Idaho Electric Vehicle Charging Infrastructure Siting, Feasibility, and Access Study

Idaho Interagency Working Group

July 2024

Executive Summary

The National Electric Vehicle Infrastructure (NEVI) Formula Program is a federal program that distributes funding to states for the strategic deployment of electric vehicle (EV) charging infrastructure. The goal is to establish a national interconnected network across the country with public EV charging stations every 50 miles. States are responsible for building out their network using their formula funds as well as available grant funding to contribute to the national network. For an EV charging station to be considered NEVI-compliant, it must have four ports with 150 kilowatts of power per port, allow for open-access payment methods, be publicly available, and be located along designated Federal Highway Administration Alternative Fuel Corridors (AFCs). Additional operating requirements include 97% reliability and data sharing requirements, among others. The details of the requirements are outlined in this document and summarized in the federal rule making (refer to Appendix B).

Within Idaho, interstate AFCs are Interstate (I-)15, I-84, I-86, and I-90. Non-interstate AFCs are State Highway (SH-)1, SH-55, U.S. Route (US-)12, US-20, US-30, US-93, and US-95.

Initially, existing sites were evaluated to determine which sites could be considered "Potentially NEVI Compliant" as was outlined in the NEVI State of Idaho 2024 Baseline Plan Update (IAWG 2023). Subsequently, through a data-driven approach and analysis of selected criteria, potential site locations were evaluated. Proposed site locations were confined to within 1 mile of identified AFCs where there was a potential EV charging site. Potential EV charging site locations were then prioritized using a data-driven process known as multi-objective decision analysis (MODA), a decision-making methodology that aids in selecting the best course of action when facing multiple objectives (Appendix A). As part of this process, public input was also incorporated as a data point in addition to geospatial data. Other criteria used in the MODA model ranged from existing condition to equity and public feedback, site effectiveness, and travel patterns each with a distinct weight for scoring. Specifically, the criteria used in the MODA model are as follows:

- Distance to non-NEVI-compliant stations
- Low-income roadway users
- Average daily traffic volume
- Trip length
- Area of interest
- Disadvantaged and tribal communities
- Connectivity node
- Distance to NEVI-compliant stations
- Proximity to electrical substation
- Adjacent amenities

Sites along AFCs were ranked, compared, and categorized into sites either as in the top 40 of the data-driven prioritizations (Figure ES-1) or as sites outside of the top 40. Based on the results of the top 40 analysis, a gap analysis was completed to determine where AFCs were not meeting the 50-mile spacing requirement. Additional sites were identified that would help achieve the fully built-out status of sites every 50 miles along each AFC.

This study recommends three tiers of sites based on these results and the AFC priorities for Idaho. These tiers generally reflect the deployment approach (refer to Section 3). Tier 1 comprises the highest-scoring stations on interstate AFCs in Idaho, essential for achieving fully built-out status on the interstates. Tier 2 comprises other potential site locations on AFCs that are on U.S. routes and SH-55. Lastly, Tier 3 includes lower-scoring stations along more rural AFCs. This document outlines the approach for all three tiers in

deploying EV charging sites to achieve fully built-out status according to federal guidelines and will be used to develop deployment processes that optimize available funding. However, it is recognized and acknowledged that achieving fully built-out status may not be feasible given the limited funds. Upon the installation of Round 1 sites, Round 2 sites will be strategically implemented at a later date based on updated criteria, including funding availability, as outlined in Section 3.

An interactive StoryMap [1]has been created to illustrate the methodology behind prioritizing EV charging sites. Divided into three sections of various maps, it encompasses "Considerations," highlighting key existing criteria; "Equity & Public Feedback," considering disadvantaged communities and public input; and "Site Effectiveness," evaluating factors like adjacent amenities and connectivity nodes. The final set of maps, focusing on "Travel Patterns," considers factors such as distance to existing EV stations, traffic volumes, and trip length. The StoryMap concludes with an interactive dashboard displaying scores, ranks, and detailed breakdowns of each site's criteria weight and data source for comprehensive insight.

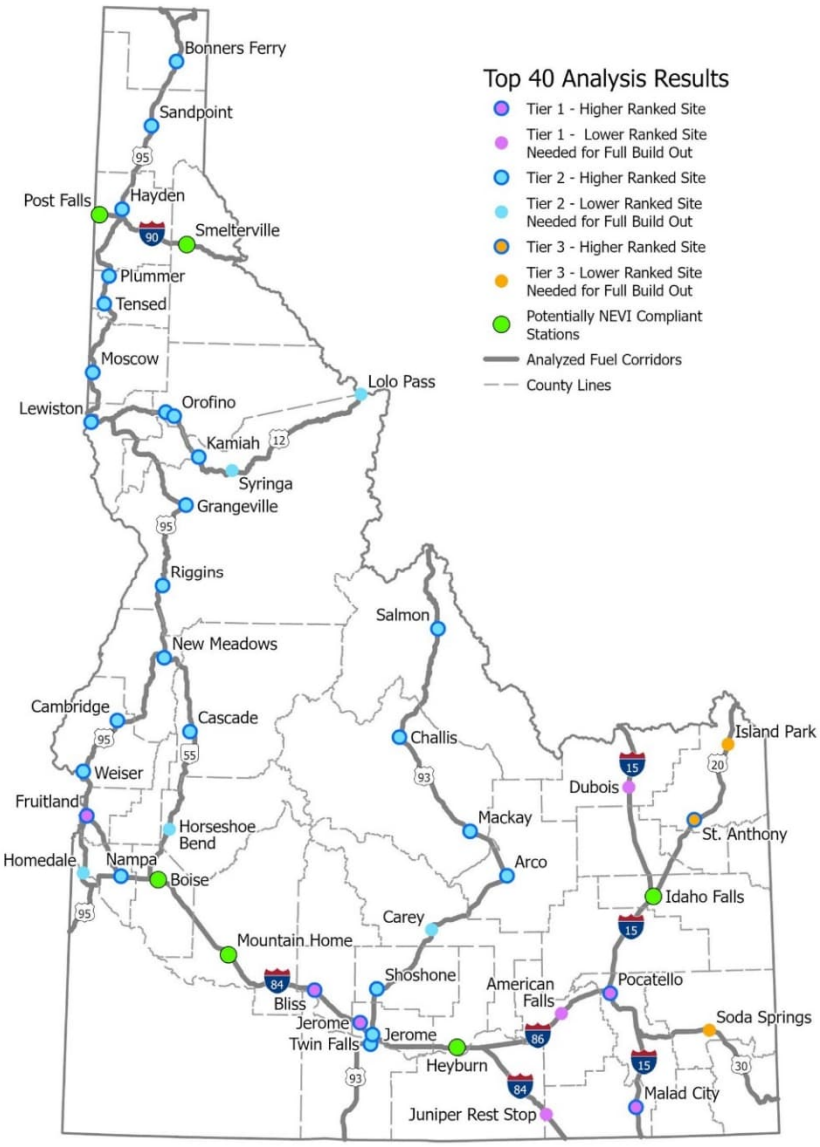

Figure ES-1. Top 40 Analysis Results

Additional considerations for this SFAS include considerations for seasonal patterns, resilience, and payment methods. Many of these considerations will be site-specific and recommended by the NEVI developer, but some general considerations are outlined in this study.

Following this study, a Request for Applications will be issued for the construction of two to three representative Round 1 sites. The Round 1 sites presented in the 2024 NEVI Plan (IAWG 2023) will be the first sites to use formula funds in the initial solicitation, and Round 2 site solicitation will be informed and perfected by the information gained by the Round 1 solicitation and implementation.

[1] https://storymaps.arcgis.com/stories/4aa8138dde6749d991fc3db5216cf5eb

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Acronyms and Abbreviations

°F	degree(s) Fahrenheit
ADA	American Disabilities Act of 1990
AFC	Alternative Fuel Corridor
CCS	combined charging system
CFR	*Code of Federal Regulations*
DAC	disadvantaged community
DCFC	direct current fast charger
DOE	U.S Department of Energy
DOL	U.S. Department of Labor
EV	electric vehicle
EVSE	electric vehicle supply equipment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FY	fiscal year
GIS	geographic information system
I-	Interstate
IAWG	Interagency Working Group
ITD	Idaho Transportation Department
MAUT	multi-attribute utility theory
MODA	Multi-Objective Decision Analysis
NEPA	National Environmental Policy Act of 1969
NEVI	National Electric Vehicle Infrastructure
RFA	Request for Application
SFAS	Siting Feasibility and Access Study
SH-	State Highway
US-	U.S. Route
USDOT	U.S Department of Transportation

1. Introduction and Background

1.1 NEVI Program and Technical Requirements

The National Electric Vehicle Infrastructure (NEVI) Formula Program is a federal program that distributes funding to states for the strategic deployment of electric vehicle (EV) charging infrastructure. Through the NEVI program, the Federal Highway Administration (FHWA) aims to establish a nationwide interconnected network to facilitate data collection, access, and reliability. Funding through the NEVI program can be used to cover costs for projects that include the following:

- The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability
- Proper operation and maintenance of EV charging stations
- Long-term EV charging station data sharing
- Traffic control device or on-premises signage acquired
- Information on publicly available EV charging infrastructure locations, pricing, real-time availability, and accessibility through mapping applications

Guidance from the Joint Office, composed of both the U.S Department of Transportation (USDOT) and the U.S Department of Energy (DOE), provides technical assistance on planning and implementing a national network of EV chargers. States have designated Alternative Fuel Corridors (AFCs) along national highway system corridors throughout the country. The goal of the NEVI program is a national interconnected network across the country with public EV charging stations every 50 miles. States are responsible for building out their network using their formula funds as well as available grant funding to contribute to the national network. For an EV charging station to be considered NEVI-compliant, it must have four ports with 150 kilowatts of power per port, allow for open-access payment methods, be publicly available, and be located along designated FHWA AFCs. Additional operating requirements include 97% reliability and data sharing requirements, among others. The details of the requirements are outlined in this report and summarized in the federal rulemaking (Appendix B). Other technical requirements of NEVI for EV charging stations include the following:

- Each direct current fast charger (DCFC) station must have four combined charging system (CCS) Type 1 connectors. Other connecters, such as North American Charging Standard ports are allowed, provided the minimum CCS chargers are in place. Stations with DCFC charging ports are also allowed to have other nonproprietary connectors.
- Charging stations along designated AFCs intended to serve the users of designated AFCs are available 24 hours per day, 7 days per week.
- Network connectivity requirements are met for charger-to-charger network communication, charging network-to-charging network communication, and charging network-to-grid communication.

Examples of NEVI-compliant sites are shown on Figures 1-1 through 1-3.

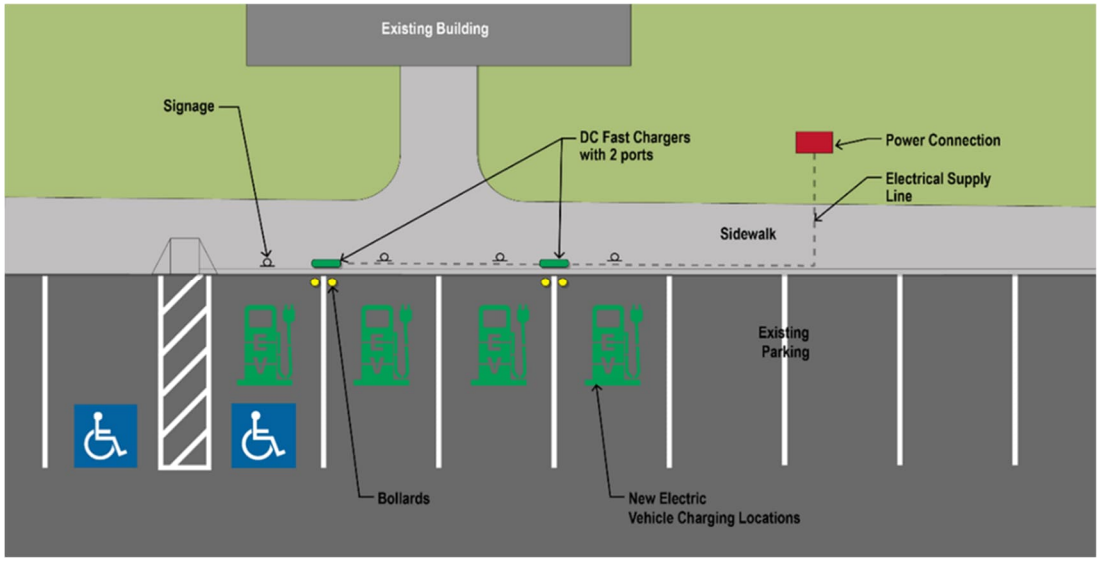

Figure 1-1. Example EV Site Layout

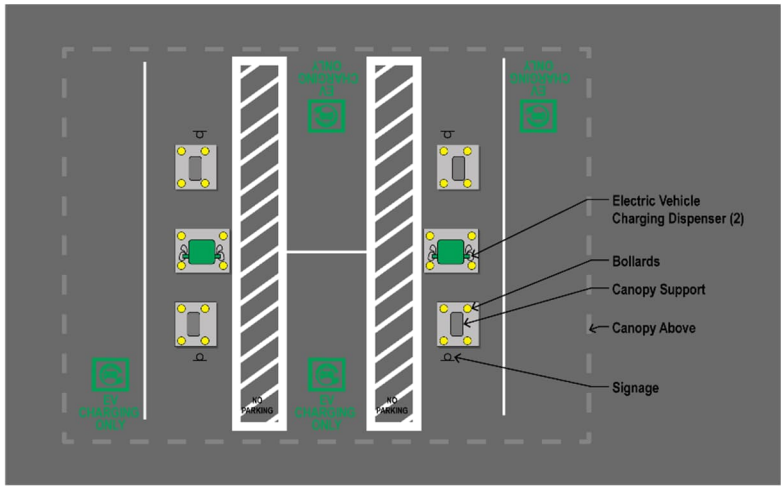

Figure 1-2. Example EV Site Layout with 2 Pull Through Spaces

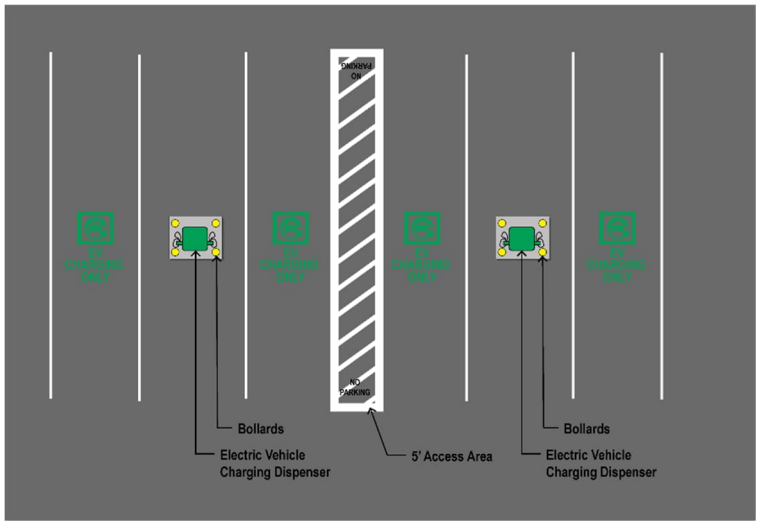

Figure 1-3. Example EV Site Layout with All Pull Through Spaces

The Interagency Work Group (IAWG), through federal guidelines and guidance, has collaboratively worked with state agencies and the public to establish a strategic deployment plan for an interconnected charging network within Idaho. The IAWG consists of the Governor's Office of Energy and Mineral Resources (OEMR), the Idaho Transportation Department (ITD), and the Idaho Department of Environmental Quality (DEQ). The IAWG provided direction for the Siting, Feasibility, and Access Study (SFAS) to evaluate potential site locations, recommend potential sites, evaluate other feasibility factors, and develop recommendations for next steps.

1.2 Alternative Fuel Corridors in Idaho

AFCs are corridors designated by the federal government based on applications from each state to achieve a national interconnected EV charging network. As with station requirements, there are federal guidelines regarding AFCs. Within Idaho, AFCs were designated by the IAWG as critical corridors for EV charging infrastructure build-out. To qualify as NEVI-compliant, charging stations under the NEVI program must either be built along an AFC or be located no more than 1 mile from the nearest interchange exit or highway intersection along the corridor. For stations proposed under the NEVI program that do not fall under either category, an exception must be proposed by the state and approved by the FHWA.

Within Idaho, interstate AFCs are Interstate (I-)15, I-84, I-86, and I-90. Non-interstate AFCs are State Highway (SH-)1, SH-55, U.S. Route (US-)12, US-20, US-30, US-93, and US-95. Through a data-driven approach and analysis of selected criteria, potential site locations were determined along these AFCs.

