Along AFC	Total for State
Level III/DCFC	106	0	106
Level II	22	58	180
Total Ports All Networked Stations	Along AFC	Not Along AFC	Total for State
Level III/DCFC	114	0	114
Level II	79	69	148
Total	193	69	262

The number of providers and charging stations opening have increased significantly in recent years. Stations constructed in 2021, 2022, and the first half of 2023 account for 53% of all stations in West Virginia. Figure 7 shows the number of stations by year of opening and the network providers.

Figure 5. Existing Charging Stations in West Virginia

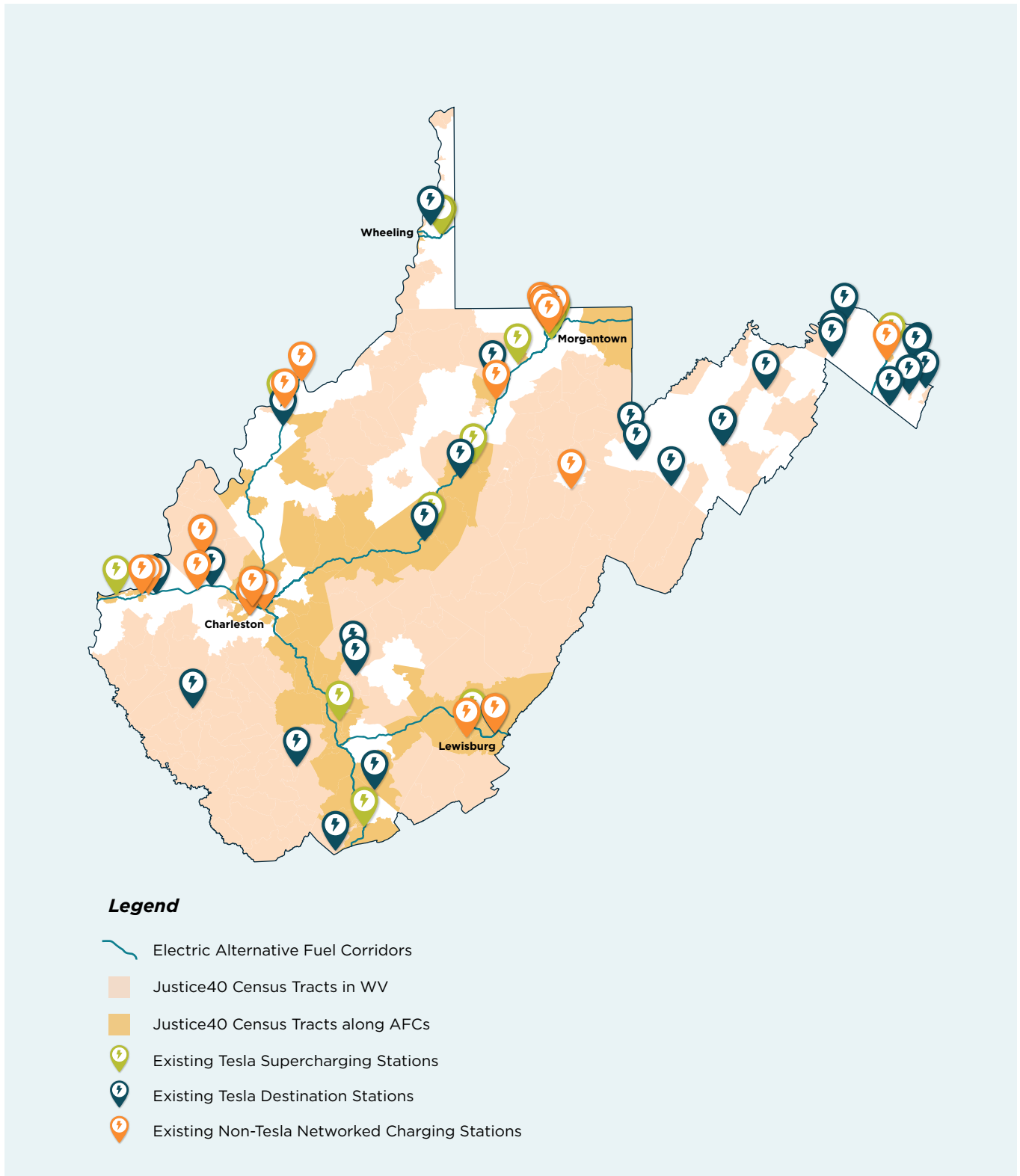


Figure 6. Existing Public DCFC Locations

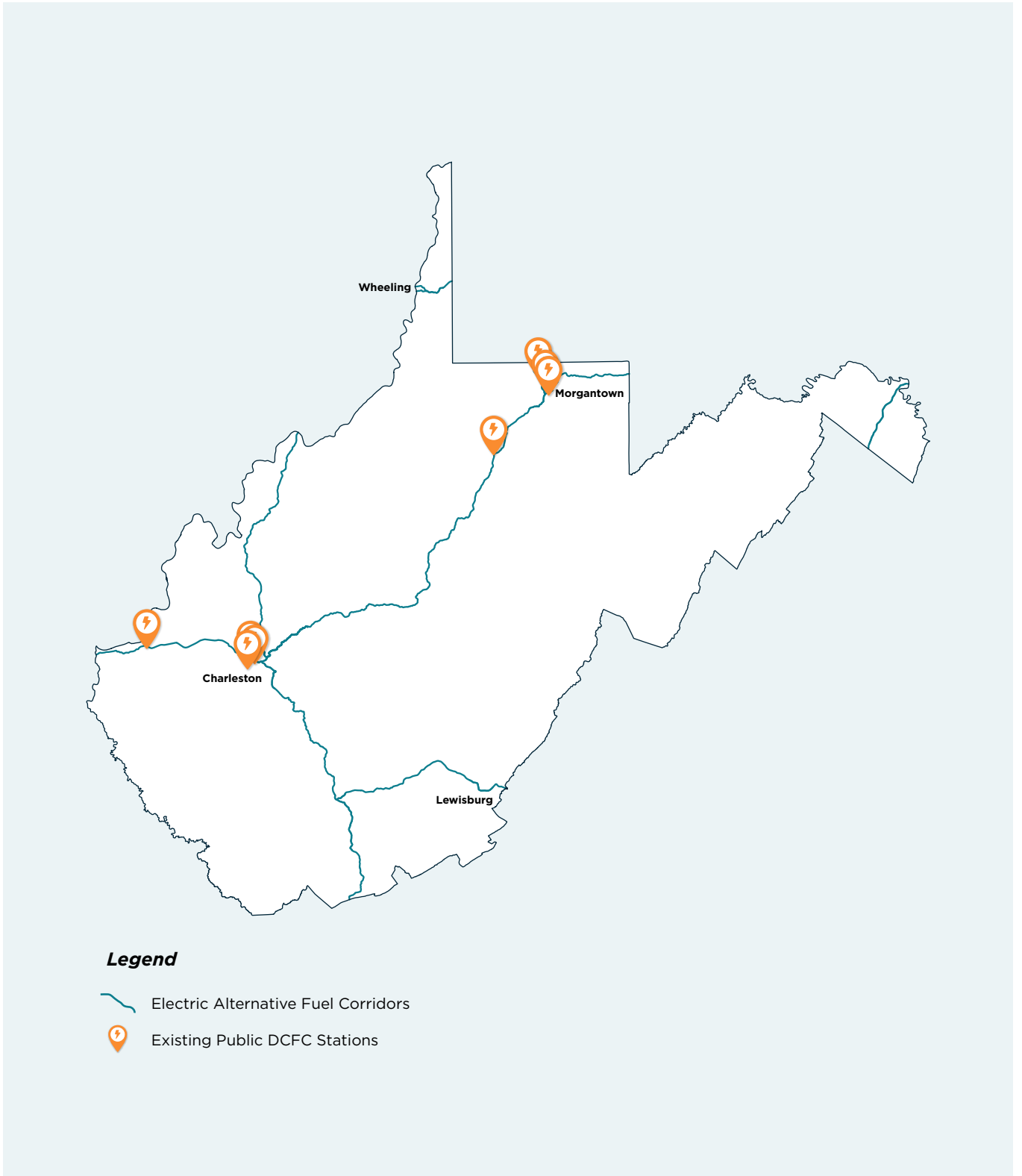
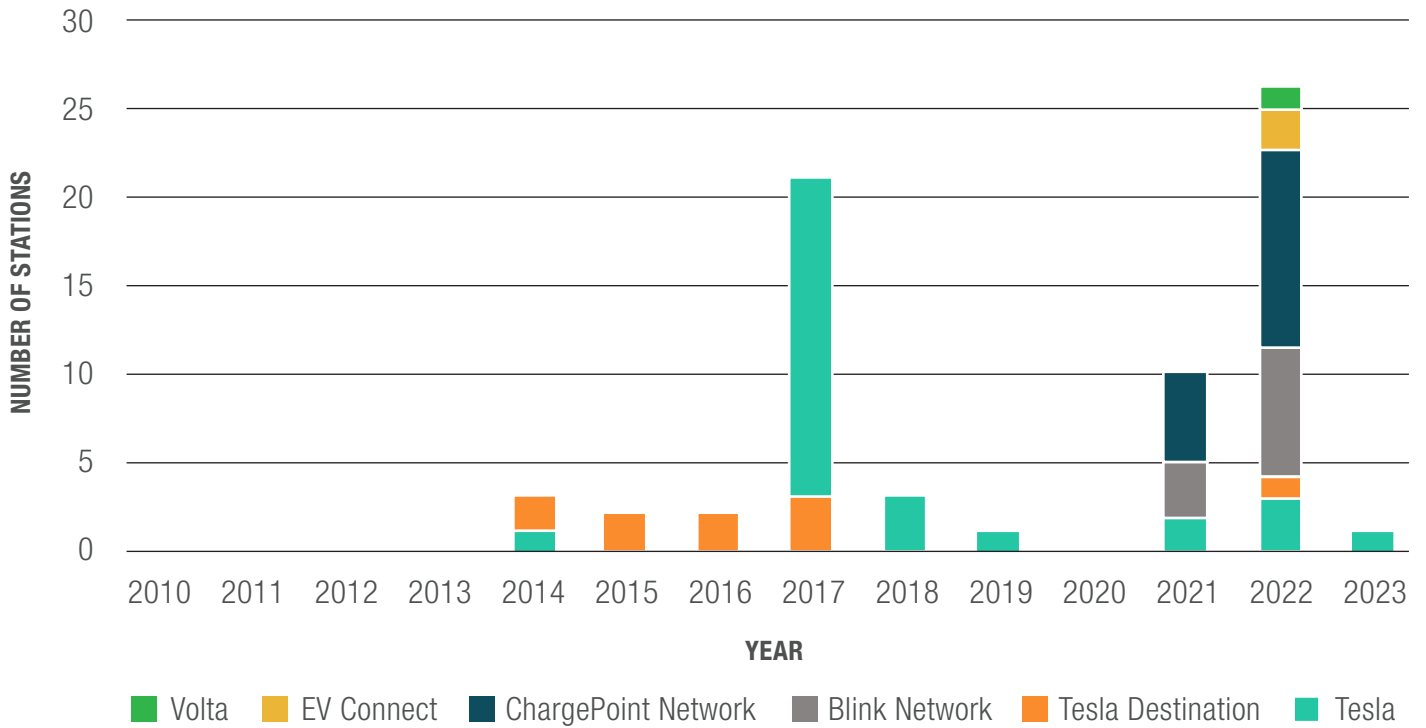
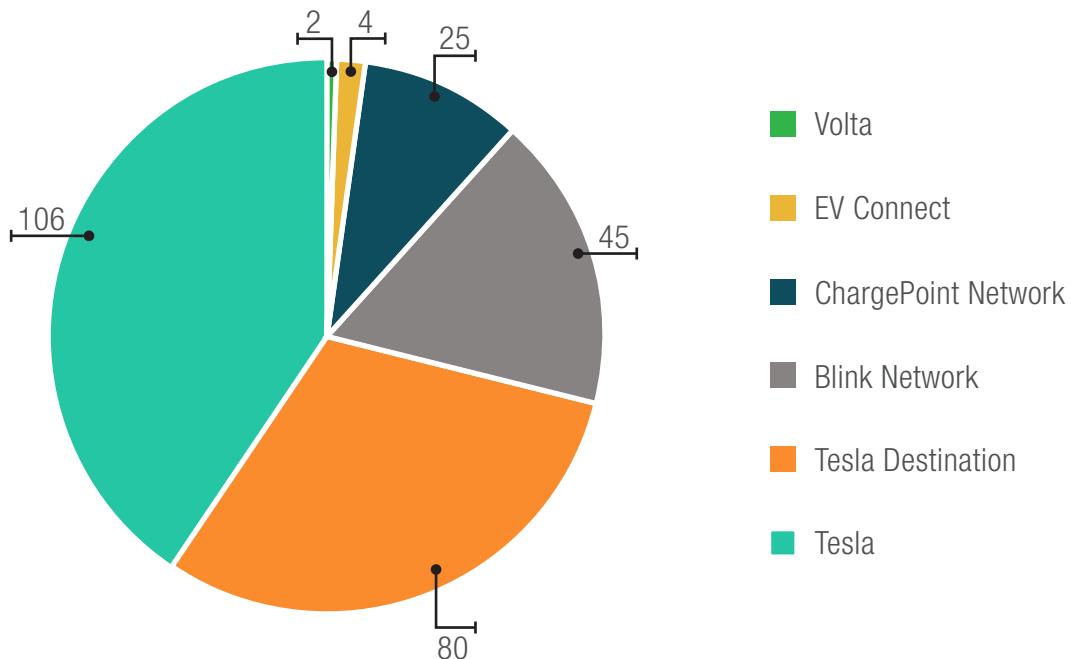


Figure 7. EV Network Providers: West Virginia Public EV Stations by Year of Opening



