



A NEVI-funded EV charging station with overhead canopy in Mifflinville, PA



Pennsylvania
Department of Transportation

PENNSYLVANIA STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

National Electric Vehicle Infrastructure (NEVI)
Formula Program

VERSION FOR FFY 2026 (SUBMITTED AUGUST 2025)



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Pennsylvania's NEVI Formula Program Update

Pennsylvania's updated Electric Vehicle Infrastructure Deployment Plan follows the FHWA's new NEVI guidance published on August 13, 2025. This update reaffirms PennDOT's previously approved state plan for FY 2022-25.

While PennDOT is complying with the updated federal process, it does not agree with FHWA's decision to revoke previously approved plans, or to require states to resubmit them. Pennsylvania is challenging that revocation in *Washington v. Dept. of Transportation*, No. 25-cv-00848-TL (W.D. Wash.). A federal court has enjoined FHWA from revoking certain state plans.

By submitting this plan, PennDOT does not waive, and instead expressly reserves, any rights, claims, or defenses it may have relating to this issue. PennDOT's current and future submissions related to the NEVI Formula Program are subject to this reservation of rights.

PennDOT remains committed to expanding EV infrastructure across the Commonwealth and ensuring that Pennsylvania drivers benefit from a reliable, accessible charging network. Pennsylvania's approved State Plans for FFY 2022-25 can be found at [PA NEVI State Plan Archive](https://www.pa.gov/agencies/pennidot/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/about-pa-nevi-plan)¹.

¹ <https://www.pa.gov/agencies/pennidot/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/about-pa-nevi-plan>



Introduction

Background

This 2025 PA National Electric Vehicle Infrastructure (NEVI) Plan addresses the three required sections of the NEVI Formula Program Guidance, [published in the Federal Register](#)² on August 13, 2025, which are as follows:

- A description of how the State intends to use NEVI Program funds for each fiscal year. The Plan should cover all unobligated funding for federal fiscal years 2022-2026.
- A Community Engagement Outcomes Report, per [23 CFR 680.112\(d\)](#)³.
- A description of physical and cybersecurity strategies, per [23 CFR 680.106\(h\)](#)⁴.

As of the publication of the 2025 PA NEVI Plan, Pennsylvania has opened 19 NEVI-funded electric vehicle (EV) charging stations across the Commonwealth, tied for the most open NEVI charging stations in the country and representing a federal investment of more than \$10 million. As of June 30, 2025, these operational NEVI-funded stations have already delivered more than 25,000 successful charging sessions and dispensed more than 1,000,000 kWh of electricity.

In total, the Pennsylvania Department of Transportation (PennDOT) has obligated roughly \$77 million of the \$171.5 million allocated to Pennsylvania by the NEVI program. PennDOT plans to fully obligate available Infrastructure Investments and Jobs Act (IIJA) NEVI funds in accordance with the Community Framework described in this Plan.

Additional information on the PA NEVI Program can be found on the following PennDOT webpages:

- [PennDOT NEVI Homepage](#)⁵
- [NEVI Interactive Map](#)⁶
- [PA NEVI State Plan Archive](#)⁷
- [NEVI AFC Funding Rounds](#)⁸
- [NEVI Resources](#)⁹
- [NEVI Active Projects and Charging Station Usage Statistics](#)¹⁰
- [EV Resources](#)¹¹

² <https://www.federalregister.gov/documents/2025/08/13/2025-15370/national-electric-vehicle-infrastructure-formula-program-guidance>

³ [https://www.ecfr.gov/current/title-23/part-680/section-680.112#p-680.112\(d\)](https://www.ecfr.gov/current/title-23/part-680/section-680.112#p-680.112(d))

⁴ [https://www.ecfr.gov/current/title-23/part-680/section-680.106#p-680.106\(h\)](https://www.ecfr.gov/current/title-23/part-680/section-680.106#p-680.106(h))

⁵ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/national-electric-vehicle-infrastructure-nevi-formula-program>