Certain criteria, including existing EV charging locations, demographic data, and travel patterns, were considered for each potential site location. Based on scoring results for each potential site, sites along AFCs were ranked and categorized into three tiers. Tier 1 includes the recommended sites located along the interstate routes, as shown in blue on Figure 1-4. Tier 2 includes the recommended sites located along the highly used routes of US-95, US-93, US-12, and SH-55. Tier 3 includes recommended sites located along US-20, US-30, and SH-1, finalizing the "fully built-out" network within Idaho.

Figure 1-4. Alternative Fuel Corridors Map

2. Approach to Evaluating Sites

To guide the electrification in the state of Idaho, a transparent and data-driven approach was created to identify and prioritize potential EV charging site locations. Data-based criteria were chosen to evaluate and compare potential site locations. In this section of the SFAS, the details of this site evaluation process are defined in further detail.

2.1 Input from Public and Stakeholders

The first layer of information used in prioritization was feedback from past outreach efforts. Input regarding areas of interest was provided by Idaho residents during the development of the *2022 State of Idaho Electric Vehicle Infrastructure Baseline Plan* (ITD 2022). Through a combination of public meetings and surveys, respondents were able to designate their high-priority locations for charging infrastructure. Responses were compiled and mapped as shown on Figure 2-1. Locations were selected by participants as areas of interest and include state highways, tourist destinations, and rural areas of interest. As shown on Figure 2-1 and 2-2, residents implied EV chargers would be useful around these areas of interest because of nearby surroundings and amenities. Other discussions emphasize the need for reliability and accommodation for vehicles that are not passenger vehicles.

Figure 2-1. Areas of Interest Map

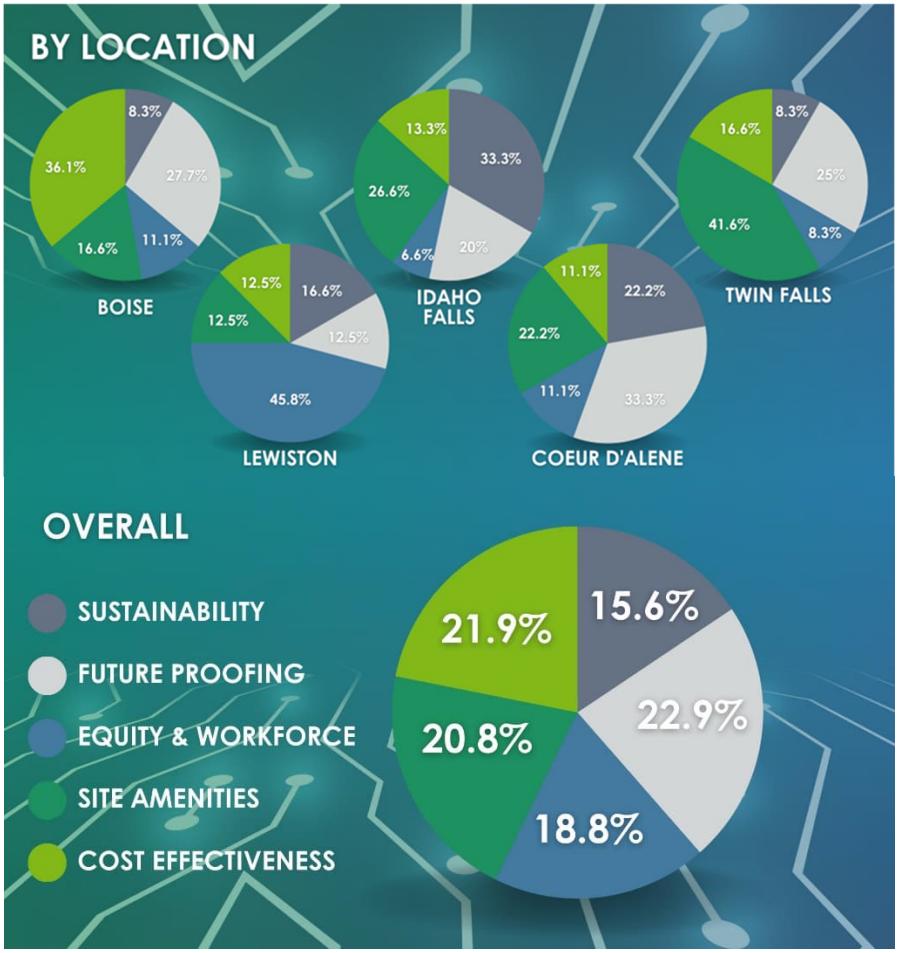

Figure 2-2. Public Feedback by Location

2.2 Evaluation Method

Beyond the public input, there were additional criteria/data sources to consider when evaluating potential sites. Potential EV charging site locations were prioritized using a process known as multi-objective decision analysis (MODA) (Appendix A). MODA is a decision-making methodology that aids in selecting the best course of action where multiple objectives and priorities are present. MODA is a shorthand term for a simplified variation known in decision analysis literature as multi-attribute utility theory (MAUT). The theory and practice of MAUT has advanced through the years and has wide application in many fields. The MODA process begins with defining and prioritizing objectives, identifying alternative action plans, and establishing criteria for evaluation. Then, through a quantitative analysis and tradeoff assessment and the incorporation of objective priorities, solutions are presented. Figure 2-3 is a graphic that describes the MODA process steps used to prioritize potential EV charging sites.

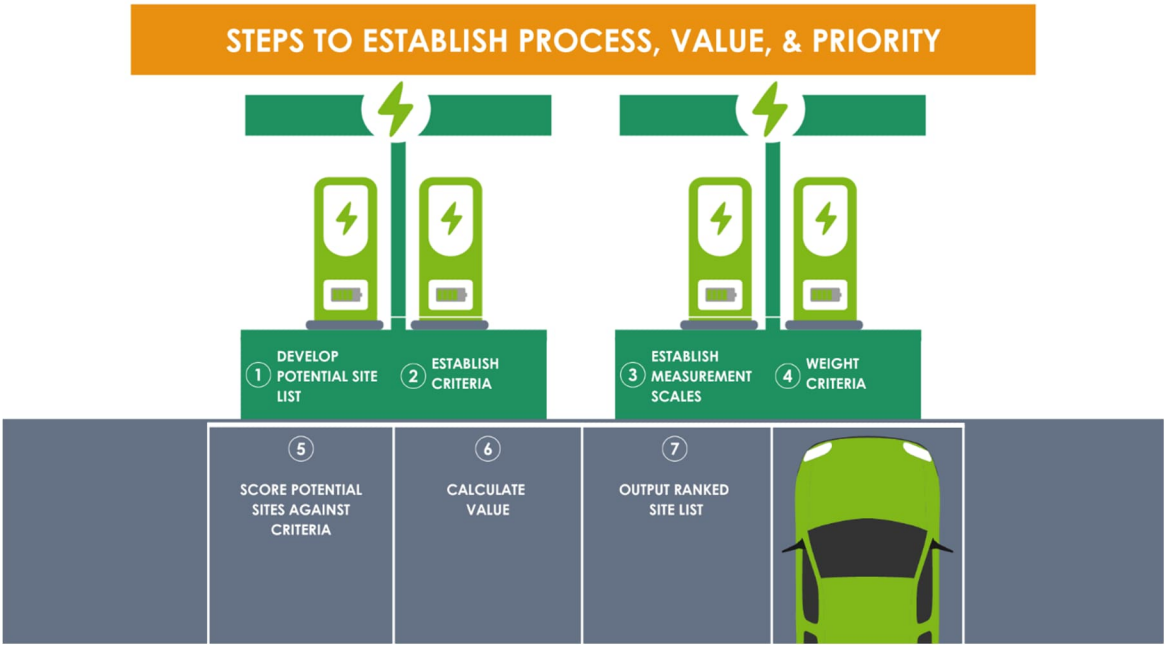

Figure 2-3. MODA Process Diagram

2.3 Potential Sites Considered

For the SFAS and the NEVI program, all potential site locations are confined to within 1 mile of identified AFCs. Figure 1-2 shows the AFCs in Idaho. Potential sites were identified by a visual inspection of aerial imagery along AFCs. Potential locations were selected at approximately 2.5-mile intervals where at least two of the following criteria was met:

- Existing access off AFC (for example, interchange, exit ramp, intersection)
- Existing commercial locations within 1 mile
- Adjacent land has size/capacity to fit a charging site

Once potential locations were identified, they were grouped by route and assigned a unique identification number using a north to south precedence. Table 2-1 demonstrates the range of identification numbers for each route while Figure 2-4 shows all the locations analyzed within the state of Idaho.

Table 2-1. Potential Site Location Identifier Ranges

Route	Value Range
I-15	101–142
I-84	201–238
I-86	301–316
I-90	401–420
US-30	501–515
US-20	601–632
US-26	701–795
SH-55	801–829
US-12	901–943
US-95	1001–1143
SH-1	2001–2002

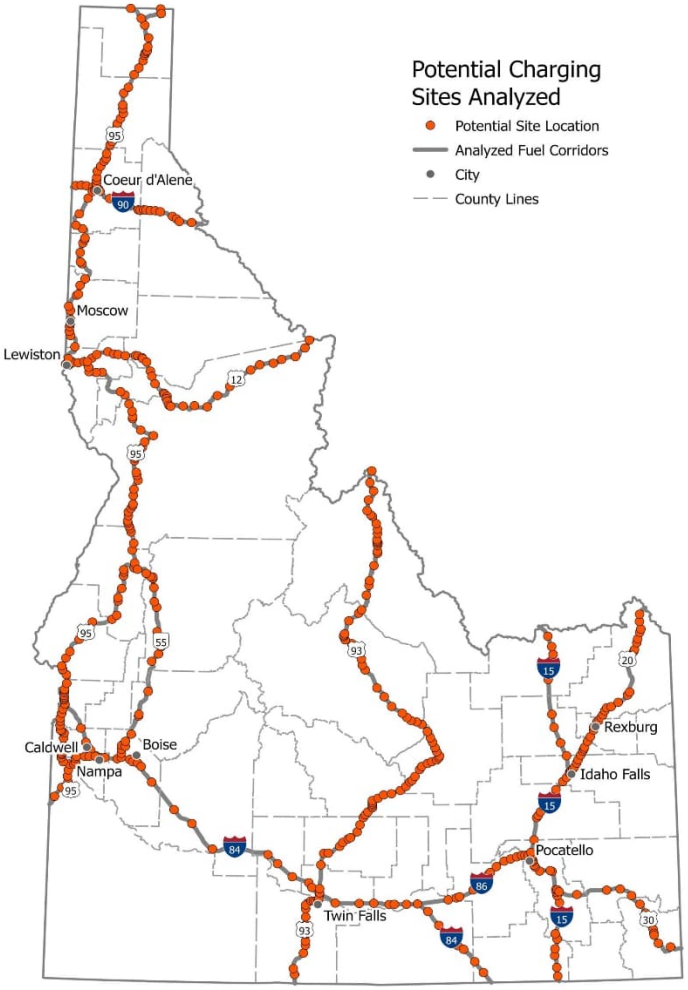

Figure 2-4. Map of Potential Sites Analyzed

2.4 Available Data

Data were used in each step of the evaluation process for potential site hosts. Criteria were selected through the analysis of private and publicly available data sources as well as historical insights and guidance from subject matter experts. Data points were then chosen as indicators of success for potential charging site locations or indicators that could hinder the success of a charging station. Built from these data points, a list of potential criteria was generated, as shown in Table 2-2. Data for all potential site locations identified were collected and processed for these criteria. The data for each of these criteria were generated and analyzed within a geographic information system (GIS). These potential criteria were presented to the IAWG and refined to select the best indicators. This is further defined in Section 2.5.

Table 2-2. Criteria Considered for Prioritization

Criteria	Scoring Methodology	Data Source
DAC	Potential station locations that lie within a Justice40-identified EV DAC will score the highest. Stations nearby will receive a medium score. Stations not adjacent will receive no score.	Justice40 Initiative (CEQ 2022)
Tribal Lands	Potential station locations that lie within a tribal community will score the highest. Stations nearby will receive a medium score. Stations not adjacent will receive no score.	Justice40 Initiative (CEQ 2022)
Area of Interest	Potential station locations that are within a community that indicated interest for an EV charger in the Year 1 plan will receive a score. Stations not within will receive no score.	Year 1 NEVI Plan (IAWG 2023)
Proximity to Electrical Substation	Potential station locations that are closer to an existing electrical substation will receive a higher score. Stations located further will score lower.	Argonne National Laboratory (ANL and DOE n.d.)
Low-income Roadway Users	Potential station locations with a higher percentage of drivers with a household income of less than $40,000 will receive a higher score. Stations with a lower percentage will score lower.	StreetLight InSight (StreetLight Data, Inc. n.d.)
FEMA Risk Index	Potential station locations located within an area that FEMA assigned a high natural disaster risk will score lower. Stations with less disaster risk will score higher.	FEMA National Risk Index (FEMA n.d.)
Adjacent Amenities	Potential station locations with a higher number of amenities within a 1/4-mile radius (for example, convenience stores, hotels, restrooms) will score higher. Stations with lower adjacent amenities will score lower.	Open Street Map (OSMF n.d.)
Population	Potential station locations with a higher adjacent population will score higher. Stations with a lower adjacent population will score lower.	U.S. Census Bureau (U.S. Census Bureau. n.d.)
EV Registration	Potential station locations with a higher number of EVs registered in that jurisdiction will score higher. Stations with less registrations will score lower.	Idaho Division of Motor Vehicles
Adjacent Gas Stations	Potential station locations with a higher number of existing gas stations (maximum of three) within a 1-mile radius will score higher. Stations with fewer existing gas stations will score lower.	EPA (Environmental Protection Agency) (EPA n.d.)
Roadway Classification	Potential station locations on an interstate corridor will score higher. Stations on other AFCs will score lower.	Generated by Jacobs
Distance to NEVI-compliant Stations	Potential station locations that are further away from an existing compliant station will score higher. Stations closer to existing compliant stations will score lower. This is based on a snapshot in time as the existing site locations are constantly evolving.	Alternative Fuels Data Center (DOE n.d.)
Distance to Non-NEVI-compliant Stations	Potential station locations that are further away from an existing noncompliant station will score higher. Stations closer to existing noncompliant stations will score lower. This is based on a snapshot in time as the existing site locations are constantly evolving.	Alternative Fuels Data Center (DOE n.d.)

Criteria	Scoring Methodology	Data Source
Connectivity Node	Potential station locations at the intersection of two AFCs will score the highest. Stations at the intersection of an AFC and a highway will receive a medium score. Stations not at an intersection of highways will receive the lowest score.	Generated by Jacobs
Average Daily Traffic Volume	Potential station locations with high-adjacent traffic volumes will receive a higher score. Stations with a lower adjacent traffic volume will receive a lower score.	StreetLight InSight (StreetLight Data, Inc. n.d.)
Trip Length	Potential station locations with a higher percentage of drivers traveling 50 miles or greater "long-distance" will receive a higher score. Stations with a lower percentage of long-distance travelers will score lower.	StreetLight InSight (StreetLight Data, Inc. n.d.)
Dwell Time	Potential station locations where a higher percentage of drivers are staying at a location for at least 30 minutes will receive a higher score. Stations with a lower percentage of drivers staying for at least 30 minutes would score lower.	StreetLight InSight (StreetLight Data, Inc. n.d.)

DAC = disadvantaged community

FEMA = Federal Emergency Management Agency

2.5 Establishing Criteria and Relative Weighting

A Data and Criteria Workshop was held on August 2, 2023, with the IAWG and Atlas, the public involvement consultants for the NEVI program. The agenda for the workshop is included in Appendix C. The workshop group worked collaboratively to define a statement for what success for the SFAS and NEVI program would look like and corresponding attributes. Using the collaborative purpose statement as well as feedback from the public on their priorities (further detailed in Section 2.1), the group individually reviewed each of the criterion listed in Table 2-2. The discussion for each criterion considered the following questions:

- Does this criterion serve as an indicator in meeting the purpose statement?
- How well is this criterion correlated to a successful outcome?
- What does the distribution of the data for this criterion look like?
- Does this criterion help achieve the priorities outlined by the public?

The discussion led to the merging of some criteria, adjustment of analysis variables within GIS, and removal of extraneous criteria. Following the review and input from the workshop discussions, a list of finalized criteria was created. The next component of the workshop was an exercise to define relative importance between the selected criteria. This was facilitated using a technique called swing weighting. Swing weighting is a method for setting relative weights between criteria in an additive multi-attribute utility function. The final weighting scheme, shown in Table 2-3, was achieved by an average of all attendees' responses.