There are five major charging network providers in West Virginia. Tesla networked ports account for 71% of all ports in the state. Blink is the second largest networked provider by number of ports and accounts for 17% of the public charging network.

Figure 8. EV Network Providers by Share of Total Ports in West Virginia



FUTURE NEEDS

Today, there is a projected gap of 896 public charging ports needed by 2027. This need represents a 71% shortfall of needed public charging ports by 2027. The estimated number of public charging ports for Phase 1 and 2 of the West Virginia NEVI Program will close this 71% gap to just 10%. These estimates highlight the impact the NEVI funds will have on building the public charging network in West Virginia.

Figure 9. West Virginia Existing Ports (2023) and Projected Ports Needed by 2027

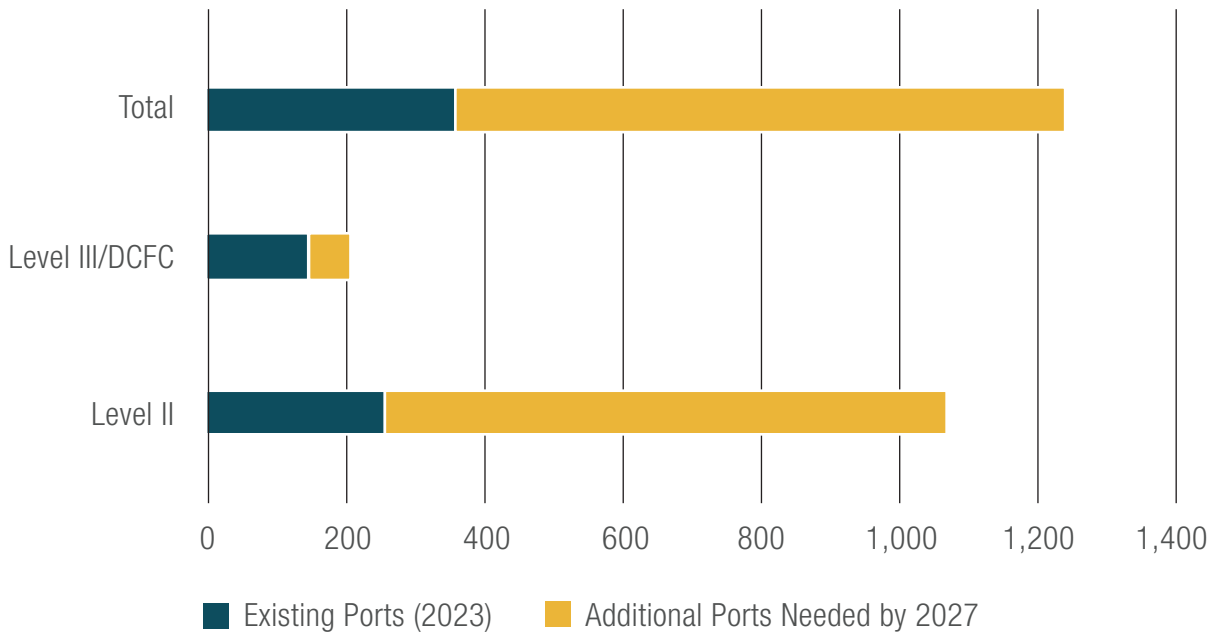
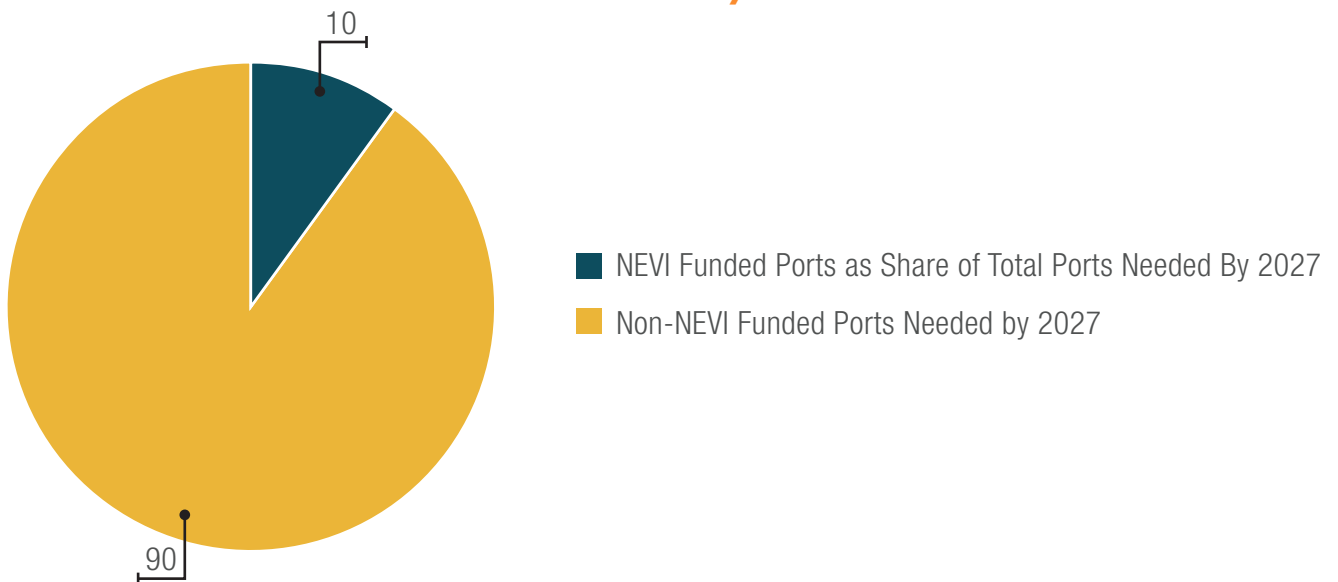