⁶ <https://experience.arcgis.com/experience/b3e694355d77400da7cb5efaffd017dc/page/Page/>

⁷ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/about-pa-nevi-plan>

⁸ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/afc-funding-rounds>

⁹ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/nevi-resources>

¹⁰ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/national-electric-vehicle-infrastructure-nevi-formula-program>

¹¹ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/electric-vehicle-resources>



- [EV Equity Guiding Principles](#)¹²
- [Community EV Charging Information](#)¹³

Plan Overview

This 2025 PA NEVI Plan update is for Pennsylvania's next and final federal fiscal year (FFY 2026) allotment of formula funds. Funding breakdowns by federal fiscal year are shown below.

This version of the Plan facilitates the allocation of unobligated federal funds for all federal fiscal years of program funding (FFY 2022 - FFY 2026), and incorporates all prior plans found at [PA NEVI State Plan Archive](#)¹⁴ by reference.

\$171.5 Million

Total Pennsylvania NEVI Funds

FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026
\$25.4 M	\$36.5 M	\$36.5 M	\$36.5 M	\$36.5 M

The Federal Highway Administration (FHWA) requires funds be spent only to fill alternative fuel corridors (AFCs) until PennDOT receives AFC Fully Built Out (FBO) certification. PennDOT has released three rounds of NEVI funding for AFC Projects, competitively selecting 90 EV charging stations across the Commonwealth. Eligible entities plan, design, permit, install, own, operate, maintain, and ensure accurate reporting for their NEVI-funded EV charging stations.

This 2025 PA NEVI Plan describes the streamlined approach for the investment of all remaining NEVI funds. Once FBO-certified, PennDOT will shift focus to meeting community charging needs through its Community Framework, which is described in this plan.

¹² https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/planning/documents/ev%20equity%20principles_02072022.pdf

¹³ <https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/planning/evs/documents/community%20ev%20charging%20information.pdf>

¹⁴ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/about-pa-nevi-plan>



Strategy for Use of NEVI Funds

PennDOT's Community Framework includes plans to fully obligate all remaining NEVI Funds to three focus areas: Corridor Connections, Community Charging, and Critical Investments.

PennDOT's Community Framework was first shared publicly in the 2024 PA NEVI Plan. PennDOT then sought public feedback on the proposed approach. The revised Community Framework reflects that feedback and aligns with the NEVI Formula Program Guidance published on August 13, 2025. For more information on how public input shaped the revisions, please refer to the **Community Engagement Outcomes Report** section.

Funds for each of the Community Framework focus areas are estimated below:

- Corridor Connections: \$15-20 million
- Community Charging: \$75-80 million
- Critical Investments: \$7-10 million

Funding Opportunity Information

PennDOT plans to release Funding Opportunities to solicit Proposals and distribute funds for the Community Framework focus areas. These Funding Opportunities will be similar to the AFC Funding Opportunities (Round 1, Round 1A, Round 1B) with added flexibility and streamlined proposal, contracting, notice to proceed (NTP), and post-NTP processes.

PennDOT will solicit Proposals for Corridor Connection sites along sections of corridors that have the highest levels of long-distance travel, preferably near larger communities. PennDOT will prioritize sites that can serve one or more corridors and also meet community needs.

For Community Charging sites, PennDOT will solicit Proposals by region. PennDOT will vary regional priorities based on use cases and community needs identified by Planning Partners (see the **Planning Partner Coordination** section).

If funding remains, PennDOT may solicit Proposals for additional Critical Investments across the Commonwealth through either a separate Funding Opportunity or as part Community Charging.

Corridor Connections Focus Area

Pennsylvania's AFCs include its highest-volume long-distance routes. In addition to these, Pennsylvania has corridors that, while not designated as AFCs, are essential for the long-range travel needs of residents and visitors.