Table 2-3. SFAS Criteria and Weights

Criteria Name	Weight
Distance to Non-NEVI-compliant Stations	4%
Low-income Roadway Users	8%
Average Daily Traffic Volume	9%
Trip Length	9%
Area of Interest	10%
Disadvantaged and Tribal Communities	11%
Connectivity Node	11%
Distance to NEVI-compliant Stations	12%
Proximity to Electrical Substation	12%
Adjacent Amenities	14%

With the criteria and weighting scheme as inputs, the MODA tool calculated the utility/value expected for each potential site location. These calculated scores for each site location were then sorted from high to low to produce a ranked list of potential site locations. Locations that scored in the top 40 of all potential site locations were selected for further review. The goal of reviewing potential site locations in the top 40 was to remove locations within the same municipality (that is, if two locations in Coeur d'Alene were in the top 40, only one would be considered). This resulted in a list of 40 reviewed and unique locations across Idaho that scored the highest among selected criteria (Table 2-4). The selected 40 potential sites were then further analyzed to provide additional details including: local energy provider, if the site is located in a DAC, and if it is located in an area of interest based on the public feedback. These 40 locations were recommended to serve as the starting point to building out the EV charging network within Idaho. Strategies on how to proceed with these locations are further detailed in Section 3.

Table 2-4. Top 40 Prioritization Locations

Also refer to Figure 3-1.

Location Name	Route	Tier #	MODA Score	Area of Interest?	Disadvantaged or Tribal Community?
LOCATION 122 (Pocatello)	I15	1	73.7	Yes	Yes
LOCATION 405 (Coeur d'Alene)	I90	2	71.3	Yes	Yes
LOCATION 904 (Lewiston)	US12	2	67.7	Yes	Yes
LOCATION 1097 (New Meadows)	US95	2	67.7	Yes	Adjacent
LOCATION 823 (Nampa)	SH55	2	64.3	No	Yes
LOCATION 1041 (Plummer)	US95	2	63.5	No	Yes
LOCATION 219 (Bliss)	I84	1	62.6	Yes	Yes
LOCATION 118 (Blackfoot)	I15	1	62.5	Yes	Yes
LOCATION 809 (Cascade)	SH55	2	62.4	Yes	Adjacent
LOCATION 777 (Shoshone)	US93	2	62.0	No	Yes
LOCATION 924 (Kamiah)	US12	2	60.5	No	Yes
LOCATION 110 (Idaho Falls)	I15	1	60.5	Yes	Yes
LOCATION 140 (Malad City)	I15	1	60.1	Yes	Yes
LOCATION 1054 (Moscow)	US95	2	59.7	Yes	No
LOCATION 1074 (Grangeville)	US95	2	59.4	Yes	No
LOCATION 782 (Twin Falls)	US93	2	58.7	Yes	Adjacent
LOCATION 714 (Salmon)	US93	2	58.0	Yes	No
LOCATION 1016 (Sandpoint)	US95	2	56.8	No	Yes
LOCATION 1111 (Weiser)	US95	2	56.3	No	Yes
LOCATION 614 (St. Anthony)	US20	3	55.2	Yes	Yes

Location Name	Route	Tier #	MODA Score	Area of Interest?	Disadvantaged or Tribal Community?
LOCATION 1008 (Bonners Ferry)	US95	2	54.9	No	Yes
LOCATION 918 (Orofino)	US12	2	53.9	Yes	Yes
LOCATION 212 (Boise)	I84	1	53.6	No	Yes
LOCATION 419 (Wallace)	I90	1	53.3	No	Yes
LOCATION 1045 (Tensed)	US95	2	52.7	No	Yes
LOCATION 416 (Kellogg)	I90	1	52.6	Yes	Yes
LOCATION 216 (Mountain Home)	I84	1	51.8	No	Yes
LOCATION 747 (Arco)	US93	2	51.6	No	No
LOCATION 1106 (Cambridge)	US95	2	51.2	No	Adjacent
LOCATION 620 (Rexburg)	US20	3	51.1	Yes	Adjacent
LOCATION 780 (Jerome)	US93	2	50.9	No	Adjacent
LOCATION 1085 (Riggins)	US95	2	50.8	Yes	Yes
LOCATION 807 (Donnelly)	SH55	2	50.7	Yes	Adjacent
LOCATION 1122 (Fruitland)	US95	1	50.5	No	Yes
LOCATION 727 (Challis)	US93	2	50.1	No	No
LOCATION 229 (Burley)	I84	1	50.0	Yes	Yes
LOCATION 915 (Ahsahka)	US12	2	49.6	No	Yes
LOCATION 222 (Jerome)	I84	1	49.5	No	Yes
LOCATION 204 (Caldwell)	I84	1	49.5	No	Yes
LOCATION 610 (Ashton)	US20	3	49.4	No	Yes

2.6 50-mile Spacing Gap Analysis

After reviewing the top 40 prioritized sites, each AFC was reviewed to determine which sites would facilitate fully built-out status, meaning a NEVI-compliant site every 50 miles along each AFC. A total of 39 sites were recommended, 29 of which were high-priority sites ranked in the top 40 based on the data analysis and 10 of which were not highly ranked but fulfilled a geographic requirement.

It was noted that many of the sites that fulfill only the geography requirement may require more significant federal funding to subsidize capital and operating costs to make the site economically viable.

The results of this analysis can be found in Section 3.

2.7 StoryMap and Results Dashboard

An online, interactive StoryMap[2] has been created and published for the public to visualize the pertinent project data. The StoryMap highlights the process and methodology used for the site prioritization process. The maps identified were used as criteria for scoring potential site locations.

The first aspect of the StoryMap is "Considerations," which is broken down into three maps that depict essential requirements for NEVI-compliant stations. Within this section, the "Alternative Fuel Corridors" (AFCs) map highlights the state nominated AFCs within Idaho in blue and neighboring states AFCs in gray. The "Locations Analyzed" map visualizes potential site locations as dots on the identified AFCs, and the "Existing EV Chargers" map demonstrates DCFC and non-DCFC stations as different colored circles on identified AFCs. These criteria helped assess the status of AFCs in relation to federal requirements, serving as an initial step in identifying necessary actions and prioritizing tasks to attain a fully built-out status.

The second aspect of the StoryMap is "Equity & Public Feedback," which has three maps of public input and equity considerations that played a significant role in determining potential site locations. The "Disadvantaged & Tribal Communities" map displays federally identified Tribal Zones and DACs alongside identified AFCs. The "Areas of Interest" map shows areas of interest identified by public feedback, where EV chargers would be valued. The final map in this section, "Low-Income Roadway Users," shows EV users traveling past a potential location site with a household income of $40,000 or less. Potential site locations that were in DACs, areas of interest, or served low-income roadway users scored higher than sites that did not.

The third aspect of the StoryMap is "Site Effectiveness," which breaks down how potential sites were considered in terms of convenience and effectiveness. The first map, "Adjacent Amenities," shows nearby businesses within a 1-mile radius of a potential site, as this provides EV charging users with things to do while they wait for their vehicles to charge. The "Connectivity Node" map indicates where hubs that connect multiple roadways within the AFC network are. Nodes are imperative because they highlight connectivity and efficiency. The final map in this section, "Proximity to Electrical Substation," was analyzed because substations regulate electricity as it moves through the power distribution network. Potential sites that were located nearby adjacent amenities, connection nodes, or electric substations scored higher than sites that were not.

The final grouping of maps depicted travel patterns found throughout the state of Idaho that impacted site analysis and prioritization efforts. The first map, "Distance to DCFC* Station," demonstrates how far a potential site is from an existing potentially NEVI-compliant EV station. The second map, "Distance to non-DCFC* Station," opposingly, demonstrates how far a potential site is from a non-federally compliant EV station. Both maps have a maximum distance of 50 miles to correspond with the federal requirement that gaps between chargers must be less than 50 miles. Through noting where EV chargers exist, potential sites that fill gaps along AFCs scored higher than stations that would not fill gaps. The third map, "Average Daily Traffic Volumes," provides traffic data within a 1-mile radius of potential site locations to ensure highly used corridors scored higher than corridors with less traffic. The final map, "Trip Length," displays the distance traveled by vehicles past each potential site. Potential sites that served longer average distances scored higher compared to sites that served shorter trip length distances. The numeric values this map correspond to the percentage of drivers going past a location that are traveling greater than 50 miles with scale endpoints of 3% and 99%.

[2] https://storymaps.arcgis.com/stories/4aa8138dde6749d991fc3db5216cf5eb

The results of all of the criteria for each potential site and their respective scores are ranked and displayed at the end of the StoryMap as an interactive dashboard. The dashboard displays overall rank, route specific rank, and route for each location analyzed. Each scored and ranked site can be clicked on to zoom to that location and shows a numerical score out of 10 for each criterion. The "Data and Criteria" tab of the dashboard further breaks down each criterion's weight and data source.

3. Recommendations

Through the prioritization process and combining the selected and analyzed criteria with public feedback and geographic considerations resulted in three tiers of site priority that are further aligned with the primacy of the AFC being considered. These tiers are roughly aligned with the Round 2 and Round 3 site solicitation strategies discussed in this section.

3.1 Priority Site Locations

Following federal guidelines to prioritize interstates, the Tier 1 sites are situated along interstates, specifically I-90, I-84, I-86, and I-15. The I-90 segment crossing the Idaho Panhandle has existing EV stations that are potentially NEVI-compliant, so no new stations are proposed. Along I-84, three new stations are recommended in Bliss, Jerome, and Fruitland. For the purposes of this analysis, it is noted that the Juniper Rest Stop fills a gap in the 50-mile siting requirement but as a state-owned rest stop it is not eligible as a NEVI-compliant stop in accordance with 23 CFR § 752.5, so it was removed as a recommended site. An exception will be requested for this segment of I-84. Along I-86, one new station is proposed in American Falls, and two stations along I-15 are proposed in Malad City and Dubois.

Tier 2 recommendations include 29 stations on the highly traveled corridors of US-95, US-93, US-12, and SH-55. Currently, within Tier 2, there are no existing EV stations that meet federal requirements. Fourteen new stations are proposed along US-95 throughout Idaho. Similarly, eight new stations are recommended along US-93. Six sites are recommended along US-12, and three sites are located along SH-55. Tier 2 stations are based on up-to-date data; however, by the time Tier 1 is fully built-out, it is possible EV stations that meet federal requirements may exist along some of these AFCs.

Tier 3 is the final piece of an interconnected EV network within Idaho along the AFCs including US-20, US-30, and SH-1. Tier 3 includes three recommended stations.

Table 3-1 indicates the 38 recommended sites and which ones were a result of the data-driven analysis and which ones were necessitated by geography (shown in gray). Figure 3-1 also summarizes the recommendations on a map.

Table 3-1. Recommended Sites

Zone Name	Route	Tier
Location 140 (Malad City)	I-15	1
Location 105 (Dubois)	I-15	1
Location 122 (Pocatello)	I-15/ I-86	1
Location 219 (Bliss)	I-84	1
Location 222 (Jerome)	I-84	1
Location 1122 (Fruitland)	I-84/US-95	1
Location 308 (American Falls)	I-86	1
Location 823 (Nampa)	SH-55	2
Location 815 (Horseshoe Bend)	SH-55	2
Location 809 (Cascade)	SH-55	2

Zone Name	Route	Tier
Location 614 (St. Anthony)	US-20	3
Location 606 (Island Park)	US-20	3
Location 924 (Kamiah)	US-12	2
Location 918 (Orofino)	US-12	2
Location 931 (Syringa)	US-12	2
Location 943 (Lolo Pass)	US-12	2
Location 505 (Soda Springs)	US-30	3
Location 777 (Shoshone)	US-93	2
Location 714 (Salmon)	US-93	2
Location 782 (Twin Falls)	US-93	2
Location 747 (Arco)	US-93	2
Location 738 (Mackay)	US-93	2
Location 780 (Jerome)	US-93	2
Location 727 (Challis)	US-93	2
Location 763 (Carey)	US-93	2
Location 1097 (New Meadows)	US-95	2
Location 1041 (Plummer)	US-95	2
Location 1074 (Grangeville)	US-95	2
Location 1016 (Sandpoint)	US-95	2
Location 1054 (Moscow)	US-95	2
Location 1111 (Weiser)	US-95	2
Location 1008 (Bonners Ferry)	US-95	2
Location 1030 (Hayden)	US-95	2
Location 1045 (Tensed)	US-95	2
Location 1106 (Cambridge)	US-95	2
Location 1085 (Riggins)	US-95	2
Location 1134 (Homedale)	US-95	2
Location 904 (Lewiston)	US-95/US-12	2

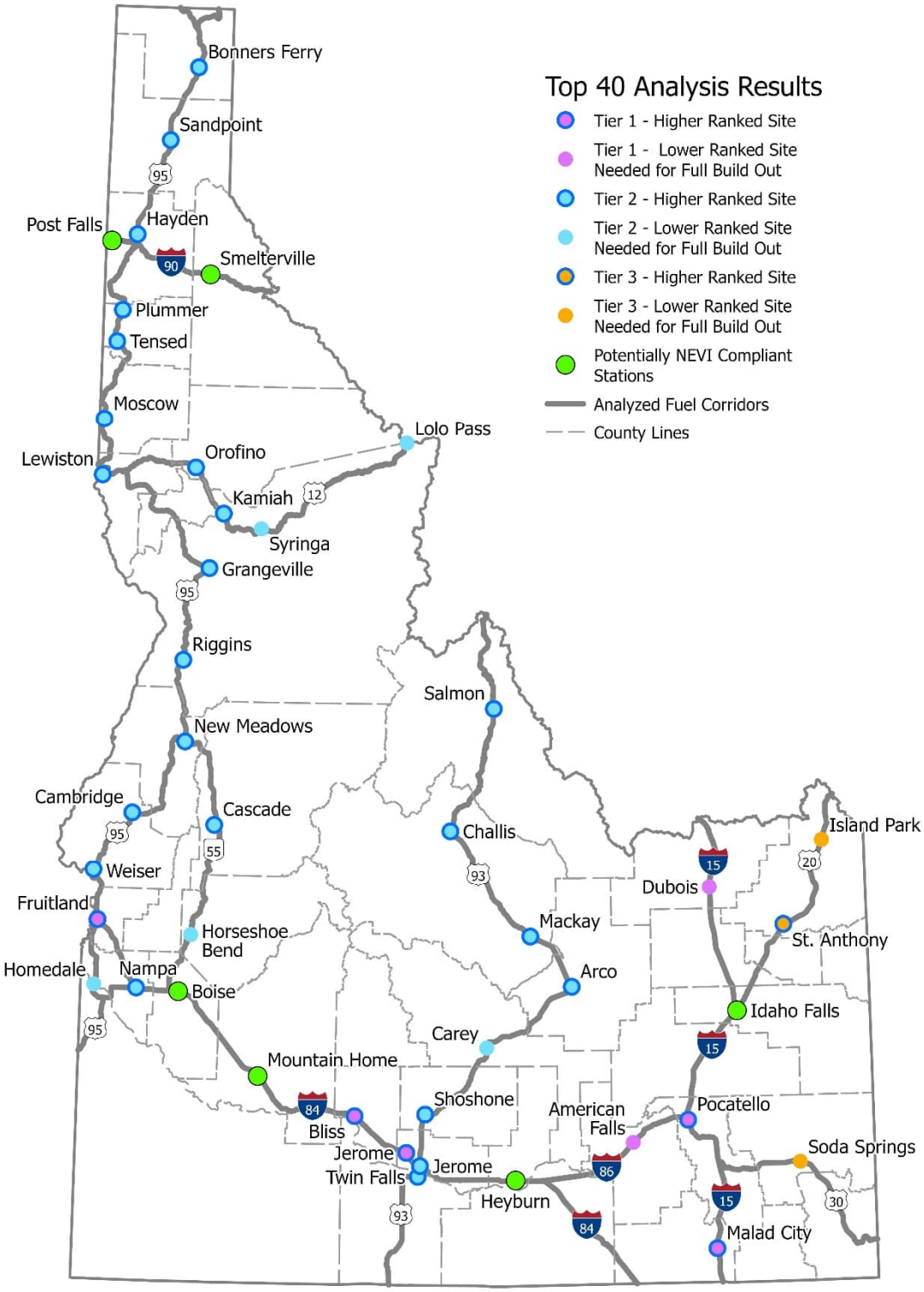

Figure 3-1. Potential Site Recommendations

3.2 Solicitation Strategy

According to guidance provided by the FHWA, NEVI plans should include an overall strategy for installations along designated AFCs that prioritizes build-out along the interstate highway system. Given funding constraints and the challenging geography and rural nature of Idaho, the IAWG intends to build out the AFCs by tiers. This approach requires three rounds of solicitation prioritizing the interstates and the US-95/SH-55 corridor and can be implemented over a 3-year or 4-year period.