Figure 10. Projected Impact of NEVI Funds for Projected Public Charging Needs by 2027



7 EV Charging Infrastructure Deployment



Deployment for the West Virginia NEVI program will happen in two (2) phases. Phase 1 will focus on station construction along electric AFCs. Stations for Phase 1 will meet the spacing, location, and charging capacity required to designate all electric AFCs in West Virginia as ready. Once all electric AFCs in West Virginia are designated ready, WVDOT will implement Phase 2. Phase 2 will focus on building DCFC 50 kW and Level II chargers along designated Appalachian Development Highway corridors, state parks, colleges, universities, and community colleges.

PLANNED CHARGING STATIONS

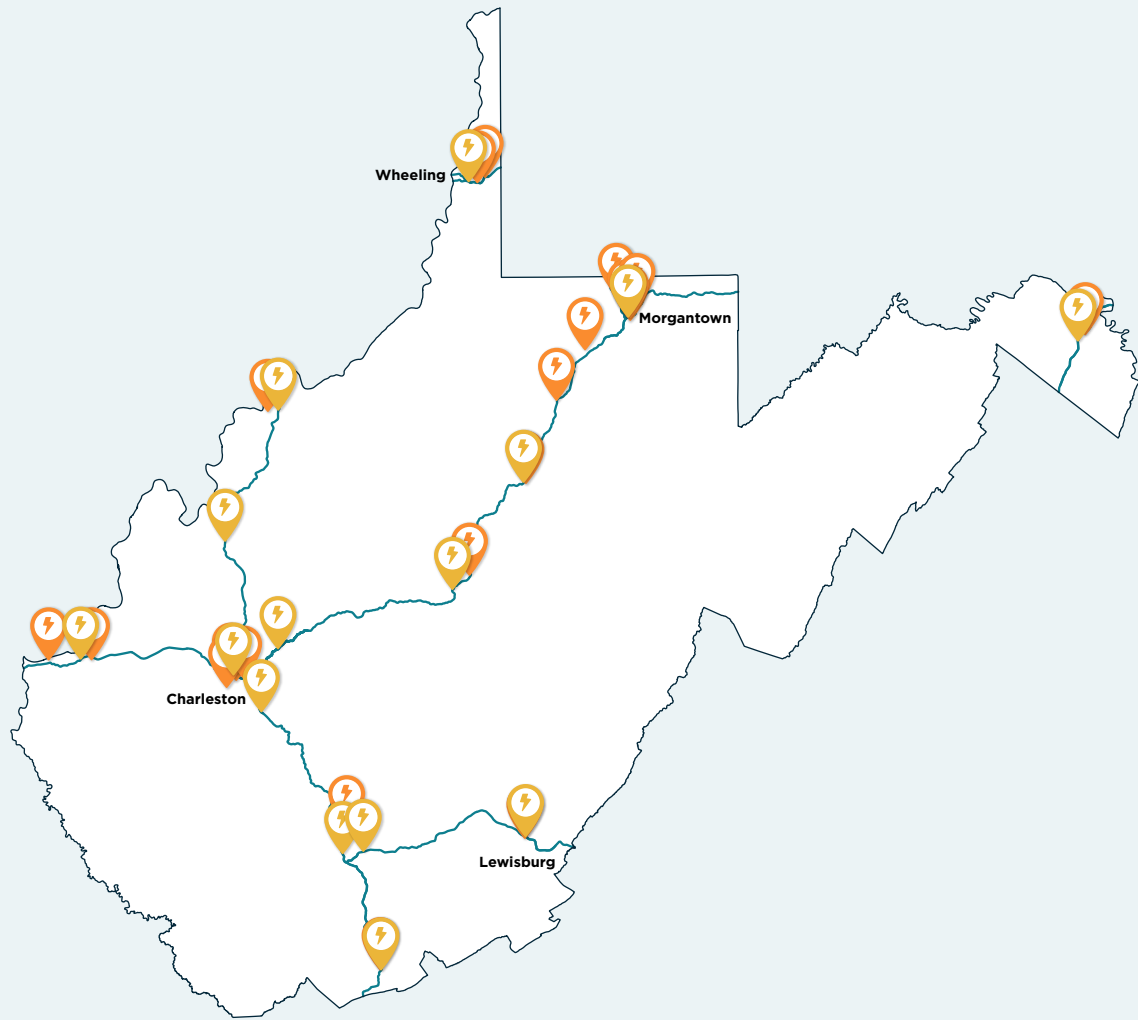
There are 15 stations proposed for Phase 1 of the West Virginia NEVI program. When constructed, all of the electric AFCs in West Virginia will be designated “ready.” Phase 1 will use an estimated 30% of the total West Virginia NEVI funds.

Table 6. Planned Charging Stations




State EV Charging Location Unique ID	City Name	Route	Along AFC?	Location (Interstate Exits)	Number of Ports	Estimated Year Operational	Estimated Cost*	NEVI Funding Sources
1	Huntington	I-64	Yes	15	4	2025	\$1,200,000	FY22/FY23
2	South Charleston	I-64	Yes	56	4	2025	\$1,200,000	FY22/FY23
3	Ripley	I-77	Yes	138	4	2025	\$1,200,000	FY22/FY23
4	Parkersburg	I-77	Yes	176	4	2025	\$1,200,000	FY22/FY23
5	Tamarack	I-64	Yes	42	4	2025	\$1,200,000	FY22/FY23
6	Princeton	I-77	Yes	9	4	2025	\$1,200,000	FY22/FY23
7	Lewisburg	I-64	Yes	169	4	2025	\$1,200,000	FY22/FY23
8	Sutton	I-79	Yes	62	4	2025	\$1,200,000	FY22/FY23
9	Weston	I-79	Yes	99	4	2025	\$1,200,000	FY22/FY23
10	Morgantown	I-68	Yes	1	4	2025	\$1,200,000	FY22/FY23
11	Wheeling	I-70	Yes	4	4	2025	\$1,200,000	FY22/FY23
12	Martinsburg	I-81	Yes	13	4	2025	\$1,200,000	FY22/FY23
13	Kanawha City	I-64	Yes	89	4	2025	\$1,200,000	FY22/FY23
14	Elkview	I-79	Yes	9	4	2025	\$1,200,000	FY24
15	Beaver	I-64	Yes	125	4	2025	\$1,200,000	FY24

* Estimated cost is the 80% federally funded share of the total estimated project cost. The total estimated cost for each site is \$1,500,000. This estimate includes site construction costs as well as five (5) years of operations and maintenance costs.

Figure 11. FY22/FY23 EVSE Deployments/Upgrades



Legend

-  Electric Alternative Fuel Corridors
-  Proposed FY22/FY23 DCFC NEVI Station
-  Existing DCFC Stations/Tesla Supercharging Stations/Not Targeted for Upgrade or Improvement





The number of stations and number of ports at each station is not yet determined for Phase 2. The current estimate is based on the goal of providing DCFC 50kW and Level II chargers at Phase 2 sites.

Phase 2 stations will focus on locations along Appalachian Development Highway corridors, state parks, and universities, colleges, and community colleges. NEVI funds for Phase 2 are estimated to be \$28.9 million, or 63% of the total NEVI funds estimated for the state.