Proposed Corridor Connections

PennDOT selected additional highway segments as Corridor Connections. It identified potential routes for consideration from the original list of routes of significance (RoS) developed in the [2022 Pennsylvania EV Mobility Plan](https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/planning/evs/documents/ev_mobility_plan_final_07-27-2022.pdf)¹⁵. PennDOT then narrowed the RoS primarily based on their use for long-distance travel and their ability to address regional service gaps. To evaluate long-

¹⁵ https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/planning/evs/documents/ev_mobility_plan_final_07-27-2022.pdf



distance trip usage, PennDOT applied probe data-based tools and conducted an origin-destination analysis. PennDOT used input from a statewide survey to further inform route choices.

Table 1 shows the current list of Corridor Connections with information about each corridor. Similar to the AFC rounds, PennDOT plans to solicit potential Projects by mapping priority groups along each Corridor Connection and selecting one Project per priority group. Additional corridors and priority groups may be added if funds are available.

Table 1. List of Corridor Connections

Route	Extent	Length (mi)	Route Significance
	I-90 (Erie) to I-81 (Scranton)	311	Primary E-W Route in Northern PA (includes all of US-6N)
	US-30 (Gettysburg) to NY Border	183	Primary N-S Route in East Central PA
	I-76 (Pittsburgh) to I-99 (Altoona)	75	Pittsburgh to Altoona Connector
	I-78 (Allentown) to NJ Border	23	Lehigh Valley Main Route
	I-79 (Mercer) to US-6 (Warren)	80	Serves Oil City and Franklin
	DE Border to I-76 (Norristown)	26	Serves Western Philadelphia Suburbs
	MD Border to I-76 (New Stanton)	46	Morgantown to Greensburg Connector
	MD Border to NY Border	207	Primary N-S Route in West Central PA
	I-80 (Lock Haven) to I-180 (Williamsport)	31	Future I-99 Corridor
	I-180 (Williamsport) to I-86 (NY Border)	74	Endless Mountain Tourism Area
	MD Border to I-78 (Allentown)	91	Lancaster-Reading-Allentown Connector
	I-99 (State College) to I-81 (Harrisburg)	85	Harrisburg to State College Connector
	I-376 (New Castle) to US-219 (Ebensburg)	103	Primary E-W Route in Central Western PA
	I-279 (Pittsburgh) to US-422 (Kittanning)	38	Serves Northeast Pittsburgh Suburbs
	I-78 (Easton) to I-80 (Stroudsburg)	29	Lehigh Valley to Poconos Connector
	WV Border to I-70 (California)	38	Mon-Fayette Expressway
	US-422 (Reading) to I-81 (Frackville)	42	Reading Connection to North Central PA
	I-283 (Harrisburg) to US-30 (Lancaster)	29	Harrisburg to Lancaster Connector



Types of EV Charging Stations

PennDOT is expanding coverage through Corridor Connections, adding coverage for more than 1,100 miles of roadway and planning approximately 20 to 30 new Direct Current Fast Charger (DCFC) stations across the Commonwealth. PennDOT will generally follow the AFC model for these stations, but will adjust charging power at certain stations based on anticipated EV charging demand. For example, instead of requiring a 4-port DCFC station with each port capable of 150 kW charging speed, PennDOT may allow configurations such as 4-port DCFC with two ports capable of 150 kW each and two ports and capable of 75 kW each at lower demand locations. This approach provides a more cost-effective use of NEVI funds and offers drivers more affordable charging options, while still meeting federal NEVI requirements for charging infrastructure off-AFCs.

PennDOT will also space stations differently along some Corridor Connection routes, where close spacing might not be necessary. PennDOT will consider existing EV charging infrastructure along the route, even if that infrastructure does not meet all NEVI-funded station requirements.

Community Charging Program

PennDOT will invest most of the remaining NEVI funds in community charging efforts. This focus area is designed to provide comprehensive coverage across geography, housing types, community income levels, and location types. Because Pennsylvania has a wide variety of towns and local governments, PennDOT cannot tailor the NEVI Community Charging Focus Area to local priorities on its own. To ensure all communities have a voice, PennDOT will collaborate with the Commonwealth's 24 Planning Partners, including 7 regional Metropolitan Planning Organizations (MPOs), 13 county-level MPOs¹⁶, and four (4) Rural Planning Organizations (RPOs).