Round 1 – As established in the 2022 EV Infrastructure Baseline Plan (ITD 2022) and the 2023 Baseline Plan Update (IAWG 2023), the state will solicit and fund two to three sites (referred to as Pilot Sites in the plan). These Round 1 site locations were selected based on the preliminary findings of the SFAS and public input to service gaps on the I-84 corridor and US-95 as well as serving tribal communities. The Round 1 sites are located in or near the following locations (refer to Appendix D for further information):

- Lewiston
- Bliss
- Pocatello

Round 2 – The second round of solicitation will be focused on building out the interstates to meet the 50-mile spacing requirement in the final rulemaking attached to the federal funding. This round of solicitation includes seven sites on three interstates (I-90 is already considered potentially NEVI-compliant) and includes:

- I-84: Two new sites (Jerome and Fruitland)
- I-86: One new site (American Falls)
- I-15: Two new sites (Malad City and Dubois)

Round 3 – The third round of solicitation will be focused on building out the US-95/SH-55 corridor given its importance as the vital north-south connection within the state, the population served, and the high number of vehicle trips. Build-out of this corridor will require 17 new sites including the following:

- US-95: Twelve new sites
- SH-55: Three new sites

Subsequent phases focused on the remaining AFCs will be evaluated after the initial solicitation rounds depending on the remaining funding available. Prioritization will be given to US-93 and US-12 as follows:

- US-93: Eight new sites
- US-12: Four new sites

The most rural AFCs, such as US-20, US-30, and SH-1, would be the lowest tier priority for EV charging installations. Achieving full build-out for this tier would require the following:

- US-20: Two new sites
- US-30: One new site
- SH-1: Does not require a new site because of the short length

4. Additional Siting Considerations

Many feasibility and access considerations will be unique to each NEVI site and will require collaboration between the IAWG and the NEVI developer. Through the contracting process, the IAWG will outline minimum requirements and considerations for feasibility and access. During design and construction of the early sites, additional considerations may be realized and accounted for in Round 2 sites. This section outlines some considerations that currently apply broadly across the state as the NEVI sites are planned (more specific details are found in Appendix D).

4.1 Economic Cost Modeling

Idaho has been approved for Fiscal Years (FY)22, FY23, and FY24 funding based on the approval of the NEVI plans. The approved funding totals approximately $17.1 million. Another anticipated $12.7 million of funding would be approved in FY25 and FY26 with the approval of future plans.

The federal funding cost share is 80%, and private funds will likely be used to provide the remaining cost share. The state will have costs to administer the NEVI program including the following tasks:

- Planning
- Solicitation administration
- Environmental documentation
- Design reviews
- Construction administration and inspections
- Operations monitoring and data collection reporting

The following project costs are eligible for federal NEVI funds:

- The acquisition, installation, and network connection of EV charging stations, including data collection, access, and reliability
- Proper operation and maintenance of EV charging stations
- Long-term EV charging station data sharing

Each site has unique characteristics that affect both capital and operating costs, making it difficult to estimate total project costs. Capital costs include right-of-way, electrical and site improvements, and charging infrastructure. Operating costs include electricity, network, and maintenance costs.

Additionally, the revenue generation depends on the use rate and fee at each site. The revenue estimates then determine the balance of feasible up-front or operating costs to be borne by the developer or site operator.

4.1.1 Assumptions Impacting Site Costs

The assumptions described in this section will affect site costs.

For right-of-way costs, site host agreements may vary, thus affecting the cost to acquire or use the property. Some NEVI developers may own the EV charging site, and some may need to pay the site owner for access to the site.

For power costs, the cost required to deliver power to the site (grid side costs) may have a significant impact on the capital costs at each site. These costs vary depending on available power and site location.

The costs include new or upgraded infrastructure, such as transformers or meters, trenching for new lines, and permitting and design coordination with the utility provider. In addition, the costs of zoning entitlements and required site improvements, such as additional paving, curbing, lighting, landscaping, and site amenities (that is, canopies or restrooms), can have a significant impact on site construction costs.

The charging infrastructure costs include the actual equipment and ports that connect to the vehicles, and costs may depend on the ownership structure of each site. There may be a separate owner and operator, or they could be one, and these variables can affect the costs at each site.

Operations and maintenance costs may depend on the utility rate structure, usage, and equipment. Negotiating the EV charging rate, or using established rates, will dictate the energy costs. Operations and maintenance costs may also include the operator, equipment, and facility maintenance; insurance; and software and network costs.

Income generation depends on the utility rates, which can vary across operators and locations. Thus, the economic model for each site will vary greatly and will be determined by applicants based on their proposed site location and operating model.

4.1.2 Example Cost Model

Figure 4-1 shows a screenshot from an Argonne National Laboratory EV charging cost tool indicating the different variables affecting the economic model. The federal investment allows the capital costs of the private sector to be reduced by 80% to encourage an overall positive economic model sooner in the life cycle of the project. The costs indicated here are estimated infrastructure costs and do not cover design and permitting. As stated above, final costs will be site dependent; however, this provides an overview of the factors considered in the cost modeling of the program.

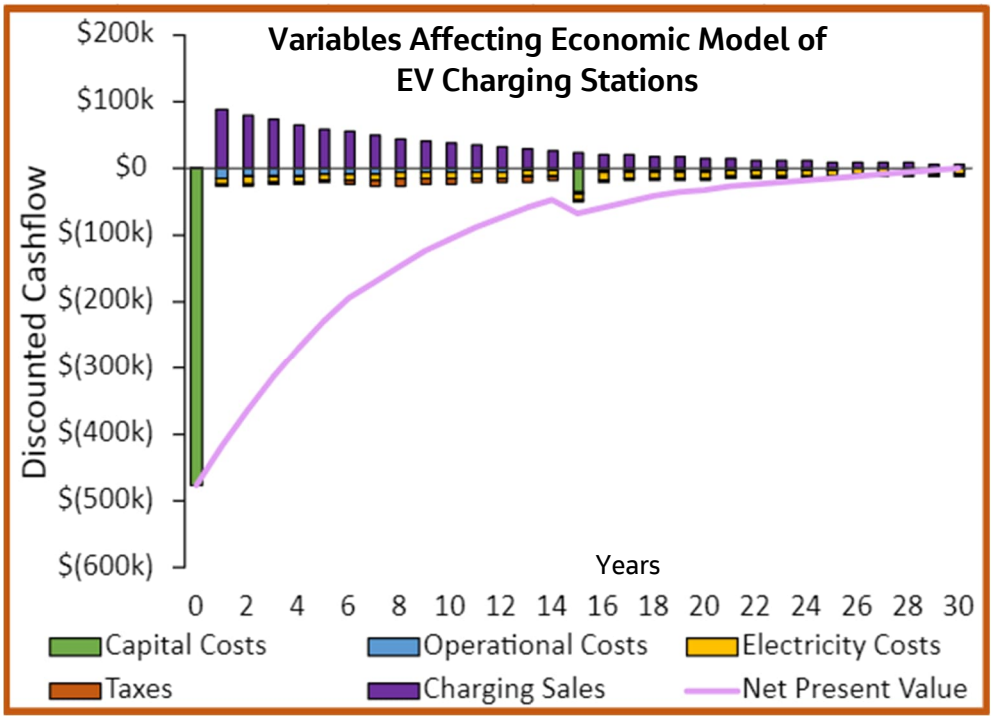

Figure 4-1. Variables Affecting Economic Model of EV Charging Stations
Source: ANL n.d.

4.2 Ownership Models

Different ownership model structures are being applied in different areas of the country as the NEVI program rolls out. The three most common ownership models implemented to date include the following:

- EV Supply Equipment (EVSE) Provider Ownership – The organization that owns or operates the equipment is the primary applicant for NEVI funds. The EVSE providers then contract separately with a site host for access to the property and may also subcontract with a separate entity for installation of the equipment. Additionally, the EVSE provider has an agreement with the utility provider to establish the rate of the electricity provided for use in EV charging.
- Site Host Ownership – Some business owners are interested in the business of EV charging and are the primary applicant for NEVI funds. These site hosts then contract separately with the EV supplier and/or the utility company. This is less common for small business owners as the intricacy of federal reporting requires more administrative effort, but this is more common for large commercial site hosts with multiple sites that have larger partnership agreements with EVSE suppliers.
- Utility Provider Ownership – Some energy providers have local authority and approval to operate their own EV charging. Utility providers that operate and maintain their own chargers may subcontract some installation or maintenance to third parties, but the operations are based on rate agreements that are often negotiated through their local public utility commission approvals.

4.3 Seasonal Needs

Idaho has a seasonal climate with high temperatures above 80 degrees Fahrenheit (°F) in the northern part of the state and above 90°F in the southern part of the state. Low temperatures average around 20°F. According to a 2019 research study from the American Automobile Association, Inc. (AAA 2019), when temperatures dip to 20°F and an EV's heating system is used, the average driving range decreased by 41%. Likewise, when temperatures reach 95°F and air conditioning is used, the driving range is reduced by 17%. Eliminating the heating and air conditioning usage meant a less significant impact of temperature on driving range. Without the heat or air conditioning, the driving range was only reduced by 12% for cold weather and 4% for hot weather.

Automobile manufacturers, such as Tesla, offer ways to improve battery efficiency, including warming up the battery and keeping it plugged in on cold days. The industry is continuing to advance battery technology to improve cold- and warm-weather efficiency.

Evaluating potential sites will also analyze climate considerations for each site, such as weather exposure and ventilation or insulation. Some sites may benefit from shade or snow structures or weather-resistant materials to prevent moisture or excessive heat or cold that expand or contract cables and connectors. Site owners will need to provide snow and ice removal services to ensure safe access to equipment. Other sites may need to be oriented at a different angle to prevent sun glare or sun exposure.

4.4 Evacuation Considerations and Resilience

EV charging infrastructure will be a critical factor in maintaining mobility during emergency evacuation scenarios. There are several factors to ensure the charging network has redundancy and reliability through even the most complex events.

Charging requires power, which can often be limited during emergency events. Factors such as battery backup or storage may help support EV charging during power outages.

Communication and preparedness are critical factors during emergencies. Ensuring the right communication protocols are in place for emergency officials as well as the public will ensure that the demand for charging is prioritized to critical vehicles and dispersed where power is available.

While the management of emergency situations falls under a variety of public and private leadership roles, the NEVI program rollout will consider where key sites may support evacuation routes along Idaho AFCs.

4.5 Payment Methods

The NEVI guidelines require contactless payment that accepts major credit and debit cards and accept payment through either an automated toll-free phone number or a short message/messaging system. Payment methods must be accessible to persons with disabilities, not require a membership, not affect power flow to vehicles, and must provide access for those that have limited English proficiency.

5. Areas of Further Study and Next Steps

These recommendations are based on a data-driven priority and gap analysis, but additional study is necessary to determine a recommended approach toward build-out. After the initial solicitation of the Round 1 sites, any lessons learned will be analyzed and will inform an approach to Round 2 site solicitation phasing. There are several methods for letting construction projects that have advantages and disadvantages, and these will be evaluated to determine the most efficient and effective use of the Idaho NEVI Funds.

5.1 Next Steps

This SFAS serves as a planning foundation for the rollout of EV charging infrastructure. The next steps are to solicit the initial Round 1 sites identified in the NEVI plan at Lewiston, Bliss, and Pocatello and advance the construction on two of those sites. After that solicitation, the IAWG will identify and select solicitation phasing approaches for the subsequent phase of sites.

Additionally, the IAWG will continue forward with outreach efforts, including public outreach and the Advisory Group. Finally, the IAWG anticipates two more rounds of NEVI plans due August 2024 and August 2025 that will help secure future funding years.

5.2 Best Practices

The NEVI Formula Program provides an opportunity for states to develop an EVSE network to promote the adoption of EVs, reduce range anxiety, and help reduce pollution and meet environmental goals. States are responsible for following federal and state regulations to build out their network using their formula funds. State Departments of Transportation (DOTs) are responsible for the administration of funds and overseeing the process of implementing the NEVI program from solicitation, design, construction, operations and maintenance, data collection, and reporting. The following sections outline best practices used by other states and how federal regulations are being accommodated through the process.

5.2.1 Solicitation

States are required to develop a transparent solicitation process and release Requests for Applications (RFAs) for site development. The RFA should be clear about the requirements and scoring of the applications. Before awarding a grant to the best-value applicant, federal requirements must be followed. States are issuing contingent awards until the following federal regulations are completed:

- The National Environmental Policy Act of 1969 (NEPA) requires federal agencies (or state agencies that received federal dollars) to assess the environmental effects of their proposed actions on the natural and human environment prior to making decisions. Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions. For the NEVI program, it is anticipated that the vast majority of sites will require a Categorical Exclusion (CatEx) because the sites have already been developed. Applicants are required to submit a schematic plan of the proposed construction area, so the state understands the scope and limits of work. Most state DOTs have been using consultants to perform an abbreviated title report for the properties and completion of the NEPA document.
- *Code of Federal Regulations* (CFR) Title 23, Section 1.23, Rights-of-way, requires states to acquire appropriate interest in the right-of-way and gain access to the site for the duration of the agreement

according to 23 CFR 1.23(a). The property owner must provide the state with rights-of-way to allow the state to enter on to the property and inspect, maintain, observe, photograph, or conduct any study required for the state to comply with its requirements arising out of the federal regulations. Access can be granted through an access agreement or easement signed by the property owner.

5.2.2 Design and Construction

The selected NEVI developer will be required to follow federal and state requirements for design and construction. States have hired engineering consultants and construction inspection firms to review design plans and construction work. A key component of the design and construction efforts will be complying with the American Disabilities Act of 1990 (ADA). All work must comply with ADA and promote accessibility at EV charging stations. Developing an ADA checklist for design review and construction inspection will assist the NEVI developer in confirming ADA guidance is met. Information can be found at the U.S. Access Board website.

For construction, the Davis-Bacon Act requires that all laborers and mechanics who are non-government employees receive prevailing wages. This requires that the U.S. Department of Labor (DOL) wage rate report, DOL Certified Payroll Worksheet, and Request for Authorization of Additional Classification and Rate (SF1444) are to be submitted when a contractor or subcontractor's work classification is not in the DOL wage determination, along with agreements that are affected by the Davis-Bacon Act requirement. State DOTs typically complete reports and perform interviews with laborers and mechanics to confirm prevailing wages are being received. This task could be performed by a third party if adequately trained and experienced in performing the work required by the Davis-Bacon Act.

5.2.3 Data Collection and Reporting

The NEVI developer will supply data following acceptance of the EVSE, as required by NEVI Formula Program Rules. Data must be transferred or available using methods agreed upon between the NEVI developer and the state along with federal EV-ChART data reporting requirements. The NEVI developer shall follow the following guidance for data reporting:

- EV-ChART required and recommended data (Data Format and Preparation) Guidance
- EV-ChART template

To support the state's performance monitoring and measurement, some states are requiring the NEVI developer to provide near real-time data. This information can be ingested by the state and easily viewed through a dashboard created by the state or a third party. Information can be used to view current status, check EVSE uptimes, and provide usage information.