Figure 12. Proposed Phase 2 Locations

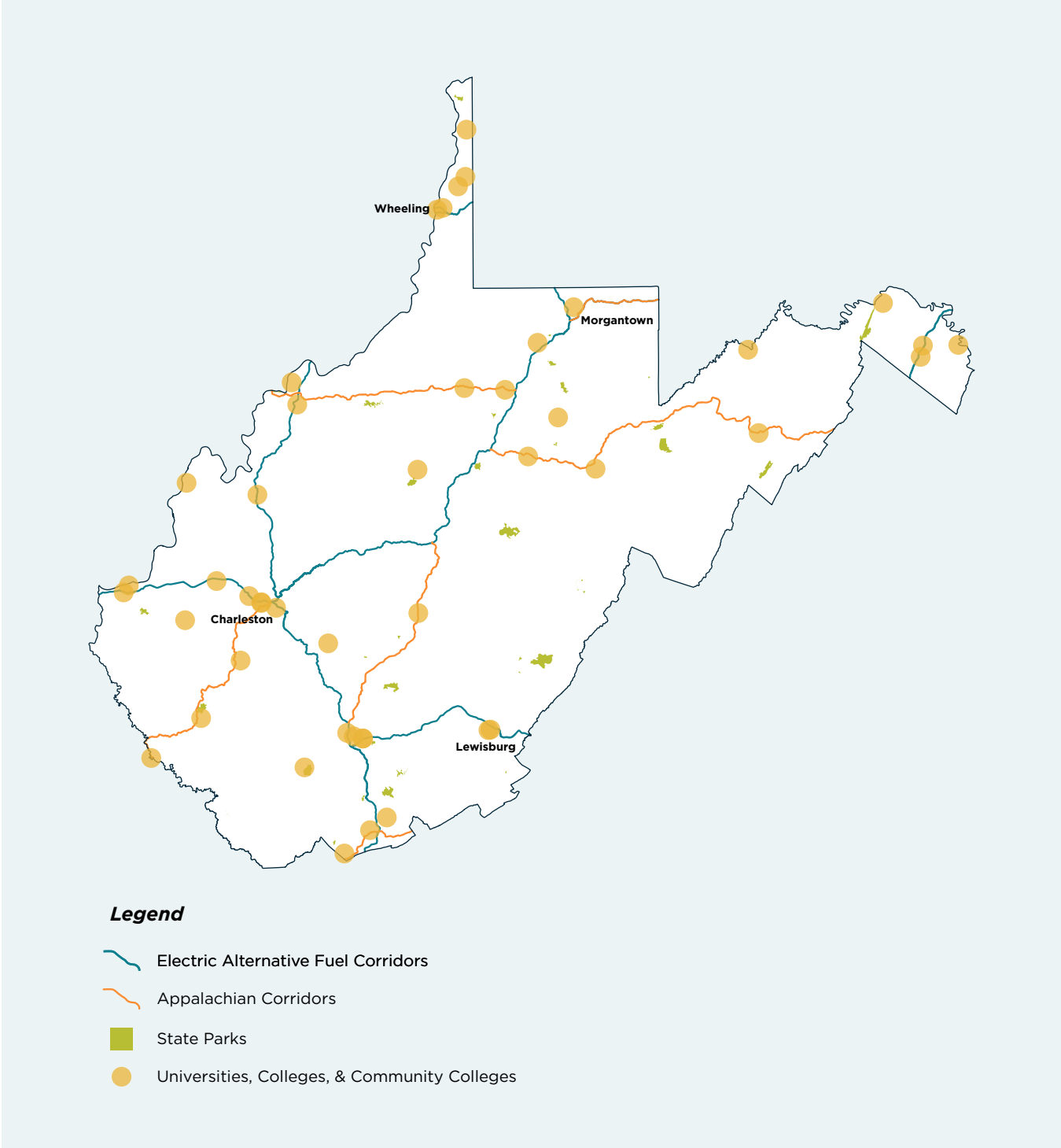


Table 7. Phase 2 Summary of Sites, Ports, and Estimated Costs

	Stations	Ports	Site Costs	O&M	Estimated Cost of Federally Funded Share of Project	Federal Share of Costs
Level III/DCFC 50 kW	104	416	\$24,440,000	\$1,560,000	\$26,000,000	\$20,800,000
Level II/6.6-19.2 kW	83	332	\$2,490,000	\$415,000	\$2,905,000	\$2,324,000
Total	187	748	\$26,930,000	\$1,975,000	\$28,905,000	\$23,124,000

PLANNING TOWARDS A FULLY BUILT OUT DETERMINATION

West Virginia is planning to select a single vendor to construct and maintain Phase 1 of the state's NEVI-funded charging stations. When Phase 1 is complete, all electric AFCs in the state will be designated as “ready.” The current estimate for costs will require funds for FY22/23 and FY24. Not all of the FY24 funds will be needed to designate all electric AFCs in West Virginia as ready.

When Phase 2 is complete, the remaining funds will be used to build stations along designated Appalachian Development Highway corridors, at state parks, and universities, colleges, and community colleges. Phase 2 will focus on building stations with DCFC 50kW chargers and Level II chargers. Procurement and process for selection of sites will be determined once Phase 1 is complete.





8

Implementation



An important part of the public charging network in West Virginia is that it is reliable and easily accessible. This section covers topics that will be addressed over the five-year program to ensure EV stations funded by the NEVI program support this goal.

STRATEGIES FOR EVSE OPERATIONS & MAINTENANCE

Entities awarded contracts under the WVDOT NEVI program will be required to provide a cost and implementation plan for five (5) years of operations and maintenance (O&M). O&M costs should include comprehensive warranties for the EV chargers and associated electrical equipment. O&M costs for five (5) years at each station is estimated at 7% of the installation cost.

Table 8. Estimated Operations and Maintenance Costs for Proposed EV Stations

	# of Stations	Total O&M
Phase 1	15	\$1,500,000
Phase 2	187	\$1,975,000
Total	202	\$3,475,000

Monitoring of sites and individual ports will be required under this program. The station owners will be expected to report to the state regarding uptime availability of the individual ports, usage, and explain any downtime greater than 3%.

WVDOT will develop a program policy and funding provisions that will make maintenance and operations funding contingent on meeting uptime requirements. For example, operations and maintenance funds may be distributed as a reimbursement at the end of each fiscal year after station owners have submitted operations and maintenance reports documenting they met operation and performance requirements.



STRATEGIES FOR EVSE DATA COLLECTION & SHARING

To ensure accountability and the implementation of a data-driven program, WVDOT will require regular reporting of charger utilization and reliability. Requirements will be compliant with NEVI program requirements. This reporting may include the following data points, collected quarterly or annually as required by FHWA and submitted to WVDOT. This data will be shared with the United States Department of Transportation (USDOT) and the United States Department of Energy (USDOE) as required by NEVI Program guidance.

- **Summary report per EV charging station**

- Location: Site name, EVSE ID number, address, city, zip, county
- Operational uptime
- Number of charge events
- Number of unique vehicles
- Average charge time per event (mins)
- Average kW per charge event
- Total kW consumed
- Gallons of gasoline and/or diesel fuel displaced
- Estimated cumulative miles driven from charge
- Estimated cumulative gallons of gasoline and/or diesel fuel displaced
- Total monthly cost of electricity for charging station operator
- Monthly maintenance and repair cost

- **Details per charging event**

- Location: Site name, EVSE ID number, address, city, zip, county
- Charge event date time
- Time charging
- Length of time connected
- kW provided
- Vehicle make, and model year (on events where available)

- **Additional data to be reported**

- EV charging station owners are required to share real-time data on charger location, charger status, and fees publicly on online directories, including on the Alternative Fuel Data Center's Station Locator



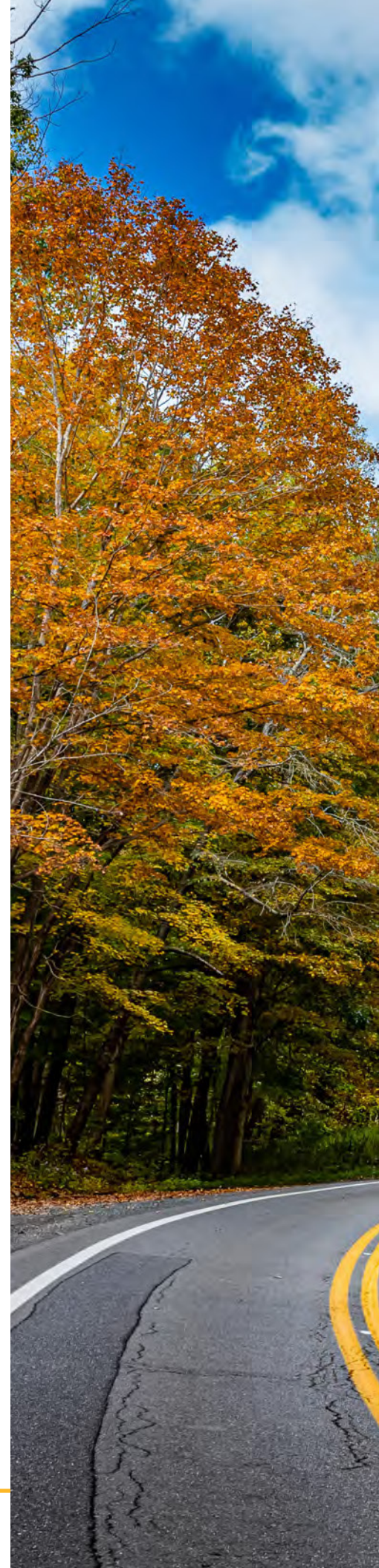
STRATEGIES TO ADDRESS RESILIENCE, EMERGENCY EVACUATION, SNOW REMOVAL/SEASONAL NEEDS

According to the National Oceanic and Atmospheric Administration (NOAA), West Virginia is afflicted with a variety of extreme weather events, such as floods, droughts, extreme temperatures, residual hurricane effects, tornadoes, ice storms, and snowstorms. While tornadoes occur on average two to five times a year, they are usually weak. The state experiences extreme precipitation due to its rugged topography, causing flooding, which is the state's costliest and most severe weather event. Precipitation is also projected to increase over this century with the largest increases occurring in the winter and the spring. Due to the frequency and severity of flooding, the West Virginia Emergency Management Division (WVEMD) has educated people about emergency preparedness, including measures that can be taken to protect properties. Some strategies to mitigate flood damage can be extended to EV chargers. For example, EV chargers should be installed above base flood heights when possible.