Planning Partners will engage their constituent communities to develop Community Charging Use Cases Rankings (e.g., on-street charging in downtowns, charging for multi-unit dwellings, tourism/entertainment venues) and Lists of Priority Communities (e.g., neighborhood, zip code, municipality) for EV charging, as described in the **Planning Partner Coordination** section. After receiving this input, PennDOT will combine the information into regional priorities. These priorities will be used to solicit and select Projects that best serve each community.

Table 2 shows the funding targets PennDOT plans to invest for Projects in each Planning Partner area and greater region, based on an estimated \$75-80 million for the Community Charging Focus Area. These funding targets provide a planning estimate only, as PennDOT will award funds directly to EV charging station Contractors. PennDOT may adjust funding targets as needs evolve and funding rounds progress. Table 2 includes Allegheny County and Philadelphia County, the most populous counties in Pennsylvania. PennDOT uses population as the primary metric to calculate planned funding amount by Planning Partner.

¹⁶ Includes Wayne County, which is included on [PennDOT's planning website](#) and is responsible for one of the 24 Pennsylvania transportation improvement programs, but does not operate as an MPO. PennDOT Central Office will coordinate with PennDOT District 4 for Wayne County planning regarding the Community Charging Program.



Table 2. Planned Funding Targets by Planning Partner and Region

Region	Planning Partner	Planned Funding (%)	Planned Funding Amount	Planned Regional Funding (%)	Planned Regional Funding Amount
Western	SPC MPO	18 - 20%	\$14 - 16 M	22 - 25%	\$17 - 20 M
	<i>Allegheny County</i>	9.4 - 11%	\$7.5 - 8.5 M		
	Northwest RPO	1.5 - 2.3%	\$1.2 - 1.8 M		
	Erie County MPO	1.7 - 2.4%	\$1.3 - 1.9 M		
Central	Mercer County MPO	0.9 - 1.4%	\$0.7 - 1.1 M	8.2 - 10.0%	\$6.5 - 7.5 M
	SEDA-COG MPO	2.2 - 2.9%	\$1.7 - 2.3 M		
	North Central RPO	1.3 - 1.9%	\$1.0 - 1.5 M		
	Southern Alleghenies RPO	1.0 - 1.5%	\$0.8 - 1.2 M		
	Northern Tier RPO	0.9 - 1.4%	\$0.7 - 1.1 M		
	Blair County MPO	0.5 - 0.8%	\$0.4 - 0.6 M		
	Cambria County MPO	0.7 - 1.0%	\$0.5 - 0.8 M		
	Centre County MPO	1.2 - 1.8%	\$0.9 - 1.4 M		
Eastern	Lycoming County MPO	0.4 - 0.7%	\$0.3 - 0.5 M	28 - 33%	\$22 - 26 M
	Lehigh Valley MPO	4.4 - 5.7%	\$3.5 - 4.5 M		
	Lackawanna Luzerne MPO	3.7 - 4.7%	\$2.9 - 3.7 M		
	Tri-County MPO	3.7 - 4.7%	\$2.9 - 3.7 M		
	Lancaster County MPO	3.2 - 4.2%	\$2.5 - 3.3 M		
	NEPA MPO	3.2 - 4.2%	\$2.5 - 3.3 M		
	Berks County MPO	2.8 - 3.7%	\$2.2 - 2.9 M		
	York County MPO	2.8 - 3.7%	\$2.2 - 2.9 M		
	Franklin County MPO	0.8 - 1.3%	\$0.6 - 1.0 M		
	Lebanon County MPO	1.0 - 1.5%	\$0.8 - 1.2 M		
Southeastern	Adams County MPO	0.5 - 0.8%	\$0.4 - 0.6 M	35 - 40%	\$28 - 32 M
	Wayne County	0.3 - 0.5%	\$0.2 - 0.4 M		
	DVRPC MPO	34 - 42%	\$27 - 33 M		
	<i>Philadelphia County</i>	18 - 23%	\$14 - 18 M		

Critical Investments Focus Area

PennDOT will reserve \$7-10 million of NEVI formula funds for critical investments that fall outside the scope of AFC, Corridor Connections, and Community Charging funding rounds. These major rounds prioritize diverse investments to build a balanced and accessible charging network across Pennsylvania. However, PennDOT recognizes that certain niche charging solutions or underserved locations may require separate funding.