6. References

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Appendix A MODA Spreadsheet

Results

Scenario Manager: 1. MODA Value

Calculate

Copy Results

ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
22	Yes	LOCATION 122 (Pocatello)	I15	73.7	1
101	Yes	LOCATION 405 (Coeur d'Alene)	I90	71.3	2
364	No	LOCATION 1033 (Coeur d'Alene)	US95	71.0	3
24	No	LOCATION 124 (Pocatello)	I15	70.9	4
96	No	LOCATION 316 (Pocatello)	I86	68.0	5
292	Yes	LOCATION 904 (Lewiston)	US12	67.7	6
428	Yes	LOCATION 1097 (New Meadows)	US95	67.7	7
23	No	LOCATION 123 (Pocatello)	I15	65.6	8
293	No	LOCATION 905 (Lewiston)	US12	65.2	9
282	Yes	LOCATION 823 (Nampa)	SH55	64.3	10
372	Yes	LOCATION 1041 (Plummer)	US95	63.5	11
61	Yes	LOCATION 219 (Bliss)	I84	62.6	12
18	Yes	LOCATION 118 (Blackfoot)	I15	62.5	13
268	Yes	LOCATION 809 (Cascade)	SH55	62.4	14
241	Yes	LOCATION 777 (Shoshone)	US93	62.0	15
25	No	LOCATION 125 (Pocatello)	I15	60.8	16
312	Yes	LOCATION 924 (Kamiah)	US12	60.5	17
10	Yes	LOCATION 110 (Idaho Falls)	I15	60.5	18
40	Yes	LOCATION 140 (Malad City)	I15	60.1	19
385	Yes	LOCATION 1054 (Moscow)	US95	59.7	20
405	Yes	LOCATION 1074 (Grangeville)	US95	59.4	21
246	Yes	LOCATION 782 (Twin Falls)	US93	58.7	22
178	Yes	LOCATION 714 (Salmon)	US93	58.0	23
363	No	LOCATION 1032 (Coeur d'Alene)	US95	57.2	24
347	Yes	LOCATION 1016 (Sandpoint)	US95	56.8	25
11	No	LOCATION 111 (Idaho Falls)	I15	56.5	26
291	No	LOCATION 903 (Lewiston)	US12	56.4	27
442	Yes	LOCATION 1111 (Weiser)	US95	56.3	28
145	Yes	LOCATION 614 (St. Anthony)	US20	55.2	29
177	No	LOCATION 713 (Salmon)	US93	55.1	30
339	Yes	LOCATION 1008 (Bonners Ferry)	US95	54.9	31
290	No	LOCATION 902 (Lewiston)	US12	54.4	32
306	Yes	LOCATION 918 (Orofino)	US12	53.9	33
305	No	LOCATION 917 (Orofino)	US12	53.7	34
54	Yes	LOCATION 212 (Boise)	I84	53.6	35
337	No	LOCATION 1006 (Bonners Ferry)	US95	53.4	36
115	Yes	LOCATION 419 (Wallace)	I90	53.3	37
247	No	LOCATION 783 (Twin Falls)	US93	53.3	38
48	No	LOCATION 206 (Nampa)	I84	53.3	39

Results

Scenario Manager: 1. MODA Value

Calculate

Copy Results

ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
164	No	LOCATION 633 (Idaho Falls)	US20	53.1	40
289	No	LOCATION 901 (Lewiston)	US12	53.1	41
346	No	LOCATION 1015 (Sandpoint)	US95	52.9	42
376	Yes	LOCATION 1045 (Tensed)	US95	52.7	43
112	Yes	LOCATION 416 (Kellogg)	I90	52.6	44
52	No	LOCATION 210 (Boise)	I84	52.5	45
294	No	LOCATION 906 (Lewiston)	US12	52.0	46
58	Yes	LOCATION 216 (Mountain Home)	I84	51.8	47
362	No	LOCATION 1031 (Coeur d'Alene)	US95	51.6	48
211	Yes	LOCATION 747 (Arco)	US93	51.6	49
19	No	LOCATION 119 (Blackfoot)	I15	51.3	50
437	Yes	LOCATION 1106 (Cambridge)	US95	51.2	51
151	Yes	LOCATION 620 (Rexburg)	US20	51.1	52
244	Yes	LOCATION 780 (Jerome)	US93	50.9	53
416	Yes	LOCATION 1085 (Riggins)	US95	50.8	54
266	Yes	LOCATION 807 (Donnelly)	SH55	50.7	55
453	Yes	LOCATION 1122 (Fruitland)	US95	50.5	56
191	Yes	LOCATION 727 (Challis)	US93	50.1	57
71	Yes	LOCATION 229 (Burley)	I84	50.0	58
303	Yes	LOCATION 915 (Ahsahka)	US12	49.6	59
64	Yes	LOCATION 222 (Jerome)	I84	49.5	60
46	Yes	LOCATION 204 (Caldwell)	I84	49.5	61
141	Yes	LOCATION 610	US20	49.4	62
144	Yes	LOCATION 613	US20	49.0	63
202	Yes	LOCATION 738 (Mackay)	US93	48.9	64
451	No	LOCATION 1120 (Fruitland)	US95	48.6	65
70	No	LOCATION 228 (Burley)	I84	48.6	66
26	No	LOCATION 126 (Pocatello)	I15	48.4	67
21	Yes	LOCATION 121 (Chubbuck)	I15	48.3	68
398	Yes	LOCATION 1067	US95	48.2	69
152	No	LOCATION 621 (Rexburg)	US20	48.1	70
361	Yes	LOCATION 1030 (Hayden)	US95	48.0	71
17	No	LOCATION 117 (Blackfoot)	I15	47.9	72
447	Yes	LOCATION 1116 (Payette)	US95	47.9	73
450	No	LOCATION 1119 (Fruitland)	US95	47.8	74
43	No	LOCATION 201 (Fruitland)	I84	47.6	75
344	Yes	LOCATION 1013	US95	47.4	76
39	Yes	LOCATION 139	I15	47.2	77
162	No	LOCATION 631 (Idaho Falls)	US20	47.2	78
316	Yes	LOCATION 928	US12	47.1	79

Results

Scenario Manager: 1. MODA Value

Calculate

Copy Results

ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
67	Yes	LOCATION 225	I84	46.9	80
146	Yes	LOCATION 615	US20	46.8	81
117	Yes	LOCATION 501	US30	46.6	82
121	Yes	LOCATION 505	US30	46.6	83
311	Yes	LOCATION 923	US12	46.6	84
434	Yes	LOCATION 1103	US95	46.6	85
176	Yes	LOCATION 712	US93	46.4	86
365	No	LOCATION 1034 (Coeur d'Alene)	US95	46.4	87
377	Yes	LOCATION 1046	US95	46.2	88
66	Yes	LOCATION 224 (Jerome)	I84	46.2	89
95	No	LOCATION 315 (Pocatello)	I86	46.1	90
100	No	LOCATION 404 (Coeur d'Alene)	I90	46.1	91
87	Yes	LOCATION 307	I86	46.1	92
273	Yes	LOCATION 814	SH55	46.1	93
281	Yes	LOCATION 822 (Meridian)	SH55	46.0	94
62	Yes	LOCATION 220	I84	46.0	95
94	No	LOCATION 314 (Pocatello)	I86	45.9	96
79	Yes	LOCATION 237	I84	45.8	97
236	Yes	LOCATION 772	US93	45.8	98
373	Yes	LOCATION 1042	US95	45.7	99
93	No	LOCATION 313 (Pocatello)	I86	45.7	100
430	Yes	LOCATION 1099	US95	45.7	101
45	No	LOCATION 203 (Caldwell)	I84	45.6	102
163	No	LOCATION 632 (Idaho Falls)	US20	45.5	103
36	Yes	LOCATION 136	I15	45.5	104
386	No	LOCATION 1055 (Moscow)	US95	45.1	105
49	No	LOCATION 207 (Nampa)	I84	45.1	106
438	Yes	LOCATION 1107	US95	44.7	107
51	No	LOCATION 209 (Meridian)	I84	44.4	108
47	No	LOCATION 205 (Caldwell)	I84	44.2	109
245	Yes	LOCATION 781 (Twin Falls)	US93	44.2	110
102	No	LOCATION 406 (Coeur d'Alene)	I90	44.2	111
448	No	LOCATION 1117 (Payette)	US95	44.1	112
128	Yes	LOCATION 512	US30	44.1	113
379	Yes	LOCATION 1048	US95	44.1	114
314	Yes	LOCATION 926	US12	44.0	115
304	Yes	LOCATION 916	US12	44.0	116
449	No	LOCATION 1118 (Fruitland)	US95	43.9	117
295	No	LOCATION 907 (Lewiston)	US12	43.9	118
384	No	LOCATION 1053 (Moscow)	US95	43.8	119

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
88	Yes	LOCATION 308	I86	43.7	120
317	Yes	LOCATION 929	US12	43.7	121
338	Yes	LOCATION 1007	US95	43.7	122
190	Yes	LOCATION 726	US93	43.7	123
433	Yes	LOCATION 1102	US95	43.7	124
260	Yes	LOCATION 801	SH55	43.6	125
432	Yes	LOCATION 1101	US95	43.5	126
265	Yes	LOCATION 806	SH55	43.5	127
192	Yes	LOCATION 728	US93	43.5	128
324	Yes	LOCATION 936	US12	43.4	129
60	Yes	LOCATION 218	I84	43.3	130
12	No	LOCATION 112 (Idaho Falls)	I15	43.3	131
86	Yes	LOCATION 306	I86	43.3	132
279	Yes	LOCATION 820 (Eagle)	SH55	43.2	133
334	Yes	LOCATION 1003	US95	43.2	134
340	Yes	LOCATION 1009	US95	43.0	135
63	Yes	LOCATION 221	I84	43.0	136
399	Yes	LOCATION 1068	US95	43.0	137
456	Yes	LOCATION 1125	US95	42.8	138
103	No	LOCATION 407 (Coeur d'Alene)	I90	42.8	139
446	No	LOCATION 1115 (Payette)	US95	42.6	140
463	Yes	LOCATION 1132	US95	42.6	141
116	Yes	LOCATION 420	I90	42.5	142
402	Yes	LOCATION 1071	US95	42.5	143
53	Yes	LOCATION 211 (Boise)	I84	42.5	144
392	No	LOCATION 1061 (Lewiston)	US95	42.4	145
80	Yes	LOCATION 238	I84	42.3	146
277	No	LOCATION 818 (Eagle)	SH55	42.3	147
401	Yes	LOCATION 1070	US95	42.2	148
242	Yes	LOCATION 778	US93	42.1	149
387	No	LOCATION 1056 (Moscow)	US95	42.1	150
469	Yes	LOCATION 1138	US95	42.0	151
374	Yes	LOCATION 1043	US95	42.0	152
92	Yes	LOCATION 312	I86	41.9	153
431	Yes	LOCATION 1100	US95	41.9	154
68	Yes	LOCATION 226	I84	41.9	155
129	Yes	LOCATION 513	US30	41.9	156
271	Yes	LOCATION 812	SH55	41.9	157
443	No	LOCATION 1112 (Weiser)	US95	41.8	158
15	Yes	LOCATION 115	I15	41.7	159

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
336	Yes	LOCATION 1005	US95	41.7	160
73	Yes	LOCATION 231	I84	41.7	161
50	No	LOCATION 208 (Nampa)	I84	41.3	162
20	Yes	LOCATION 120	I15	41.2	163
91	Yes	LOCATION 311	I86	41.2	164
375	Yes	LOCATION 1044	US95	41.1	165
280	No	LOCATION 821 (Meridian)	SH55	41.0	166
237	Yes	LOCATION 773	US93	41.0	167
65	Yes	LOCATION 223 (Jerome)	I84	41.0	168
452	No	LOCATION 1121 (Fruitland)	US95	40.9	169
296	No	LOCATION 908 (Lewiston)	US12	40.9	170
459	Yes	LOCATION 1128	US95	40.9	171
135	Yes	LOCATION 604	US20	40.8	172
366	No	LOCATION 1035 (Coeur d'Alene)	US95	40.6	173
307	Yes	LOCATION 919	US12	40.5	174
127	Yes	LOCATION 511	US30	40.4	175
313	Yes	LOCATION 925	US12	40.4	176
193	Yes	LOCATION 729	US93	40.2	177
327	Yes	LOCATION 939	US12	40.2	178
263	Yes	LOCATION 804	SH55	40.2	179
235	Yes	LOCATION 771	US93	40.2	180
429	Yes	LOCATION 1098	US95	40.1	181
196	Yes	LOCATION 732	US93	40.0	182
139	Yes	LOCATION 608	US20	39.8	183
142	Yes	LOCATION 611	US20	39.7	184
85	Yes	LOCATION 305	I86	39.7	185
380	Yes	LOCATION 1049	US95	39.7	186
212	Yes	LOCATION 748	US93	39.6	187
89	Yes	LOCATION 309	I86	39.6	188
381	Yes	LOCATION 1050	US95	39.5	189
331	Yes	LOCATION 943	US12	39.4	190
378	Yes	LOCATION 1047	US95	39.2	191
6	Yes	LOCATION 106	I15	39.2	192
465	Yes	LOCATION 1134	US95	39.2	193
457	Yes	LOCATION 1126	US95	38.9	194
8	Yes	LOCATION 108	I15	38.9	195
28	Yes	LOCATION 128	I15	38.9	196
240	Yes	LOCATION 776	US93	38.8	197
150	No	LOCATION 619 (Rexburg)	US20	38.8	198
315	Yes	LOCATION 927	US12	38.7	199

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
345	Yes	LOCATION 1014	US95	38.6	200
31	Yes	LOCATION 131	I15	38.5	201
458	Yes	LOCATION 1127	US95	38.1	202
138	Yes	LOCATION 607	US20	38.0	203
403	Yes	LOCATION 1072	US95	37.9	204
460	Yes	LOCATION 1129	US95	37.9	205
461	Yes	LOCATION 1130	US95	37.9	206
323	Yes	LOCATION 935	US12	37.8	207
322	Yes	LOCATION 934	US12	37.8	208
329	Yes	LOCATION 941	US12	37.8	209
99	No	LOCATION 403 (Post Falls)	I90	37.8	210
248	Yes	LOCATION 784 (Twin Falls)	US93	37.8	211
393	Yes	LOCATION 1062	US95	37.7	212
113	Yes	LOCATION 417	I90	37.7	213
325	Yes	LOCATION 937	US12	37.6	214
475	Yes	LOCATION 2001	SH1	37.6	215
109	Yes	LOCATION 413	I90	37.6	216
302	Yes	LOCATION 914	US12	37.6	217
119	Yes	LOCATION 503	US30	37.6	218
288	Yes	LOCATION 829	SH55	37.5	219
415	Yes	LOCATION 1084	US95	37.5	220
249	Yes	LOCATION 785	US93	37.4	221
143	Yes	LOCATION 612	US20	37.4	222
326	Yes	LOCATION 938	US12	37.4	223
81	Yes	LOCATION 301	I86	37.4	224
98	Yes	LOCATION 402 (Post Falls)	I90	37.1	225
38	Yes	LOCATION 138	I15	37.1	226
328	Yes	LOCATION 940	US12	37.1	227
219	Yes	LOCATION 755	US93	37.0	228
72	Yes	LOCATION 230	I84	37.0	229
308	Yes	LOCATION 920	US12	37.0	230
41	Yes	LOCATION 141	I15	36.9	231
42	Yes	LOCATION 142	I15	36.9	232
124	Yes	LOCATION 508	US30	36.9	233
37	Yes	LOCATION 137	I15	36.8	234
105	Yes	LOCATION 409	I90	36.8	235
321	Yes	LOCATION 933	US12	36.8	236
464	Yes	LOCATION 1133	US95	36.7	237
165	Yes	LOCATION 701	US93	36.7	238
330	Yes	LOCATION 942	US12	36.6	239

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
197	Yes	LOCATION 733	US93	36.6	240
130	Yes	LOCATION 514	US30	36.5	241
82	Yes	LOCATION 302	I86	36.5	242
413	Yes	LOCATION 1082	US95	36.5	243
132	Yes	LOCATION 601	US20	36.4	244
349	Yes	LOCATION 1018	US95	36.4	245
414	Yes	LOCATION 1083	US95	36.4	246
348	Yes	LOCATION 1017	US95	36.4	247
84	Yes	LOCATION 304	I86	36.3	248
13	No	LOCATION 113 (Idaho Falls)	I15	36.2	249
360	No	LOCATION 1029 (Hayden)	US95	36.2	250
136	Yes	LOCATION 605	US20	36.0	251
27	No	LOCATION 127 (Pocatello)	I15	35.9	252
418	Yes	LOCATION 1087	US95	35.9	253
419	Yes	LOCATION 1088	US95	35.9	254
412	Yes	LOCATION 1081	US95	35.9	255
319	Yes	LOCATION 931	US12	35.9	256
441	No	LOCATION 1110 (Weiser)	US95	35.8	257
148	Yes	LOCATION 617	US20	35.8	258
420	Yes	LOCATION 1089	US95	35.7	259
254	Yes	LOCATION 790	US93	35.7	260
421	Yes	LOCATION 1090	US95	35.7	261
269	Yes	LOCATION 810	SH55	35.7	262
411	Yes	LOCATION 1080	US95	35.7	263
97	No	LOCATION 401 (Post Falls)	I90	35.7	264
55	Yes	LOCATION 213 (Boise)	I84	35.7	265
422	Yes	LOCATION 1091	US95	35.6	266
417	Yes	LOCATION 1086	US95	35.6	267
423	Yes	LOCATION 1092	US95	35.5	268
474	Yes	LOCATION 1143	US95	35.5	269
195	Yes	LOCATION 731	US93	35.4	270
114	Yes	LOCATION 418	I90	35.4	271
424	Yes	LOCATION 1093	US95	35.3	272
32	Yes	LOCATION 132	I15	35.3	273
320	Yes	LOCATION 932	US12	35.2	274
147	Yes	LOCATION 616	US20	35.2	275
255	Yes	LOCATION 791	US93	35.1	276
382	Yes	LOCATION 1051	US95	35.1	277
341	Yes	LOCATION 1010	US95	35.0	278
444	No	LOCATION 1113 (Weiser)	US95	34.8	279