During emergency events, people rely on the performance, reliability, and accessibility of EV chargers. This Plan prioritizes implementing stations along major transportation routes, and future planning should ensure that EV charging stations located along major routes are prepared to serve intense periods of increased demand and withstand extreme weather conditions.

EVs, EV chargers, and EV cables are designed to be weatherproof, especially regarding water. EV charging ports are designed to flush water and drain when they are charged, and EV chargers and cables are designed to protect users from electric shock. Additional steps during charger installation can maximize their resistance to severe weather, such as watertight covers on any outlets and plugs.

WVDOT will continuously explore opportunities to incorporate emergency preparedness into NEVI program planning and implementation. Examples include the incorporation of EV stations along major routes as a scoring criteria or promotion of battery storage (an eligible expense with NEVI funds) as part of station development. Reliability is a goal for the NEVI program in West Virginia. Reliability includes the use of EV charging stations during emergency events.





STRATEGIES TO PROMOTE STRONG LABOR, SAFETY, TRAINING, AND INSTALLATION STANDARDS

The West Virginia Department of Economic Development (WVDED) will lead workforce training initiatives related to the NEVI program. Additionally, WV DOT will work with other partners across the state to create a skilled workforce, as well as new opportunities for business and employment.

Requirements for training certifications through the West Virginia NEVI program solicitation process can help ensure installation standards across EV charging infrastructure projects. The Electric Vehicle Infrastructure Training Program (EVITP) is one example of a training program that provides skill upgrades to help electricians meet the new demand for EV charging station installations. Training computer technicians is also an important component since most of the EVSE internal workings are computer based. Partnerships with trade schools and community colleges, as well as state and local workforce development programs, particularly in disadvantaged communities, could provide training programs like this to West Virginia workers at a low or no-cost.

Lastly, one of the goals of this Plan is to create opportunities for small businesses to participate in the construction of West Virginia's EV charging network. As part of the solicitation process for the NEVI program, small and disadvantaged business requirements will be included to ensure opportunities for participation with implementation.



9

Civil Rights



There are two (2) areas of focus for civil rights within the NEVI program: (1) the promotion and support of equal access to employment and business opportunities and (2) enforcing federal and state laws and regulations that prohibit discrimination on the basis of race, religion, sex, sexual orientation, gender identity, color, national origin, age, or disability.

The WVDOT Civil Rights Compliance Division will be responsible for leading NEVI activities related to civil rights. Specific programs managed by the WVDOT Civil Rights Compliance Division are:

- Americans with Disabilities Act (ADA)
- Contract Compliance
- Disadvantaged Business Enterprise (DBE)
- Internal Equal Employment Opportunity (EEO)
- Labor Compliance
- Title VI

WVDOT's Division of Highways and Civil Rights Compliance Division will work closely to share staff resources. The goal is to ensure state and federal requirements for the NEVI program are met by WVDOT, supporting agencies, and any awarded contracts for NEVI projects.



10

Equity Considerations



The Justice40 Initiative was created to deliver 40% of overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities (<https://www.transportation.gov/equity-Justice40>). Signed as Executive Order 14008, Justice40 has a myriad of programs that support this initiative, one of which is the NEVI program. As prioritized both in NEVI guidelines and Justice40, the Plan prioritizes charging infrastructure that serves lower-income and disadvantaged communities. WVDOT commits to at least 40% of NEVI program investments to disadvantaged communities.

IDENTIFICATION AND OUTREACH TO DISADVANTAGED COMMUNITIES (DACs) IN THE STATE

Transportation planning and associated infrastructure investments in West Virginia follow a decision-making process driven by performance measures and metrics. WVDOT and the State are committed to EV implementation throughout the State, especially those areas that have disadvantaged communities. This Plan adopts the updated Justice40 initiative criteria, Climate and Economic Justice Screening Tool (CEJST). The CEJST was used to identify disadvantaged communities using 2010 census tracts. The CEJST identifies communities as disadvantaged if the census tract meets the threshold for at least one of the categories of burden or if the census tract is located on land within the boundaries of Federally Recognized Tribes. Other considerations identify a census tract as being disadvantaged if the tract is surrounded by disadvantaged communities and is at or above the 50th percentile for low income. The categories of burden include many datasets as indicators. The eight (8) categories of burdens are listed as the following: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The definition itself is consistent with the Office of Management and Budget and relevant statutory authorities. As of fall 2022, an updated tool was developed by the USDOT to indicate whether a proposed project is located in a DAC ([USDOT Equitable Transportation Community \(ETC\) Explorer \(arcgis.com\)](https://www.usdot.gov/equitable-transportation-community-etc-explorer)). This tool was developed to be used in accompaniment with CEJST.

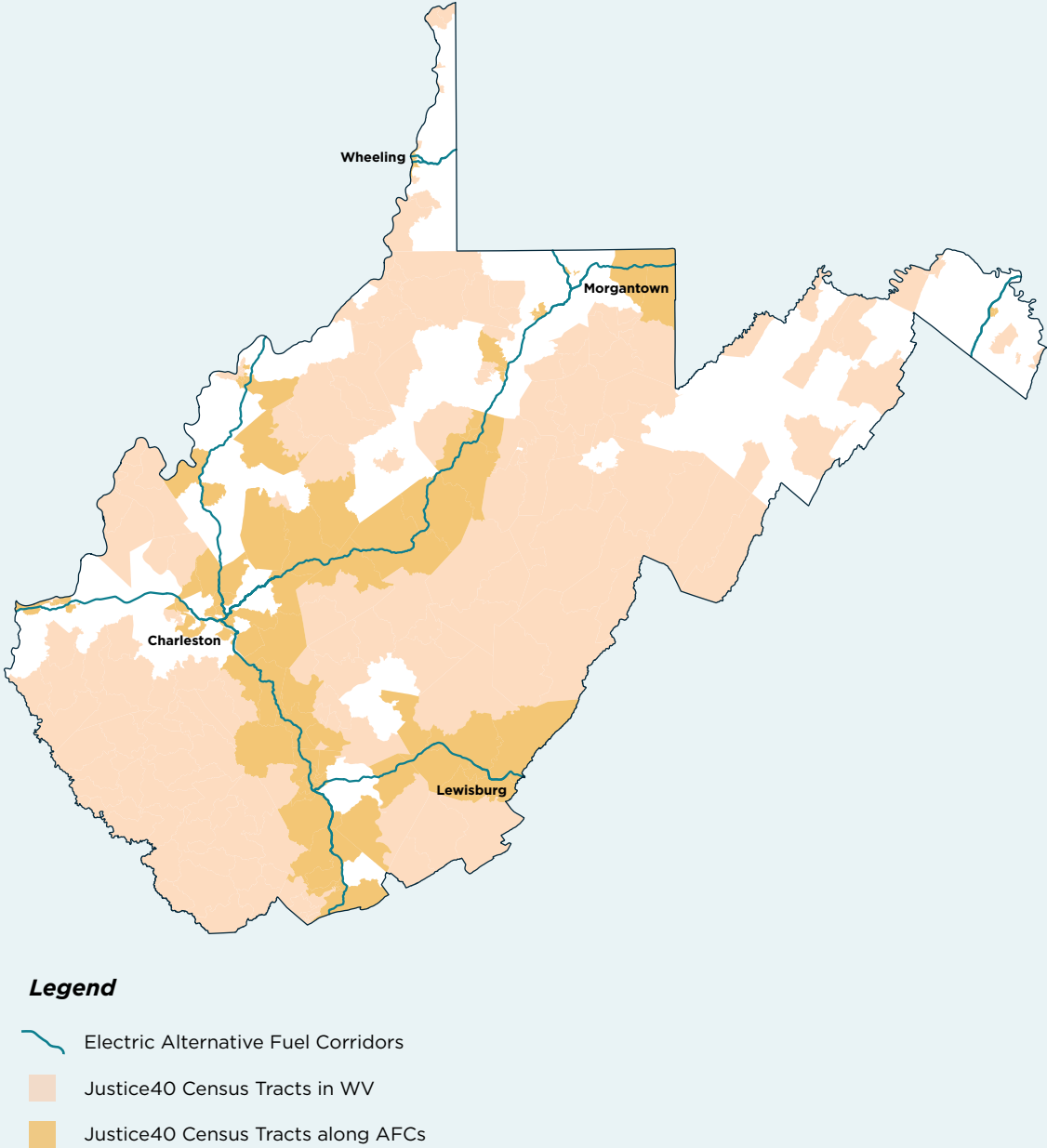
In West Virginia, 56% of the population lives in a census tract designated as a disadvantaged community according to the CEJST 2010 census tracts. Additionally, 23% of the State’s population is within a disadvantaged community and along an AFC. For Phase 1 and Phase 2 NEVI implementation in West Virginia, priority and focus will be given to ensure job opportunities and infrastructure are in identified disadvantaged census tracts.