PennDOT will prioritize these flexible reserve funds as specific needs emerge. Potential investments may include PennDOT park-and-ride facilities, a pilot program for medium- and heavy-duty EV charging stations, EV workforce development initiatives, or additional support for community needs not addressed through the other funding rounds. PennDOT may disburse these funds through a broader Community Framework funding round or through one or more separate rounds tailored to identified needs.

PennDOT will share more details once it begins in-depth planning for these funds. In the meantime, PennDOT encourages stakeholders to submit ideas for how to use the funds. PennDOT solicited feedback from stakeholders on the critical investment focus area through a survey released September 2024, through engagement with Planning Partner organizations, and through direct feedback to the PennDOT EV resource account (ra-pdevcorridors@pa.gov).



Community Engagement Outcomes Report

The following section addresses the requirement found in 23 CFR680.112(d), which is copied below for reference.

Community engagement outcomes report. This [paragraph \(d\)](#)¹⁷ only applies to the NEVI Formula Program projects. States must include in the State EV Infrastructure Deployment Plan a description of the community engagement activities conducted as part of the development and approval of their most recently-submitted State EV Infrastructure Deployment Plan, including engagement with Disadvantaged Communities (DACs).

State Agency Coordination

PennDOT coordinates with agencies across the Commonwealth and with other state agencies to develop and implement the NEVI Program.

While PennDOT does not have a formal Memorandum of Understanding with any agency to help administer the NEVI Program, it engages with several Commonwealth and other agencies to advance NEVI initiatives.

PennDOT leads discussions focused on developing, refining, and implementing NEVI Funding Opportunities under Pennsylvania's NEVI Formula Program. These partner agencies include, but are not limited to:

- Commonwealth Departments and Offices:
 - Department of Agriculture
 - Department of Conservation and Natural Resources
 - Department of Environmental Protection (DEP) – Energy Programs Office
 - Department of Labor and Industry (L&I)
 - Department of Revenue
 - Office of Information Technology
- Governor's Office including Communications Office and Policy Office
- PennDOT Bureaus and Offices:
 - Secretary/Executive Offices
 - Office of Chief Counsel
 - Bureau of Equal Opportunity
 - Bureau of Innovations
 - Center for Program Development & Management
 - PennDOT's 11 Engineering Districts
 - Strategic Development and Implementation Office
 - Legislative Affairs
 - Communications
 - Project Delivery
 - Policy
- Pennsylvania Division Office of FHWA
- National Association of State Energy Officials (NASEO)
- Northeast Association of State Transportation Officials (NASTO) EV Working Group
- American Association of State Highway and Transportation Officials (AASHTO)
- Eastern Transportation Coalition (ETC) EV Working Group
- Eastern Pennsylvania Alliance for Clean Transportation (EP-ACT)
- Pittsburgh Region Clean Cities (PRCC)

¹⁷ [https://www.ecfr.gov/current/title-23/section-680.112#p-680.112\(d\)](https://www.ecfr.gov/current/title-23/section-680.112#p-680.112(d))



- Pennsylvania's Metropolitan and Rural Planning Organizations
- Intelligent Transportation Society of America (ITSA) national working groups
- Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART)
- Peer state agency partners

Planning Partner Coordination

Pennsylvania's Planning Partners help to direct regional investments that align with the goals of their constituent municipalities.

As a key component of the Community Framework effort, PennDOT emphasizes community-informed charging use cases to meet community needs. These use cases and priority locations advance the NEVI program's broader goals of accelerating EV adoption, improving accessibility, and distributing charging infrastructure.