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
425	Yes	LOCATION 1094	US95	34.7	280
69	Yes	LOCATION 227	I84	34.7	281
462	Yes	LOCATION 1131	US95	34.6	282
400	Yes	LOCATION 1069	US95	34.5	283
30	Yes	LOCATION 130	I15	34.5	284
267	Yes	LOCATION 808	SH55	34.4	285
466	Yes	LOCATION 1135	US95	34.3	286
29	Yes	LOCATION 129	I15	34.3	287
5	Yes	LOCATION 105	I15	34.3	288
232	Yes	LOCATION 768	US93	34.3	289
355	Yes	LOCATION 1024	US95	34.2	290
426	Yes	LOCATION 1095	US95	34.2	291
137	Yes	LOCATION 606	US20	34.1	292
256	Yes	LOCATION 792	US93	34.1	293
110	Yes	LOCATION 414	I90	34.0	294
234	Yes	LOCATION 770	US93	34.0	295
435	Yes	LOCATION 1104	US95	33.9	296
439	Yes	LOCATION 1108	US95	33.9	297
208	Yes	LOCATION 744	US93	33.9	298
473	Yes	LOCATION 1142	US95	33.9	299
309	Yes	LOCATION 921	US12	33.9	300
436	Yes	LOCATION 1105	US95	33.9	301
440	Yes	LOCATION 1109	US95	33.8	302
16	Yes	LOCATION 116	I15	33.8	303
285	No	LOCATION 826 (Caldwell)	SH55	33.8	304
90	Yes	LOCATION 310	I86	33.7	305
120	Yes	LOCATION 504	US30	33.7	306
264	Yes	LOCATION 805	SH55	33.7	307
233	Yes	LOCATION 769	US93	33.6	308
118	Yes	LOCATION 502	US30	33.5	309
278	No	LOCATION 819 (Eagle)	SH55	33.5	310
342	Yes	LOCATION 1011	US95	33.5	311
350	Yes	LOCATION 1019	US95	33.4	312
310	Yes	LOCATION 922	US12	33.4	313
194	Yes	LOCATION 730	US93	33.4	314
238	Yes	LOCATION 774	US93	33.3	315
370	Yes	LOCATION 1039	US95	33.1	316
284	No	LOCATION 825 (Caldwell)	SH55	32.9	317
59	Yes	LOCATION 217	I84	32.9	318
395	Yes	LOCATION 1064	US95	32.9	319

Results

Scenario Manager: 1. MODA Value

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Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
155	Yes	LOCATION 624 (Rigby)	US20	32.8	320
476	Yes	LOCATION 2002	SH1	32.7	321
203	Yes	LOCATION 739	US93	32.7	322
161	No	LOCATION 630 (Idaho Falls)	US20	32.7	323
394	Yes	LOCATION 1063	US95	32.7	324
156	No	LOCATION 625 (Rigby)	US20	32.6	325
396	Yes	LOCATION 1065	US95	32.6	326
383	No	LOCATION 1052 (Moscow)	US95	32.6	327
7	Yes	LOCATION 107	I15	32.6	328
83	Yes	LOCATION 303	I86	32.5	329
189	Yes	LOCATION 725	US93	32.5	330
472	Yes	LOCATION 1141	US95	32.3	331
286	No	LOCATION 827 (Caldwell)	SH55	32.3	332
169	Yes	LOCATION 705	US93	32.1	333
35	Yes	LOCATION 135	I15	32.1	334
259	Yes	LOCATION 795	US93	32.0	335
207	Yes	LOCATION 743	US93	32.0	336
318	Yes	LOCATION 930	US12	31.9	337
33	Yes	LOCATION 133	I15	31.9	338
243	Yes	LOCATION 779	US93	31.9	339
467	Yes	LOCATION 1136	US95	31.8	340
283	No	LOCATION 824 (Caldwell)	SH55	31.7	341
149	Yes	LOCATION 618	US20	31.7	342
250	Yes	LOCATION 786	US93	31.6	343
227	Yes	LOCATION 763	US93	31.6	344
209	Yes	LOCATION 745	US93	31.6	345
210	Yes	LOCATION 746	US93	31.4	346
239	Yes	LOCATION 775	US93	31.4	347
445	No	LOCATION 1114 (Payette)	US95	31.3	348
470	Yes	LOCATION 1139	US95	31.3	349
111	Yes	LOCATION 415	I90	31.1	350
274	Yes	LOCATION 815	SH55	31.1	351
367	No	LOCATION 1036 (Coeur d'Alene)	US95	31.1	352
122	Yes	LOCATION 506	US30	30.9	353
343	Yes	LOCATION 1012	US95	30.9	354
201	Yes	LOCATION 737	US93	30.9	355
175	Yes	LOCATION 711	US93	30.8	356
455	Yes	LOCATION 1124	US95	30.8	357
78	Yes	LOCATION 236	I84	30.8	358
231	Yes	LOCATION 767	US93	30.5	359

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
134	Yes	LOCATION 603	US20	30.3	360
140	Yes	LOCATION 609	US20	30.3	361
391	Yes	LOCATION 1060	US95	30.1	362
410	Yes	LOCATION 1079	US95	30.1	363
471	Yes	LOCATION 1140	US95	30.1	364
14	Yes	LOCATION 114	I15	30.1	365
108	Yes	LOCATION 412	I90	30.0	366
454	No	LOCATION 1123 (Fruitland)	US95	29.9	367
44	No	LOCATION 202 (Caldwell)	I84	29.9	368
287	Yes	LOCATION 828	SH55	29.7	369
213	Yes	LOCATION 749	US93	29.5	370
388	No	LOCATION 1057 (Moscow)	US95	29.2	371
56	Yes	LOCATION 214 (Kuna)	I84	29.1	372
214	Yes	LOCATION 750	US93	28.9	373
229	Yes	LOCATION 765	US93	28.8	374
167	Yes	LOCATION 703	US93	28.8	375
427	Yes	LOCATION 1096	US95	28.7	376
230	Yes	LOCATION 766	US93	28.7	377
371	Yes	LOCATION 1040	US95	28.6	378
107	Yes	LOCATION 411	I90	28.4	379
251	Yes	LOCATION 787	US93	28.3	380
206	Yes	LOCATION 742	US93	28.1	381
179	Yes	LOCATION 715	US93	28.1	382
205	Yes	LOCATION 741	US93	28.0	383
226	Yes	LOCATION 762	US93	27.9	384
356	Yes	LOCATION 1025	US95	27.9	385
183	Yes	LOCATION 719	US93	27.9	386
198	Yes	LOCATION 734	US93	27.9	387
468	Yes	LOCATION 1137	US95	27.7	388
397	Yes	LOCATION 1066	US95	27.7	389
368	Yes	LOCATION 1037	US95	27.6	390
297	Yes	LOCATION 909	US12	27.5	391
298	Yes	LOCATION 910	US12	27.5	392
159	No	LOCATION 628 (Idaho Falls)	US20	27.4	393
75	Yes	LOCATION 233	I84	27.4	394
125	Yes	LOCATION 509	US30	27.4	395
9	No	LOCATION 109 (Idaho Falls)	I15	27.4	396
199	Yes	LOCATION 735	US93	27.3	397
335	Yes	LOCATION 1004	US95	27.2	398
262	Yes	LOCATION 803	SH55	27.2	399

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
301	Yes	LOCATION 913	US12	27.1	400
299	Yes	LOCATION 911	US12	27.0	401
252	Yes	LOCATION 788	US93	26.9	402
187	Yes	LOCATION 723	US93	26.9	403
225	Yes	LOCATION 761	US93	26.8	404
351	Yes	LOCATION 1020	US95	26.7	405
1	Yes	LOCATION 101	I15	26.7	406
300	Yes	LOCATION 912	US12	26.7	407
57	Yes	LOCATION 215 (Mountain Home)	I84	26.7	408
188	Yes	LOCATION 724	US93	26.7	409
2	Yes	LOCATION 102	I15	26.7	410
3	Yes	LOCATION 103	I15	26.6	411
4	Yes	LOCATION 104	I15	26.6	412
186	Yes	LOCATION 722	US93	26.6	413
166	Yes	LOCATION 702	US93	26.5	414
220	Yes	LOCATION 756	US93	26.5	415
185	Yes	LOCATION 721	US93	26.2	416
215	Yes	LOCATION 751	US93	26.2	417
270	Yes	LOCATION 811	SH55	26.1	418
106	Yes	LOCATION 410	I90	26.0	419
74	Yes	LOCATION 232	I84	25.9	420
131	Yes	LOCATION 515	US30	25.7	421
275	Yes	LOCATION 816	SH55	25.7	422
184	Yes	LOCATION 720	US93	25.6	423
261	Yes	LOCATION 802	SH55	25.6	424
76	Yes	LOCATION 234	I84	25.3	425
158	No	LOCATION 627 (Rigby)	US20	25.2	426
390	Yes	LOCATION 1059	US95	25.0	427
257	Yes	LOCATION 793	US93	24.9	428
258	Yes	LOCATION 794	US93	24.9	429
223	Yes	LOCATION 759	US93	24.8	430
200	Yes	LOCATION 736	US93	24.8	431
34	Yes	LOCATION 134	I15	24.7	432
174	Yes	LOCATION 710	US93	24.7	433
172	Yes	LOCATION 708	US93	24.6	434
168	Yes	LOCATION 704	US93	24.5	435
77	Yes	LOCATION 235	I84	24.4	436
154	No	LOCATION 623 (Rigby)	US20	24.3	437
222	Yes	LOCATION 758	US93	24.3	438
224	Yes	LOCATION 760	US93	24.1	439

Results

Scenario Manager: 1. MODA Value

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ID Electric Vehicle SFAS

Proj #	Include (y/n)	Project Name	ROUTE	Results Based on MODA Value	Rank Based on MODA Value
221	Yes	LOCATION 757	US93	24.0	440
157	No	LOCATION 626 (Rigby)	US20	23.8	441
389	No	LOCATION 1058 (Moscow)	US95	23.8	442
204	Yes	LOCATION 740	US93	23.7	443
123	Yes	LOCATION 507	US30	23.2	444
160	No	LOCATION 629 (Idaho Falls)	US20	23.2	445
182	Yes	LOCATION 718	US93	23.0	446
408	Yes	LOCATION 1077	US95	22.9	447
409	Yes	LOCATION 1078	US95	22.9	448
218	Yes	LOCATION 754	US93	22.9	449
153	No	LOCATION 622 (Rexburg)	US20	22.9	450
407	Yes	LOCATION 1076	US95	22.8	451
181	Yes	LOCATION 717	US93	22.8	452
406	Yes	LOCATION 1075	US95	22.7	453
228	Yes	LOCATION 764	US93	22.7	454
217	Yes	LOCATION 753	US93	22.6	455
133	Yes	LOCATION 602	US20	22.5	456
216	Yes	LOCATION 752	US93	22.4	457
272	Yes	LOCATION 813	SH55	22.2	458
180	Yes	LOCATION 716	US93	22.1	459
359	Yes	LOCATION 1028 (Rathdrum)	US95	22.0	460
253	Yes	LOCATION 789	US93	21.6	461
404	Yes	LOCATION 1073	US95	21.4	462
332	Yes	LOCATION 1001	US95	21.3	463
369	Yes	LOCATION 1038	US95	21.3	464
170	Yes	LOCATION 706	US93	21.2	465
173	Yes	LOCATION 709	US93	21.1	466
333	Yes	LOCATION 1002	US95	21.1	467
126	Yes	LOCATION 510	US30	20.9	468
276	Yes	LOCATION 817 (Garden City)	SH55	20.7	469
171	Yes	LOCATION 707	US93	20.6	470
352	Yes	LOCATION 1021	US95	20.2	471
354	Yes	LOCATION 1023	US95	18.9	472
104	No	LOCATION 408 (Coeur d'Alene)	I90	18.0	473
358	No	LOCATION 1027 (Rathdrum)	US95	16.4	474
357	Yes	LOCATION 1026	US95	15.9	475
353	Yes	LOCATION 1022	US95	15.1	476

Appendix B Federal Program Guidance and Checklist

NEVI Technical Requirements

https://www.govinfo.gov/content/pkg/FR-2023-02-28/pdf/2023-03500.pdf

*This is intended to be a summary of the federal NEVI requirements. For full information refer to the final rulemaking.

Section	Title	Requirement Summary
Section 680.106	**Installation, operation, and maintenance by qualified technicians of electric vehicle charging infrastructure.**	
a	Procurement	Public transparency regarding process of how price will be determined and set for EV charging
b	Number of Ports	Minimum of 4 DCFC
c	Connector Types	CCS Type 1 connectors, and allows others in addition to this (such as CHAdeMO and NACS connectors which can be installed with NEVI funds)
d	Power Level	Minimum 150kW simultaneously (600kW total), support 250 - 920 volts DC, power sharing is permissible above the minimum
e	Availability	24 hours a day and 7 days a week
f	Payment Methods	Contactless payment method that accepts major credit and debit cards and accept payment through either an automated toll free phone number or a SMS, accessible to persons with disabilities and not require a membership of affect power flow to vehicles, and provide access for those that are limited English proficient
g	Equipment Certification	All equipment certified by an OSHA Nationally recognized Testing Lab
h	Security	Implement appropriate physical strategies for the location and cybersecurity strategies that protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid
i	Long Term Stewardship	Maintained in compliance with this regulation for a minimum of 5 years from initial date of operation
j	Qualified Technician	Workforce installing, maintaining, and operating the chargers has appropriate licenses, certifications, and training. All electricians installing, operating, or maintaining EVSE have a certification from EVITP or graduation or a continuing ed certificate from a registered apprenticeship program. At least 1 electrician must be enrolled in an electrical registered apprenticeship program. Non electrical work must be performed in accordance with State requirements.
k	Customer Service	Mechanism to report issues with charging infrastructure, multilingual services and ADA compliant
l	Customer Data Privacy	Collect, process, and retain personal information strictly necessary to provide the charging service and take reasonable measure to safeguard customer data. Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS).
m	Use of Program Income	Use of income derived from the real property shall be used for Title 23, U.S.C., eligible projects and that the use of income derived from the operation of the EV charging facility shall be used for debt services, reasonable return on investment for private financing as determined by the state or other direct recipient, improvement or operation or maintenance of the EV charging station, payments under public-private partnerships, or other Title 23 purposes.
Section 160.108	**Interoperability of electric vehicle charging infrastructure.**	
a	Charger to EV	Charger to EV: chargers must conform to ISO 15118-3 and have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. By 2/28/24, charger software must conform to ISO 15118-2 and be capable of Plug and Charge. Conformance testing for charger software and hardware should follow ISO15118-4 and ISO15118-5, respectively.
b	Charger to Charger	Charger-to-Charger-Network Communication. Chargers must conform to Open Charge Point Protocol (OCPP) 1.6J or higher. By February 28, 2024, chargers must conform to OCPP 2.0.1.
c	Network to Network	Charging-Network-to-Charging Network Communication. By February 28, 2024, charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.
d	Switching	Network switching capability. Chargers must be designed to securely switch charging network providers without any changes to hardware.
Section 680.110	**Traffic control devices or on premises signs acquired, installed, or operated.**	
	Traffic Control Devices	All traffic control devices must comply with part 655 of this subchapter. On-property or on-premise advertising signs must comply with the MUTCD and 23 CFR part 750 for on-premise signs.

Section	Title	Requirement Summary
Section 680.112 Data Submittal		
	Data Submittal	Quarterly and annual data submittal, a Community Engagement Outcomes Report must be included in the State EV Infrastructure Deployment Plan.
a	Quarterly	States and other direct recipients must ensure the following data are submitted on a quarterly basis in a manner prescribed by the FHWA. Any quarterly data made public will be aggregated and anonymized to protect confidential business information 1) Charging station identifier, same as what is made available to third parties 2) Charging port identifier 3) Session start time, end time, any error codes 4) Energy dispensed by port (kWh) 5) Peak session power (kW) by port 6) Payment method for each charging session 7) Charging station port uptime, outage time, excluded time for each previous 3 months 8) Duration (minutes) of each outage
b	Annual	Annual Data Submittal - beginning in 2024 submit on or before March 1, annual data made public will be aggregated and anonymized to protect confidential business information. 1) Maintenance and repair cost per charging station for the previous year 2) Private entities identification in state or local business opportunity certification programs
c	One Time	One Time Data Submittal - 1) Name and address of private entities involved in operations and maintenance 2) Distributed energy resource installed capacity in KW or KWh, as appropriate per charging station 3) Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost 4) Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into total distribution and system costs, total service costs
d	Community Engagement Outcomes	Community Engagement Outcomes Report must be included in the State EV Infrastructure Deployment Plan.
Section 680.114 Charging network connectivity of electric vehicle charging infrastructure.		
	Charging Network Connectivity	This final rule establishes charging network connectivity requirements for charger-to-charger-network communication, charging-network-to charging-network communication, and charging-network-to-grid communication, as well as a requirement that chargers must remain functional if communication with the charging network is temporarily disrupted.
a	Charger to Charger	(1) Chargers must communicate with a charging network via a secure communication method. See § 680.108 for more information about OCPP requirements. (2) Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks. (3) Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management. (4) Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.
b	Interoperability	See 106.108
c	Charging Network to Charging Network	A charging network must be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at Charging Stations that are a part of multiple charging networks. See § 680.108 for more information about OCPI requirements.
d	Charging Network to Grid Communication	Charging networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.
e	Disrupted Network Connectivity	Chargers must remain functional if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in § 680.106(d).