Table 9. West Virginia Disadvantaged Communities (DACs)

	Population	% of Statewide Population
Statewide Justice40 Communities	1,023,684	56%
Alternative Fuel Corridor Justice40 communities	409,235 (within 2 miles of AFCs)	23%



Figure 13. West Virginia Justice40 Disadvantaged Communities



PROCESS TO IDENTIFY, QUANTIFY, AND MEASURE BENEFITS TO DACs

Table 10. West Virginia Disadvantaged Communities (DACs)

Benefits Category (examples)	Strategy for Tracking Benefits (Metrics, Baseline, Goals, Data Collection & Analysis Approach, Community Validation)
<p>Improve clean transportation access through the location of charging stations;</p> <p>Decrease the transportation energy cost burden by enabling reliable access to affordable charging;</p>	<p>As infrastructure is deployed, WVDOT will refine and update the analysis to identify where there may be network gaps and develop an implementation plan to address gaps that exist within DACs. Data and maps will be developed so the deployment can be actively updated. Information regarding the location, deployment type, charge capacity, and overall coverage (and coverage within DACs) will be tracked.</p> <p>A critical consideration in increasing access will be created through the Phase 2 implementation which focuses on the Appalachian Development Highway System (ADHS) in West Virginia. Building out community charging stations on West Virginia’s ADHS corridors will be critical to connect the rural populations to charging.</p>
<p>Reduce environmental exposures to transportation emissions;</p>	<p>In partnership with the West Virginia Department of Environmental Protection (WVDEP) Division of Air Quality, WVDOT will monitor changes in air quality where data is available in DACs over the five-year NEVI program. The goal is to improve air quality, particularly in DACs, across the state.</p>
<p>Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities;</p> <p>Increase energy resilience;</p>	<p>WVDOT will partner with the West Virginia Community and Technical College System to evaluate and understand if there are opportunities to modify existing curriculum to support workforce training and development for EV charging infrastructure, including installation, operations, and maintenance.</p>

11

Labor and Workforce Considerations

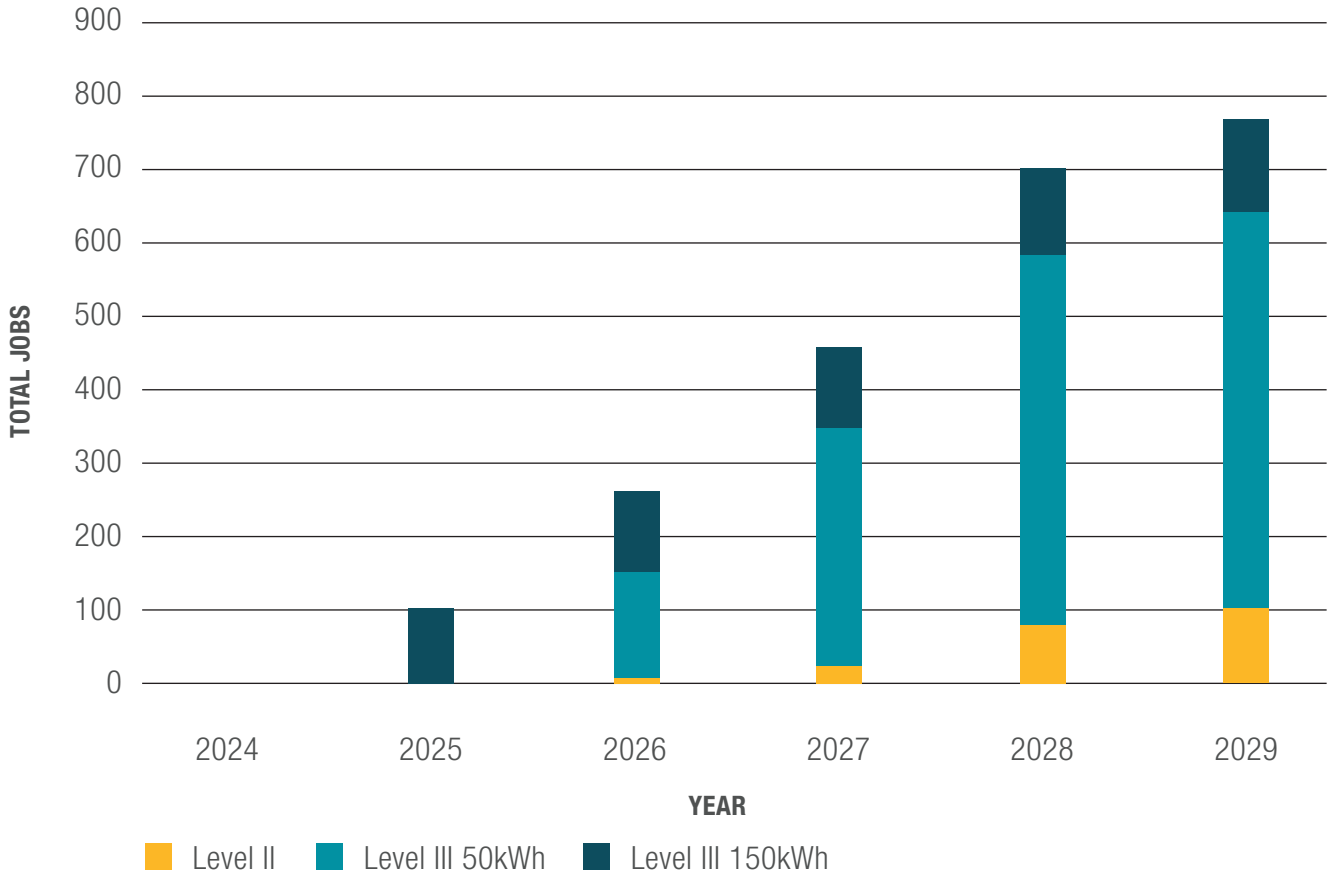


Access to clean energy and technology, as well as creating opportunities for disadvantaged communities to participate and have access to these jobs are all key parts of the West Virginia NEVI program.



WVDOT and WVDED will be responsible for workforce training and education. Both agencies have programs, resources, and partnerships with school districts and universities across the state. They will be leveraged to support skills acquisition that can be quickly applied during the five-year NEVI program. It is anticipated that from 2024 to 2029 over 750 jobs may be created as EV charging infrastructure is rolled out.

Figure 14. Total Jobs Created



Also, within the WVDOT Civil Rights Compliance Division is the Disadvantaged Business Enterprise (DBE) Program. This program will focus on creating opportunities for small and historically disadvantaged business to participate in the NEVI program. For all West Virginia NEVI program solicitations, vendors will be required to submit a DBE performance plan. The DBE performance plan will identify the overall budget dedicated to supporting DBEs. The performance plan will also describe how DBEs will be engaged with vendor projects and the strategies for reporting compliance with the projects’ DBE commitment.

For the West Virginia NEVI program, the WVDOT Civil Rights Compliance Division will create an annual report documenting labor and workforce activities. It will also track and report progress towards achieving DBE goals for the NEVI program.



12 Physical Security & Cybersecurity



A critical part of creating a reliable public EV charging network is network and data security. Today, data is not just information but a critical piece of infrastructure. The West Virginia NEVI program will establish standards for data sharing and management to ensure the public EV charging network is secure.

As part of the West Virginia NEVI program, WVDOT will focus on five (5) policy topics:

- **Asset, Catalog, and Push Asset Data.** Cataloging where chargers are located and pushing real-time data about charger availability is essential to ensure ease of travel, access, and reliability. WVDOT will require all vendors to participate in the latest national and industry open-data specifications to ensure the traveling public has accurate and timely data about the public EV charging network in West Virginia.
- **Open Data Specifications and Interoperability.** Hardware and software should work for customers, regardless of the vendor or system. Open-data standards will create a seamless marketplace for customers. WVDOT will work with FHWA and industry partners to incorporate the latest open-data specifications for the NEVI-funded EV network in West Virginia.
- **Data Management.** Data management will be important for WVDOT and third-party providers building and operating EV chargers funded by the NEVI program. WVDOT will develop policies for the data it receives and establish standards for data management grant recipients, particularly as it relates to data security and privacy. WVDOT will also consider cybersecurity strategies such as addressing user identity and access management, intrusion and malware detection, event logging and reporting, management of software updates, and secure operation during communication outages.
- **Data Capacity.** As part of the grant application process, proposals will need to document that EV charging providers have sufficient data capacity to meet operations and reporting requirements for the NEVI program. Additionally, WVDOT will create sufficient storage policies to ensure collected data is managed and maintained for the entire five-year program.
- **Data Privacy.** WVDOT will require vendors to adopt and maintain a data privacy policy. The policy will confirm customer privacy related data is collected, stored, used, and shared. Additionally, WVDOT will require that any data that is reported and shared as part of the NEVI program is anonymized. This requirement will ensure that data can be used to analyze trends and performance while also protecting consumer privacy.