To support this effort, PennDOT developed a community engagement approach for Planning Partners to identify local EV charging priorities within the Community Charging Focus Area. PennDOT developed this approach along with the 2024 PA NEVI Plan and refined it based on feedback from Planning Partners. Following the plan's submission, PennDOT issued a guidance document that included a call to action for Planning Partners to begin targeted community engagement.

PennDOT asked each Planning Partner to engage their constituent communities, especially DACs, and use the feedback, along with other relevant data, to develop two deliverables: Community Charging Use Case Rankings and a List of Priority Communities. PennDOT's aimed to provide flexible guidelines that allow Planning Partners to tailor EV charging infrastructure priorities to local needs while maintaining consistency across the Commonwealth.

Throughout 2025, Planning Partners focused on completing the community outreach and submitting their EV charging priorities to PennDOT. **Table 3** shows each Planning Partner's submission status.

Planning Partners are using a variety of engagement strategies including surveys, public meetings, and feedback sessions with local officials. PennDOT will use this information to shape funding opportunities within the Community Charging Focus Area.

To support these efforts, PennDOT developed fact sheets for each Planning Partner. These fact sheets included current regional charging conditions, planned NEVI expenditures by focus area, and key travel corridor data. In addition, PennDOT created and shared a [Community Charging Informational Handout](https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/planning/evs/documents/community%20ev%20charging%20information.pdf)¹⁸ to help municipalities and community understand the NEVI program and learn how to participate effectively.

¹⁸ <https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/planning/evs/documents/community%20ev%20charging%20information.pdf>



Table 3. Pennsylvania Planning Partner EV Charging Priorities Submission Status

TSMO Region	Planning Partner	Constituent Counties	Number of Municipalities	Status
Western	SPC MPO	Allegheny, Armstrong, Butler, Beaver, Fayette, Greene, Indiana, Lawrence, Washington, Westmoreland	551	In Progress
	Northwest MPO	Clarion, Crawford, Forest, Venango, Warren	153	Submitted
	Erie County MPO	Erie	38	Submitted
	Mercer County MPO	Mercer	48	Submitted
Central	SEDA-COG MPO	Clinton, Columbia, Juniata, Mifflin, Montour, Northumberland, Snyder, Union	178	Submitted
	North Central MPO	Cameron, Clearfield, Elk, Jefferson, McKean, Potter	155	In Progress
	Southern Alleghenies RPO	Bedford, Fulton, Huntingdon, Somerset	149	Submitted
	Northern Tier RPO	Bradford, Sullivan, Susquehanna, Tioga, Wyoming	166	Unknown
	Blair County MPO	Blair	25	In Progress
	Cambria County MPO	Cambria	63	Submitted
	Centre County MPO	Centre	35	Submitted
	Lycoming County MPO	Lycoming	52	Unknown
Eastern	Lehigh Valley MPO	Lehigh, Northampton	63	Submitted
	Lackawanna Luzerne MPO	Lackawanna, Luzerne	116	In Progress
	Tri-County MPO	Cumberland, Dauphin, Perry	103	Unknown
	Lancaster County MPO	Lancaster	60	In Progress
	NEPA MPO	Carbon, Monroe, Pike, Schuylkill	123	Submitted
	Berks County MPO	Berks	73	Submitted
	York County MPO	York	72	Submitted
	Franklin County MPO	Franklin	22	Unknown
	Lebanon County MPO	Lebanon	26	Unknown
	Adams County MPO	Adams	34	Unknown
	Wayne County MPO	Wayne	28	Unknown
Southeastern	DVRPC MPO	Bucks, Chester, Delaware, Montgomery, Philadelphia	239	Submitted



Public Engagement

PennDOT and peer agency representatives have employed a variety of strategies to engage the public, including DACs, throughout the NEVI program. PennDOT continued these outreach efforts between the submission of the 2024 and 2025 PA NEVI Plans. **Appendix B. Stakeholder Engagement** provides a list of NEVI and EV Outreach, Presentation, Meetings, and Activities.