Section	Title	Requirement Summary
Section 680.116 Information on publicly available electric vehicle charging infrastructure locations, pricing, real time availability, and accessibility through mapping.		
	Information on Locations, Pricing, Real Time Availability, and Accessibility	The regulations specify that these specific data fields that must be available, free of charge, to third party software developers. The regulation also specifies how the price for EV charging must be displayed and stipulates that the price must be the real-time price and any other fees in addition to the price for electricity must be clearly displayed and explained. This final rule also establishes that each charging port must have an average annual uptime greater than 97 percent.
a	Communication of Price	(1) The price for charging must be displayed prior to initiating a charging transaction and be based on the price for electricity to charge in $/kWh. If the price for charging is not currently based on the price for electricity to charge an Electric Vehicle in $/kWh, the requirements of this subparagraph must be satisfied within one year from February 28, 2023. (2) The price for charging displayed and communicated via the charging network must be the real-time price (i.e., price at that moment in time). The price at the start of the session cannot change during the session. (3) Price structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained.
b	Minimum Uptime	States or other direct recipients must ensure that each charging port has an average annual uptime of greater than 97%. (1) A charging port is considered ''up'' when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level (see § 680.106(d)). (2) Charging port uptime must be calculated on a monthly basis for the previous twelve months. (3) Charging port uptime percentage must be calculated using the following equation: m = ((525,600¥(T_outage¥T_ excluded))/525,600) × 100
c	Third Party Data Sharing	States or other direct recipients must ensure that the following data fields are made available, free of charge, to third-party software developers, via application programming interface: (1) Unique charging station name or identifier; (2) Address (street address, city, State, and zip code) of the property where the charging station is located; (3) Geographic coordinates in decimal degrees of exact charging station location; (4) Charging station operator name; (5) Charging network provider name; (6) Charging station status (operational, under construction, planned, or decommissioned); (7) Charging station access information: (i) Charging station access type (public or limited to commercial vehicles); (ii) Charging station access days/times (hours of operation for the charging station); (8) Charging port information: (i) Number of charging ports; (ii) Unique port identifier; (iii) Connector types available by port; (iv) Charging level by port (DCFC, AC Level 2, etc.); (v) Power delivery rating in kilowatts by port; (vi) Accessibility by vehicle with trailer (pull-through stall) by port (yes/ no); (vii) Real-time status by port in terms defined by Open Charge Point Interface 2.2.1; (9) Pricing and payment information: (i) Pricing structure; (ii) Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1; and (iii) Payment methods accepted at charging station.

Section 160.118 Other Federal Requirements		
a	Title 23	This includes the applicable requirements of 23, United States Code, and Title 23, Code of Federal Regulations, such as the applicable Buy America requirements at 23 U.S.C. 313 and Build America, Buy America Act (Pub. L. No 117–58, div. G sections 70901–70927). (see below)
b	23 USC 113	As provided at 23 U.S.C. 109(s)(2), projects to install EV chargers are treated as if the project is located on a Federal-aid highway. As a project located on a Federal-aid highway, 23 U.S.C. 113 applies and Davis Bacon Federal wage rate requirements included at subchapter IV of chapter 31 of Title 40, U.S.C., must be paid for any project funded with NEVI Formula Program funds.
c	ADA - accessibility	The American with Disabilities Act of 1990 (ADA), and implementing regulations, apply to EV charging stations by prohibiting discrimination on the basis of disability by public and private entities. EV charging stations must comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations (49 CFR part 37) in 2006, and adopted by the Department of Justice into its ADA regulations (28 CFR parts 35 and 36) in 2010.
d	Title VI - discrimination	Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to this program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
e	Title VIII - Fair Housing	All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to this program.
f	No DBE for NEVI	The Disadvantaged Business Enterprise (DBE) program does not apply to the NEVI Formula Funds; however, the DBE program may apply to other programs apportioned under chapter 1 of Title 23, United States Code.
g	Uniform Relocation Assistance and Real Property Acquisition Act	The Uniform Relocation Assistance and Real Property Acquisition Act, and implementing regulations, apply to this program by establishing minimum standards for federally funded programs and projects that involve the acquisition of real property (real estate) or the displacement or relocation of persons from their homes, businesses, or farms.
h	NEPA	The National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to this program by establishing procedural requirements to ensure that Federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major Federal actions significantly affecting the quality of the human environment.

https://www.govinfo.gov/content/pkg/FR-2023-02-21/pdf/2023-03498.pdf

Build America Buy America Summary (read notice for further details)

Waivers	7/1/23 - 1/1/24	Beginning on July 1, 2023, FHWA proposed to additionally remove from the waiver EV chargers for which the cost of components manufactured in the U.S. does not exceed 25 percent of the cost of all components.
	1/1/24 - 6/30/24	Beginning on January 1, 2024, and thereafter, FHWA proposed to remove from the waiver EV chargers for which the cost of components manufactured in the U.S. does not exceed 55 percent of the cost of all components
	7/1/24 onward	The final waiver, which would be applicable only if final assembly occurred in the U.S. and the cost of components manufactured in the U.S. exceeded 55 percent of the cost of all components, was proposed as remaining in place until terminated by FHWA.
Terms	EV Charger Term	For the proposed waiver, FHWA proposed that the term ''EV charger'' include EV chargers and associated payment systems, distribution systems, telecommunications and networking equipment, energy storage systems, and other supporting equipment and systems that are (i) in the immediate vicinity of a charger or group of chargers and (ii) essential to the function or operation of a charger or group of chargers. The FHWA proposed the term ''charger'' exclude parking areas adjacent to the EV chargers and lanes for vehicle ingress and egress.
	Installed in a project Term	The FHWA proposed to consider an EV charger as being ''installed in a project'' when the EV charger is permanently incorporated into or affixed to a Federal-aid funded infrastructure project. F
	Cost Calculations	In the proposed waiver, FHWA proposed that the cost of components that are purchased when they are incorporated into an EV charger be determined by including the acquisition costs (including transportation costs to the place of incorporation into the end product) and any applicable duty (regardless of whether a duty-free certificate of entry is issued). The FHWA proposed that the cost of manufactured components include all costs associated with the manufacture of the component (including transportation costs and quality testing), and allocable overhead costs, but FHWA proposed to exclude profits and any labor costs associated with the manufacture of the end product. The FHWA proposed that costs include costs incurred specifically for the contract; benefit both the contract and other work and can be distributed to each in reasonable proportion to the benefits received; or are necessary to the overall operation of the business, even if a direct relationship to any particular cost objective cannot be shown.
	Steel and Iron	All predominantly steel and iron housing components continue to be excluded from the waiver and must meet FHWA's Buy America requirements for steel and iron. The cost of any such housing shall be included as a cost of an EV charger's components when calculating whether the cost of components manufactured in the United States exceed 55 percent of the cost of all components.

Appendix C Weighting Workshop Agenda & Attendee Responses

Idaho SFAS/NEVI

Data & Criteria Workshop Agenda

8/2/23

Teams Meeting

Time	Duration	Topic
10:00	15 min.	**Introduction & Agenda** • Discuss Objectives • Review Agenda
10:15	30 min.	**Project Purpose/Framing Exercise** • Confirm project purpose. Please read and consider the statement of what we want to achieve with this project. (See Jacobs draft purpose statement at the end of the agenda).
10:45	30 min	**Review & Finalize Criteria** • Review the collected criteria • Remove criteria that do not help meet the project purpose
11:15	45 min.	**Weighting Exercise** • Establish each individuals' weights • Form consensus on weights for baseline test
12:00		**ADJOURN - thank you for your participation!**

Purpose Statement for Data Driven Process:

The purpose of Idaho's SFAS/NEVI program is to build a safe, convenient, and **reliable** statewide network of chargers that allows for EV travel through Idaho. This project will be a success if the chargers have **longevity** and equitably serves the needs of the travelling public.

Jacobs

Criteria Weights - in Percent

ID Electric Vehicle SFAS

Prioritization of potential EV charging locations along alternative fuel corridors

	Copy selected weights to the Active column:	○	●	●	●	●	●	●	
ID#	**Criteria Name**	**Active**	**Consensus Weights**	**P1**	**P2**	**P3**	**P4**	**P5**	**P6**
1.0	**Criteria**	**100.0%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**
1.1	Disadvantaged & Tribal Communities	**11%**	11%	9%	12%	12%	11%	15%	4%
1.2	Adjacent Amenities	**14%**	14%	14%	14%	13%	16%	13%	13%
1.3	Distance to DCFC* Station	**12%**	12%	12%	11%	13%	13%	6%	14%
1.4	Distance to non-DCFC* Station	**4%**	4%	5%	0%	0%	2%	6%	14%
1.5	Connectivity Node	**11%**	11%	9%	9%	10%	10%	12%	15%
1.6	Average Daily Traffic Volume (ADT)	**9%**	9%	14%	11%	11%	10%	10%	0%
1.7	Trip Length	**9%**	9%	12%	8%	12%	7%	4%	14%
1.8	Area of Interest	**10%**	10%	8%	12%	7%	11%	7%	16%
1.9	Low Income Roadway Users	**8%**	8%	5%	11%	7%	7%	15%	2%
1.10	Proximity to Electrical Substation	**12%**	12%	13%	12%	13%	13%	10%	9%

Appendix D Round 1 Solicitation Update

Round 1 Solicitation Update

The following information provides a public update on the Round 1 solicitation for the three Round 1 sites. This is intended to give an idea of how the Interagency Working Group (IAWG) intends to solicit the initial sites but is subject to change during the finalization of the grant process. Additional information will be finalized in the Request for Application (RFA) anticipated in 2024.

Federal Requirements

Solicitation and contractual requirements shall comply with all state and federal regulations for contracting, auditing, and payments. All contractors must be licensed to work in the State of Idaho.

Site applicants must follow all Federal Highway Administration (FHWA) National Electric Vehicle Infrastructure (NEVI) Formula Program requirements. This includes requirements in the following documents:

- National Electric Vehicle Infrastructure Formula Program Guidance (pdf)
- FHWA NEVI Program Frequently Asked Questions (pdf)
- Federal Register: NEVI Formula Final Federal Rule (website)

Solicitation Process

The IAWG will issue an RFA for three sites for Round 1. The Round 1 RFA will select at least two locations to develop and provide an opportunity for the state and industry to work together and understand potential challenges, opportunities, and risks. IAWG will implement modifications for Round 2 site RFAs and projects, as necessary. A list of locations along Alternative Fuel Corridors (AFCs) where Round 1 sites are eligible to be located is provided in Table D-1.

Table 0-1. Potential Round 1 Site Locations

Corridor	Group	Locations
I-84	Round 1 - Site 1	US-26 (near Bliss)
US-95	Round 1 - Site 2	US-12 (near Lewiston)
I-15 and I-86	Round 1 - Site 3	I-15: Center St.; Pocatello Creek Rd.; New Day Pkwy. E. Ross Fork Rd. (near Pocatello) or I-86: US-30; Yellowstone Ave. (near Pocatello)

I- = Interstate

US = U.S. Route

Each Round 1 site must be located within a 1-mile travel distance from an AFC at one of the crossroads. Figures D-1, D-2, and D-3 highlight the areas within a 1-mile travel distance of each AFC where Round 1 sites may be considered by applicants.

Figure D-1. Bliss Round 1 Site: One-Mile Service Area

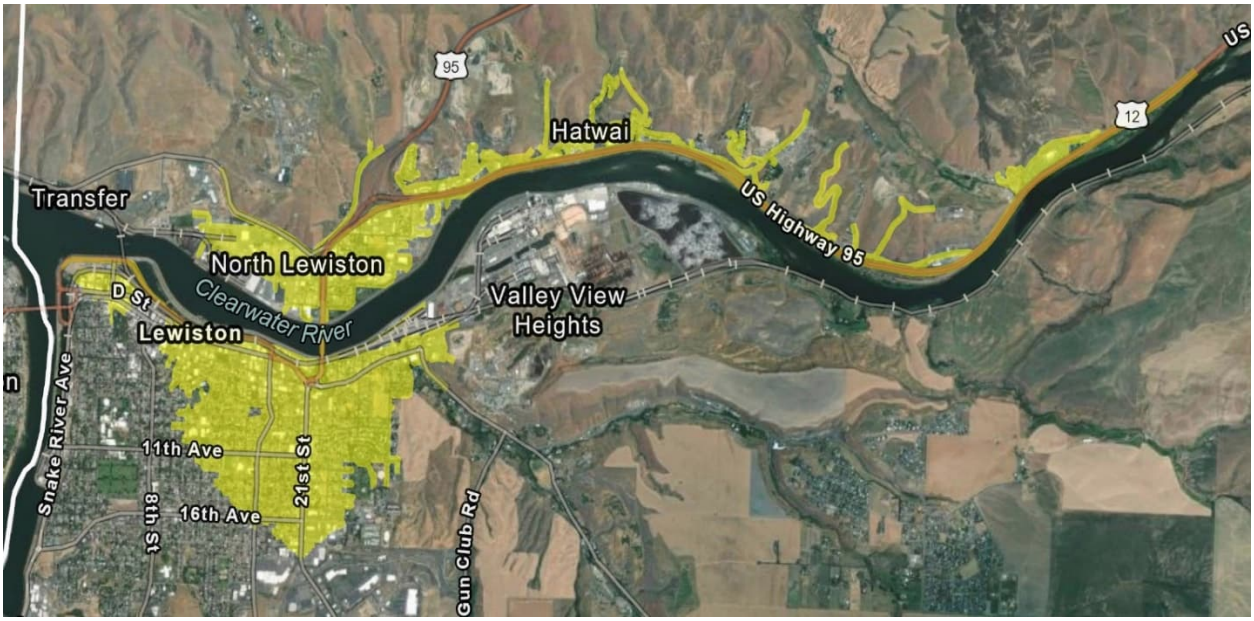

Figure D-2. Lewiston Round 1 Site: One-Mile Service Area

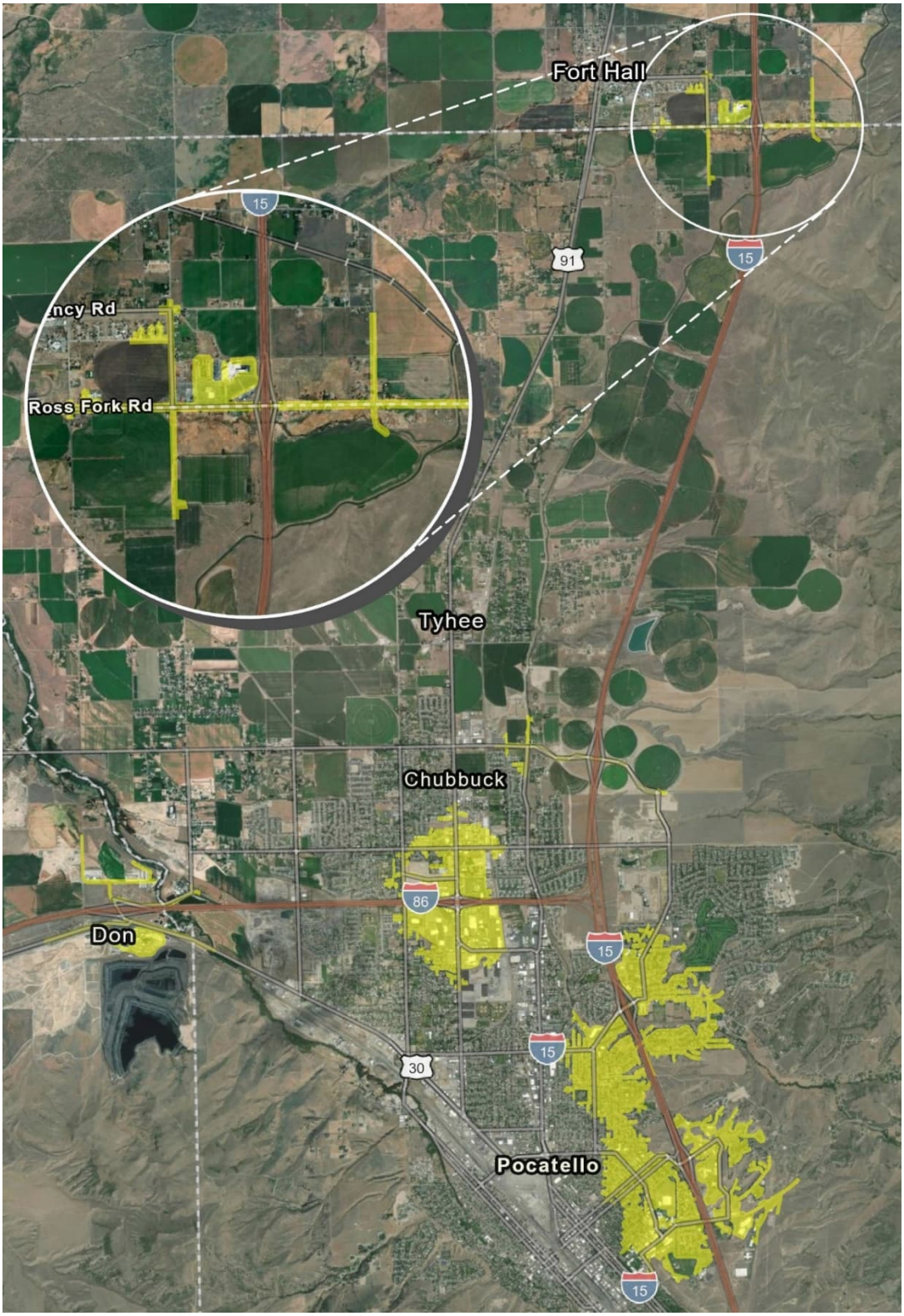

Figure D-3. Pocatello Round 1 Site: One-Mile Service Area

Applicants will identify at least one Round 1 site for electric vehicle supply equipment (EVSE) associated with the eligible Round 1 group. Applicants may elect to propose one Round 1 site for each group. The IAWG intends to select one site for two to three of the groups in Round 1. An applicant will install, own, operate, and maintain EVSE and provide EVSE-related services at the Round 1 site pursuant to the requirements of the RFA, the Baseline Plan, NEVI Guidance, and the NEVI Formula Final Federal Rule.