13

Program Evaluation



The reporting and monitoring progress will be a regular part of the West Virginia NEVI program. The purpose of the program evaluation will be to document regulatory compliance and create public transparency about the benefits and impacts of the program.

WVDOT will evaluate the West Virginia NEVI program annually. Performance measures will be developed in partnership with the Joint Office, state agencies, the business community, and community members. During the fall of 2023, WVDOT will develop key performance indicators (KPIs) for the five-year program. The indicators will be developed based on FHWA program guidance as well as public input. WVDOT will focus on four (4) main topics:

- **Regulatory Compliance.** These KPIs will focus on documenting and reporting the federal and state regulatory and performance requirements for the NEVI program. Examples include the number of NEVI-compliant stations constructed each fiscal year and funding distributed each fiscal year.
- **Community Characteristics and Demographics.** These KPIs will document community characteristics about who is using the NEVI-funded charging network as well as access characteristics, like the population within a certain distance of stations.
- **Economic Impact.** This topic will focus on how NEVI funds are supporting the West Virginia economy. Examples of KPIs include jobs created, people trained, and number of small business or disadvantaged businesses supported by the NEVI program.
- **Equity.** In line with the Justice40 initiative at the federal level, this topic will focus on measuring impacts and benefits of the NEVI program in historically DACs. Examples of KPIs include the number of stations and chargers installed in DACs and the number of people hired that live in DACs. The WVDOT Civil Rights Compliance Division will take the lead developing and tracking these KPIs.



14

Discretionary Exceptions



West Virginia is a rural and mountainous state. WVDOT will focus on meeting the NEVI program requirements and ask for exceptions when deviations are needed to meet unique site, geographic, cost, or other technical conditions.

Over the course of the five-year NEVI program, there may be a need to adjust the federal NEVI program requirements for a particular site. WVDOT will work with the Joint Office to coordinate and receive approval for exceptions. There is one exception request for a NEVI station location along the electric AFCs. This exception is for the 50-mile spacing requirement. A description of this exception is provided on the subsequent pages of this chapter.

EV DEPLOYMENT PLAN EXCEPTION REQUESTS

Table 11. Summary of Requests

Exception 1	Type	Distance of Deviation	Included in Round 6 AFC Nomination	Reason for Exception Request
Elkview to Sutton	50 miles apart	51.6 miles	Yes	Geography

JUSTIFICATION FOR EXCEPTION(S)

An exception to the 50-mile EV charging station spacing NEVI criteria is requested for the station proposed at Elkview and Sutton. Sutton is approximately 50 miles from Elkview, WV. Due to the existing geography and spacing of communities along the electric AFC, Sutton is the closest community to Elkview that has the necessary services and amenities for an EV charging station. Sutton also has various retail locations already developed within one (1) mile of the electric AFC corridor, as well as regional draw due to its recreation areas and it is the preferred location for a NEVI-compliant charging station.

The 2022 WV NEVI Plan requested an exception for stations at Charleston and Flatwoods, located 66.3 miles apart. As a part of the planning update, WVDOT and FHWA met to review the locations and minimize the distance of deviation, resulting in the newly proposed locations. However, due to the rural nature of the state, no interchange exits allowed for less than 50 miles spacing AND provided the necessary development to support EV charging.



15

Appendix A: Existing Station Information



The table below shares information about the existing stations across the state.

Table 12. Existing Stations

ID	Station Name	Location	Street Address	Number of Charging Ports	Charger Level		AFC?	Route	EV Network	Meets 23 CFR 680 Requirements?	Intent to count towards Fully Built out standard?
					Level 2	DC Fast Charging					
186058	Joe Defazio Oil	Westover	49 Red Dog Way	3	3	0	yes	SR 79	Blink Network	no	no
187882	Wingate Hotel	Hurricane	417 Hurricane Creek Rd.	4	4	0	yes	SR 64	Blink Network	no	no
195933	McCoy's Inn	Ripley	2 Fitness Lane	4	4	0	yes	SR 77	Blink Network	no	no
206048	Black Bear Village	Morgantown	380 Richard Harrison Way	3	3	0	yes	SR 79	Blink Network	no	no
222159	McDonalds - Ronceverte	Ronceverte	8721 Seneca Trail S	1	1	0	yes	SR 64	Blink Network	no	no
224492	Econolodge Inn	Triadelphia	87 Jenkins Lane	4	4	0	yes	SR 70	Blink Network	no	no
224525	Suburban Extended Stay	Triadelphia	40 Robinson Drive	4	4	0	yes	SR 70	Blink Network	no	no
229386	The Greenbrier Resort - Valet Area	White Sulphur Springs	101 Main Street West	6	6	0	yes	SR 64	Blink Network	no	no
229387	The Greenbrier Resort - Train Lot	White Sulphur Springs	101 Main Street West	4	4	0	yes	SR 64	Blink Network	no	no
229388	The Greenbrier Resort - North Entrance	White Sulphur Springs	101 Main Street West	6	6	0	yes	SR 64	Blink Network	no	no
238088	901 Lee Street Parking	Charleston	901 Lee Street	4	4	0	yes	SR 64	Blink Network	no	no
241214	Elkins Fordland	Elkins	696 Beverly Pike	1	1	0	yes	SR 77	Blink Network	no	no
257440	Subaru of Morgantown	Morgantown	1730 Mileground Road	1	1	0	yes	SR 68	Blink Network	no	no
187938	VOLVOCHARLESTON CHARGER	Charleston	7 Dudley Farms Ln	2	2	0	yes	SR 64	ChargePoint Network	no	no
193730	TRIPLE S H-D DCFast HOG	Westover	7300 Willie G Ave	1	0	1	yes	SR 79	ChargePoint Network	no	no
197829	ALMOST HEVEN HD DC FAST HOG	Bridgeport	2260 Murphys Run Rd	1	0	1	yes	SR 79	ChargePoint Network	no	no
201239	UNIVERSITYMOTOR MB 1	Morgantown	58 Don Knotts Blvd	2	2	0	yes	SR 68	ChargePoint Network	no	no
204867	Ohio River Islands National Wildlife Refuge	Williamstown	3982 Waverly Rd	1	1	0	yes	SR 77	ChargePoint Network	no	no
204868	FREEDOM KIA FAST DC CHARGER	Morgantown	601 Mary Jane Wood Circle	1	0	1	yes	SR 79	ChargePoint Network	no	no
211834	UNIVERSITYMOTOR ABB STATION	Morgantown	58 Don Knotts Blvd	1	0	1	yes	SR 68	ChargePoint Network	no	no
220421	MBPKB 1 MBPKB 1	Parkersburg	2908 7th St	2	2	0	yes	SR 77	ChargePoint Network	no	no
227869	TOYOTA - WV PHARM - MIDDLE	Buffalo	18562 Buffalo Rd	2	2	0	no	n/a	ChargePoint Network	no	no

ID	Station Name	Location	Street Address	Number of Charging Ports	Charger Level			AFC?	Route	EV Network	Meets 23 CFR 680 Requirements?	Intent to count towards Fully Built out standard?
					Level 2	DC Fast Charging						
227870	TOYOTA - WV PHARM - NORTH	Buffalo	18562 Buffalo Rd	2	2	0	no	n/a	ChargePoint Network	no	no	
227871	TOYOTA - WV PHARM - SOUTH	Buffalo	18562 Buffalo Rd	2	2	0	no	n/a	ChargePoint Network	no	no	
227872	TOYOTA - WV SECURITY - WEST	Buffalo	92 Sugar Maple Ln	2	2	0	no	n/a	ChargePoint Network	no	no	
227873	TOYOTA - WV SECURITY - EAST	Buffalo	92 Sugar Maple Ln	2	2	0	no	n/a	ChargePoint Network	no	no	
237841	JH HYUNDAI SHOWROOM FRONT	South Charleston	131 MacCorkle Ave SW	1	0	1	yes	SR 64	ChargePoint Network	no	no	
237842	JH HYUNDAI SHOWROOM SIDE	South Charleston	131 MacCorkle Ave SW	1	0	1	yes	SR 64	ChargePoint Network	no	no	
237861	ASTORG AUTO JLR CHARLESTON	Charleston	5 Dudley Farms Ln	1	0	1	yes	SR 64	ChargePoint Network	no	no	
251825	BARBOURSVILLE DUTCH MILLER	Barboursville	6400 U.S. 60	1	0	1	yes	SR 64	ChargePoint Network	no	no	
235527	Pikeview Manor	Beckley	315 Pikeview Dr.	2	2	0	yes	SR 64	EV Connect	no	no	
237737	Country Club	Huntington	6275 Country Club Dr	2	2	0	yes	SR 64	EV Connect	no	no	
102505	Courtyard by Marriott - Tesla Supercharger	Charleston	2 Kanawha Boulevard E.	8	0	8	yes	SR 64	Tesla	no	no	
102506	Sheetz - Tesla Supercharger	Huntington	432 18th Street West	8	0	8	yes	SR 64	Tesla	no	no	
102507	Sheetz - Tesla Supercharger	Martinsburg	1465 Edwin Miller Blvd	8	0	8	yes	SR 81	Tesla	no	no	
102508	Sheetz - Tesla Supercharger	Morgantown	21 Asturias Lane	8	0	8	yes	SR 68	Tesla	no	no	
102509	Sheetz - Tesla Supercharger	Mt. Hope	5481 Robert C. Byrd Drive	8	0	8	yes	SR 64	Tesla	no	no	
102510	Hampton Inn & Suites Wheeling- The Highlands - Tesla Supercharger	Triadelphia	35 Bob Wise Drive	4	0	4	yes	SR 70	Tesla	no	no	
102511	Sheetz - Tesla Supercharger	Weston	39 Berlin Rd	8	0	8	yes	SR 79	Tesla	no	no	
122309	Sheetz - Tesla Supercharger	Parkersburg	1102 7th Street	6	0	6	yes	SR 77	Tesla	no	no	
196255	Sheetz - Tesla Supercharger	Triadelphia	25 Gantzer Ridge Road	8	0	8	yes	SR 70	Tesla	no	no	
200862	Sheetz - Tesla Supercharger	Morgantown	1901 Earl L Core Road	8	0	8	yes	SR 68	Tesla	no	no	
214081	Sheetz - Tesla Supercharger	Fairmont	1000 Fairmont Avenue	8	0	8	yes	SR 79	Tesla	no	no	
233044	Little General - Tesla Supercharger	Sutton	2001 Sutton Lane	8	0	8	yes	SR 79	Tesla	no	no	
236873	Little General - Tesla Supercharger	Princeton	1000 Oakvale Road	8	0	8	yes	SR 77	Tesla	no	no	
258268	Holiday Inn Express - Tesla Supercharger	Lewisburg	222 Hunter Ln	8	0	8	yes	SR 64	Tesla	no	no	