Evaluation Factors Influencing Site Host

IAWG intends to select an applicant who will install EVSE and provide EVSE-related services at the site pursuant to the requirements in an RFA, the Baseline Plan, NEVI Guidance, and the NEVI Formula Final Federal Rule. The determination of the best-value applicant will be selected for at least two of the three Round 1 sites. Evaluation will be based on a technical proposal score and pricing proposal score. Anticipated evaluation criteria for the general technical elements and Round 1 site elements are described in Table D-2 and Table D-3, respectively. The IAWG reserves the right to reject any and all applications or cancel, withdraw, postpone, modify, revise, or extend any part of application process in whole or in part at any time prior to the execution of the grant agreement without incurring any obligations or liabilities.

Table D-2. General Technical Proposal Evaluation Criteria

General Technical Proposal Elements	Evaluation Criteria
Program Understanding and General Approach	Evaluated based on the extent the applicant: ▪ Demonstrates an approach that is aligned with the NEVI Formula Program, State of Idaho EV Infrastructure Plan, and IAWG's needs specific to the project. ▪ Demonstrates a comprehensive, effective approach for each pre-construction development phase (e.g., planning, permitting, design) and construction aligned with IAWG's goals and the requirements at the state and federal level. ▪ Demonstrates an effective approach to operations and maintenance with warranty strategies to minimize response times and ensure quality performance of EVSE. ▪ Describes an approach to detect and address failures that are not detectable via remote monitoring and systems that are owned by third parties.
Team Qualifications and Experience	Evaluated based on the extent the applicant: ▪ Demonstrates firm experience in the deployment and successful operation of EVSE. Information should include: - Implementation and operation of EVSE with and without similar requirements to the NEVI Formula Program within the past 5 years - EVSE in operation for durations of 6 months or longer - EVSE experience with multiple agencies/states - Number of EVSE sites in active operation - Demonstrates sustained uptime percentage greater than 97% over an extended duration ▪ Designates a project manager that demonstrates experience and qualifications in the management of complex projects and programs. Preferred experience includes: - Understanding of schedule drivers related to EVSE implementation - Experience with Title 23 federal aid projects

General Technical Proposal Elements	Evaluation Criteria
	▪ Demonstrates a comprehensive team, including subconsultants, capable of efficiently implementing EVSE at Round 1 sites through all stages of project development. ▪ Demonstrates effective staff structure and describes the contractual agreement between the site host, applicant, EVSE supplier, and other key parties. Clearly delineates the roles and responsibilities of staff with program components including management, planning, design, construction, and operations and maintenance. ▪ Demonstrates effective management approach and strategies for performing project activities that will facilitate effective resource/staff management (including EV Infrastructure Training Program certified staff) and staff transitions, achievement of schedule milestones, customer service, and other project goals. ▪ Describes experience with other Title 23 federal aid program, if any. Describes potential challenges and key elements that must be considered in implementing a Title 23 federal aid program.
Draft Data Management Plan	Evaluated based on the extent the applicant: ▪ Describes the approach to provide near real-time data through an API and the creation of a Data Management Plan to assist the IAWG in establishing data sharing, reporting, privacy, and governance requirements. ▪ Data Management Plan: Describes processes and procedures related to data sharing responsibilities including any templates, dashboards, and data platforms to be used. Identifies critical cybersecurity and data safety issues with appropriate measures to manage cybersecurity for all parties involved. Delivers reports on a scheduled and/or ad hoc basis as to program evaluation monitoring components.
Safety Approach	Evaluated based on the extent the applicant: ▪ Demonstrates understanding of the current safety issues at the site through historical crash data and data obtained from the site owner. ▪ Demonstrates understanding of potential EVSE incidents and has an effective management and mitigation approach and strategies to facilitate site safety during operation and during construction. ▪ Describes an approach to weather maintenance and incidents for emergency, evacuation, snow removal, and season needs.
Workforce Development Approach	Evaluated based on the extent the applicant: ▪ Describes strategies for EV labor and workforce considerations for the NEVI program in Idaho, including safety, training, and installation. ▪ Describes strategies to coordinate and integrate with the IAWG workforce development program. ▪ Describes an approach to promote staff EV Infrastructure Training Program certification throughout the 5-year operating period.

General Technical Proposal Elements	Evaluation Criteria
	▪ Developed a plan to effectively include a workforce that participates in program certification such as minority-owned businesses, veteran-owned businesses, and woman-owned businesses, during design, construction and/or for purposes of operation and maintenance.

API = application programming interface
EV = electric vehicle

Table D-3. Round 1 Site-Specific Technical Proposal Evaluation Criteria

Round 1 Site-Specific Elements	Evaluation Criteria
Site Selection and Site Access Approach	Evaluation is based on the extent the applicant: ▪ Selected Round 1 site meets the intent of the Round 1 site goals. ▪ Selected Round 1 site that limits the distance from the highway. ▪ Selected Round 1 site that accommodates efficient and safe vehicular access management consistent with as-built examples. ▪ Demonstrates an effective approach (e.g., easement, lease, permit, license) to providing access to the Round 1 site for purposes of the IAWG inspection and audit throughout the term of the grant agreement that facilitates achievement of schedule milestones and does not create significant risk to the feasibility of the Round 1 site. ▪ Describes an approach to provide customer support service 24 hours a day throughout the year (e.g., onsite station operator, posted toll-free phone number for customer service). ▪ Ability to provide EVSE services for public lands and tourist destinations.
Infrastructure Needs Assessment and Plan	Evaluation is based on the extent the applicant: ▪ Provides a comprehensive description and explanation of the Round 1 site with sufficient technical detail to assess infrastructure needs and ADA requirements. Describes how site is safe and accessible for all users. ▪ Provides a detailed schematic plan (1″=50′) with an aerial overlay that effectively communicates key components, infrastructure locations (e.g., EVSE, power source, transformer, lighting), EV parking spaces, and estimated construction limits. ▪ Provides specifications and description of the issues, challenges, and needs related to the Round 1 site. ▪ Demonstrates that the Site-specific utility infrastructure costs are reasonable relative to the location. ▪ Demonstrates understanding of the permitting process, including, electrical, zoning, and structural. ▪ Demonstrates a schedule that is aligned with the infrastructure needs of the Round 1 site. ▪ Describes expected demand use charges.

Round 1 Site-Specific Elements	Evaluation Criteria
Sustainability	Evaluation is based on the extent the applicant: ▪ Provides onsite energy storage to reduce grid demand. ▪ Includes free EV charging when data collection and billing/payment systems are offline or not operational, for example, FreeVend. ▪ Demonstrates the ability to proactively monitor charging station service to repair equipment prior to customer issues.
Future Proofing	Evaluation is based on the extent the applicant: ▪ Provides additional site preparation/make ready/forward compatibility to integrate and include more EVSE in the future (e.g., installing additional conduit, installing a higher capacity transformer). ▪ Provides additional chargers beyond the minimum requirements. ▪ Provides more than one ADA accessible parking space. ▪ Provides four ports for combined charging system and four ports for North American Charging System.
Community & Disadvantaged Community Impact	Evaluation is based on the extent the applicant: ▪ Selected a Round 1 site located in a disadvantaged community. ▪ Selected a Round 1 site that is located in a rural community (rural being defined using the 2020 U.S. Census Bureau Urban-Rural Classification [i.e., rural areas encompass less than 2,000 housing units or less than 5,000 people]).
Site Amenities	Evaluation is based on the extent the applicant: ▪ Demonstrates a commitment to incorporate enhancements at the Round 1 site. Preferred enhancements include: - 24/7 access to the following: restrooms, food retailers (convenience/grocery stores), hotels, community centers, and dine-in restaurants - Pull-through design for larger vehicles and vehicles towing - Wi-Fi service - Lighting - Public disclosure of pricing online and onsite ▪ Describes the approach and considerations for pricing and customer payment at the Round 1 site. ▪ Describes the payment options that will be available to the customer. Describes customer method of payment options for unbanked/underbanked and multilingual customers. ▪ Other amenities will be considered.

ADA = Americans with Disabilities Act

The pricing proposal represents a committed fixed subsidy amount required for all turnkey EVSE services, including development, design, construction, operations, and maintenance of the site.

The applicant will include the following for each individual site:

- Costs for property acquisition, site preparation, design, and permits
- Costs to purchase, install, integrate, test, warranty and implement the EVSE
- Costs of operations (including reporting) during each year of required EVSE operability
- Costs for maintenance and service of the EVSE
- Costs for all software, hardware, and back-end fees
- Costs for hiring, training, and managing onboard operators
- Costs of miscellaneous staffing needs, including staffing any facilities associated with the EVSE
- Identification of committed fixed amount of IAWG/FHWA subsidy required

The pricing proposal will also include a one-page narrative. The narrative will describe major cost drivers for construction, operations, and maintenance. Additionally, the applicant will include assumptions that form the basis of the proposed cost and an explanation of those assumptions. The applicant will describe general financial capabilities of the applicant and document any funding commitments or financing in place today or funding sources that will be available in the future that are intended to support the project.

Contracting

The IAWG is preparing the RFA document anticipated for the Round 1 solicitation. Evaluation criteria and scoring will be outlined in that RFA. The schedule for the RFA will also be shared with the public as the RFA becomes available.

Following determination of the best-value applicant and any additional negotiations IAWG deems necessary, it is anticipated that the IAWG will contingently award agreements to the best-value applicants for at least two Round 1 sites.

The award will be contingent upon two factors:

1. An environmental review, conducted by IAWG at IAWG's expense, in compliance with the National Environmental Protection Act (NEPA). The anticipated duration for the NEPA review is 60 days.
    a. The best-value applicant will secure access to the site before IAWG's environmental review such that IAWG has the right to enter the property and visually examine the property and grounds to complete environmental reviews necessary to comply with NEPA.
    b. If the department determines NEPA review will take longer than 60 days and would result in an undue cost to the department or an impact to the environment, IAWG reserves the right to reject the Round 1 site and select the next best Round 1 site for the pilot group.

Execution of a site host agreement between the best-value applicant and the property owner (if the property owner is different than the best-value applicant) shall provide IAWG with a real property interest or other contractual right to access the Round 1 site for the term of the agreement. When the NEPA process is completed and the site host agreement(s) are in compliance with Idaho Transportation Department (ITD) policies and requirements, IAWG and the applicant will execute the agreement.

Design

The selected NEVI developer will be required to prepare design documents, including construction drawings in accordance with the ITD. The NEVI developer will also comply with design and plan requirements set forth by other applicable governmental entities.

The NEVI developer will submit the following elements in development of the design documents:

- Biweekly design progress reports
- 30% design package
- 90% design package
- Final design package
- Record drawings

30% Design

The NEVI developer will prepare and submit the 30% design package to the state. The 30% design package will include the following:

- Construction drawings developed sufficiently to convey layout of EVSE, EVSE-related equipment, proposed electric service, signage, lighting, parking/EVSE charging spaces (including ADA-compliant spaces)
- Any relevant calculations associated with the construction drawings
- A list of governing design and construction standards and requirements to be used in the design and construction of the site, including any request for modification to Applicable Standards (if any)
- Electrical single line diagram
- Environmental evaluation consisting of ITD Form 654 by the state
- Traffic control plans, if applicable
- Site plan:
    - Ensure site plan includes medium voltage electrical utility service routing, size, type, and rating from utility medium voltage switch or connection.
    - Provide equipment layout.

90% Design

The NEVI developer will prepare and submit a 90% design package to the state for review that includes an update of all elements provided in the 30% design package. The NEVI developer will include the following additional electrical details in the 90% design package construction drawings:

- Electrical general notes
- Electrical single line diagram
- Equipment layout
- Site plan
- Equipment details/elevations
- ADA design details/elevations

Final Design

The NEVI developer will submit a final design package to the state that includes the final construction drawings, final design calculations, list of governing design and construction standards and requirements, documentation of approved modifications to Applicable Standards (if any), and certification that the plans are compliant with the agreement.

Record Drawings

The NEVI developer will prepare and submit record drawings to the state within 45 days following EVSE Acceptance. Record drawings will be submitted in electronic format (PDF, TIFF, and CADD) format.

Record drawings will include all updates to the final design package, including any design changes, actual field as-built changes, actual survey information, and up-to-date copies of all other design documents including reports, calculations, and design files.

Utility relocations performed by others, in conjunction with the project site (for example, telecom, gas, private electric, other private utilities), do not need to be incorporated into the CADD files and plan sheets. However, the utility relocation plans will be included as an attachment to the record drawings.

The NEVI developer will provide record drawings and other related information to DIGLINE and 811 that allows location marking related to site improvements.

Operations

The NEVI developer will be required to operate and maintain each site for a minimum of 5 years. A key requirement is to ensure the site is operational at least 97% of the time. Another key factor is that the NEVI developer will be required to supply data for the duration of the operations, at a quarterly cadence. Further details for the operational requirements can be found in the federal rulemaking and negotiated on a site-by-site basis with the state.

Community and Disadvantaged Community Impact

There are several items that NEVI developers will be asked to consider and integrate into plans. Items the state will review for equity include the following:

- A site is located in a disadvantaged community.
- A site is located in a rural community (rural being defined using the 2020 U.S. Census Bureau Urban-Rural Classification [i.e., rural areas encompass less than 2,000 housing units or less than 5,000 people]).
- A site provides more than one ADA accessible parking space.

Considerations for Proposed NEVI Developers

Seasonal Needs

The NEVI developer will prepare and submit a service plan, including standard operating procedures. The service plan will address operations and maintenance of facilities and electrical systems. The NEVI developer will clearly describe the procedures necessary for maintaining access and usage of equipment, including clearing of snow and debris.

Emergency Response

The NEVI developer will prepare and submit a safety/emergency response plan (ERP). The ERP will be a site-specific approach to manage safety during the operating period. The NEVI developer will submit the ERP to the state before the proposed start date for EVSE testing.

The following is the minimum information that will be in the ERP:

- Identifying and communicating safety risks to those that will be involved in operations of EVSE
- Identifying and documenting contacts for relevant emergency response parties and agencies
- Resolving an incident in a timely manner, including identification of responsible parties
- Responding to electrical fires associated with EVSE and EVs

Payment Methods

The final rule making details the payment options to be provided. The payment system will accept, at a minimum, contactless major debit and credit radio frequency identification (RFID) cards without incurring additional fees. Access codes and mobile applications are also encouraged for payment execution. At a minimum, the user will be able to make a payment using a credit card and one other option such as plug and charge or mobile payment via cell phone. The charging station will provide an automated toll-free phone number or a short message/messaging system that provides users with the option to initiate a charging session and submit payment. These payment options will also be clearly identified for users that have limited English proficiency or for users with disabilities.

Workforce Development

Applicants will provide details on how to effectively include a workforce that participates in program certification such as minority-owned businesses, veteran-owned businesses, and woman-owned businesses, during design, construction, and/or for purposes of operation and maintenance. The applicants will describe strategies to coordinate and integrate with State workforce development programs and describe EV labor and workforce considerations for the NEVI program in Idaho, including safety, training, and installation.

The selected NEVI developer will submit a workforce training plan at least 10 business days before the proposed start date for EVSE testing. The workforce training plan will describe how the NEVI developer will support local training and/or workforce development that strives to enhance workforce competencies and strengthen job performance through developing innovative trainings and leveraging public-private partnerships.