ID	Station Name	Location	Street Address	Number of Charging Ports	Charger Level			AFC?	Route	EV Network	Meets 23 CFR 680 Requirements?	Intent to count towards Fully Built out standard?
					Level 2	DC Fast Charging						
116213	Hawks Nest State Park - Tesla Destination	Ansted	49 Hawks Nest Park Rd	3	3	0	no	n/a	Tesla Destination	no	no	
116214	Hampton Inn Huntington/Barboursville - Tesla Destination	Barboursville	1 Cracker Barrel Dr	4	4	0	yes	SR 64	Tesla Destination	no	no	
116215	The Country Inn of Berkeley Springs - Tesla Destination	Berkeley Springs	110 S Washington St	3	3	0	no	n/a	Tesla Destination	no	no	
116216	Mountain View Solar - Tesla Destination	Berkeley Springs	11500 Valley Rd	1	1	0	no	n/a	Tesla Destination	no	no	
116217	Cacapon Resort State Park - Tesla Destination	Berkeley Springs	818 Cacapon Lodge Rd	3	3	0	no	n/a	Tesla Destination	no	no	
116218	Bluefield Inn, a Select Registry Property - Tesla Destination	Bluefield	2109 Jefferson St.	2	2	0	no	n/a	Tesla Destination	no	no	
116219	North Fork Mountain Inn - Tesla Destination	Cabins	235 Canyon View Ln	2	2	0	no	n/a	Tesla Destination	no	no	
116220	American Public University System - Finance Center - Tesla Destination	Charles Town	393 N Lawrence St	3	3	0	no	n/a	Tesla Destination	no	no	
116221	Blackwater Falls State Park - Tesla Destination	Davis	1584 Blackwater Lodge Rd	2	2	0	no	n/a	Tesla Destination	no	no	
116222	Canaan Valley Resort State Park - Tesla Destination	Davis	6263 Appalachian Hwy	3	3	0	no	n/a	Tesla Destination	no	no	
116223	Clarion Inn - River Riders Family Adventure Resort - Tesla Destination	Harpers Ferry	4328 William L Wilson Fwy	3	3	0	no	n/a	Tesla Destination	no	no	
116224	Hampton Inn Winfield/Teays Valley - Tesla Destination	Hurricane	511 WV-34	4	4	0	yes	SR 64	Tesla Destination	no	no	
116225	Chief Logan Lodge - Tesla Destination	Logan	1000 Conference Center Dr	3	3	0	no	n/a	Tesla Destination	no	no	
116226	Hampton Inn Parkersburg-Mineral Wells - Tesla Destination	Mineral Wells	64 Elizabeth Pike	4	4	0	yes	SR 77	Tesla Destination	no	no	
116228	Potomac Lanes & South Branch Cinema 6 - Tesla Destination	Moorefield	185 Hyde St	2	2	0	no	n/a	Tesla Destination	no	no	
116229	Twin Falls Resort State Park Lodge - Tesla Destination	Mullens	97 RR	3	3	0	no	n/a	Tesla Destination	no	no	
116230	Pipestem Resort State Park - Tesla Destination	Pipestem	3405 Pipestem Dr	6	6	0	no	n/a	Tesla Destination	no	no	
116231	Stonewall Resort - Tesla Destination	Roanoke	940 Resort Dr	2	2	0	yes	SR 79	Tesla Destination	no	no	
116232	South Branch Inn Romney - Tesla Destination	Romney	64 Heritage Cir	2	2	0	no	n/a	Tesla Destination	no	no	
116233	Bavarian Inn, Hotel/Restaurant/Resort - Tesla Destination	Shepherdstown	164 Shepherd Grade Rd	2	2	0	no	n/a	Tesla Destination	no	no	
116234	Clarion Hotel & Conference Center Shepherdstown - Tesla Destination	Shepherdstown	233 Lowe Dr	4	4	0	no	n/a	Tesla Destination	no	no	
116235	Gillum House Bed & Breakfast - Tesla Destination	Shinnston	35 Walnut St	2	2	0	no	n/a	Tesla Destination	no	no	

ID	Station Name	Location	Street Address	Number of Charging Ports	Charger Level		AFC?	Route	EV Network	Meets 23 CFR 680 Requirements?	Intent to count towards Fully Built out standard?
					Level 2	DC Fast Charging					
116237	Summit Point Motorsports Park - Tesla Destination	Summit Point	201 Motorsports Park Cir	8	8	0	no	n/a	Tesla Destination	no	no
116238	Cafe Cimino Country Inn - Tesla Destination	Sutton	616 Main St	2	2	0	yes	SR 79	Tesla Destination	no	no
116239	Oglebay Resort - Tesla Destination	Wheeling	465 Lodge Dr	3	3	0	yes	SR 70	Tesla Destination	no	no
116240	The Greenbrier - Tesla Destination	White Sulphur Springs	300 W Main St	2	2	0	yes	SR 64	Tesla Destination	no	no
122584	South Branch Inn Moorefield - Tesla Destination	Moorefield	1500 US Hwy 220	2	2	0	no	n/a	Tesla Destination	no	no
251006	The Historic Morris Harvey House Bed and Breakfast - Tesla Destination	Fayetteville	201 W. Maple Avenue	1	1	0	no	n/a	Tesla Destination	no	no
220214	The Giant Company #6107 -Martinsburg	Martinsburg	901 Foxcroft Avenue	2	2	0	yes	SR 81	Volta	no	no

16

Glossary of Terms

AADT – Annual Average Daily Traffic

ADA – American Disabilities Act

ADHS – Appalachian Development Highway System

AFC – Alternative Fuel Corridors

BEV- Battery Electric Vehicles

BIL – Bipartisan Infrastructure Law

DACs – Disadvantaged Communities

DBE – Disadvantaged Business Enterprise

DCFC – Direct Current Fast Charging/Level III

EEO – Equal Employment Opportunity

EIA – U.S. Energy Information Administration

EPA – Environmental Protection Agency

EV- Electric Vehicle

EVITP – Electric Vehicle Infrastructure Training Program

EVSE – Electric Vehicle Supply Equipment

FAF – Freight Analysis Framework

FHWA – Federal Highway Administration

IIJA – Infrastructure Investment and Jobs Act

Joint Office – Joint Office of Energy and Transportation

KPI – Key Performance Indicators

KRT – Kanawha Valley Regional Transportation Authority

kWh – Kilowatt-hours

MPO – Metropolitan Planning Organization

NEHC – National Electric Highway Coalition

NEVI Formula Program – National Electric Vehicle Infrastructure Formula Program

NHFN – National Highway Freight Network

NHS – National Highway System

O&M – Operations and Maintenance

PHEV – Plug-in Hybrid Electric Vehicles

PHFS – Primary Highway Freight System

PSC – Public Service Commission of West Virginia

RTO – Regional Transmission Organization

SBE – Small Businesses Enterprise

USDOE – United States Department of Energy

USDOT – United States Department of Transportation

VMT – Vehicle Miles Traveled

WVDED – West Virginia Department of Economic Development

WVDEP – West Virginia Department of Environmental Protection

WVDOT – West Virginia Department of Transportation

WVEAA – West Virginia Electric Auto Association

WVEMD – West Virginia Emergency Management Division

WVOE – West Virginia Office of Energy