For more information about past public engagement activities please see PennDOT's previous NEVI Plans, available on the [PennDOT About PA NEVI Plan](#)¹⁹ webpage.

Stakeholder Engagement and Outreach

Pennsylvania released a state-wide public survey in September 2024 to collect feedback on the 2024 PA NEVI Plan and gather information from Commonwealth residents. Survey questions included perspectives on long-distance charging routes, ranking charging station features and amenities, offering input on regional priorities for Community Framework funding focus areas, providing feedback on EV workforce development, noting areas of opportunity for critical investment, and optional demographic information.

Survey results confirmed that Pennsylvania residents are largely supportive of the 2024 PA NEVI Plan and plans for future NEVI program investment, including the PennDOT NEVI Community Framework. Feedback from the survey resulted in the following outcomes:

- PennDOT confirmed that Pennsylvanians generally agree that the PennDOT NEVI Community Framework is a reasonable approach for investing remaining NEVI funds,
- PennDOT identified additional desired corridors to include in the Corridor Connections Focus Area,
- And survey results were shared with Planning Partner organizations to guide their stakeholder engagement efforts and development of local EV charging priorities. (The county residence demographic question for survey respondents enabled Planning Partners to analyze the responses specifically from individuals in their region.)

Keeping Pennsylvania Informed: NEVI Program Website

PennDOT hosts and manages the Pennsylvania NEVI Formula Program and associated webpages, which will continue for the duration of PennDOT's NEVI Program. The [Pennsylvania NEVI Program website](#)²⁰ is designed to provide the public with a central, transparent location for all Pennsylvania NEVI Program information—including the PA NEVI Plan and updates, resources for NEVI Formula Program, resources for local governments, outreach activity information, NEVI Funding Opportunities, and funded projects. The website also includes an active project tracker map to view the status and location of Projects as well as other charging stations that meet NEVI minimum requirements.

¹⁹ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/about-pa-nevi-plan>

²⁰ <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/electric-vehicles-and-alternative-fuels/national-electric-vehicle-infrastructure-nevi-formula-program.html>



Physical and Cybersecurity Strategies

The following section addresses the requirement found in 23 CFR680.106(h), which is copied below for reference.

- **Security.** States or other direct recipients must implement physical and cybersecurity strategies consistent with their respective State EV Infrastructure Deployment Plans to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid.
 - (1) Physical security strategies may include topics such as lighting; siting and station design to ensure visibility from onlookers; driver and vehicle safety; video surveillance; emergency call boxes; fire prevention; charger locks; and strategies to prevent tampering and illegal surveillance of payment devices.
 - (2) Cybersecurity strategies may include the following topics: user identity and access management; cryptographic agility and support of multiple PKIs; monitoring and detection; incident prevention and handling; configuration, vulnerability, and software update management; third-party cybersecurity testing and certification; and continuity of operation when communication between the charger and charging network is disrupted.

PennDOT is committed to safety and security across all aspects of the NEVI Program. PennDOT has implemented physical and cybersecurity updates that include compliance with 23 CFR 680, and the expansion of state requirements to provide a robust, safe, and secure EV charging infrastructure network.

Physical Security and Safety

The NEVI Program includes physical security and safety in all project phases, from Proposal submission through five-years of required O&M. Physical security strategies for EV charging stations encompass several aspects to ensure the safety and protection of users, equipment, and infrastructure. Here are specific strategies for each of the mentioned topics:

- **Lighting:** EV charging stations in Pennsylvania are anticipated to have adequate lighting to enhance visibility and create a safer environment for users at nighttime.
- **Siting and Station Design for Visibility:** EV charging stations in Pennsylvania are expected to be easily accessible. PennDOT will ensure that the stations are positioned in open and visible areas to promote a sense of safety.
- **Driver and Vehicle Safety:** EV charging stations are expected to have instructions to guide users in safely connecting and disconnecting their vehicles to or from an EV charging port. Additionally, EV charging stations are expected to have clear markings, including those to designate EV parking stalls and access aisles, to prevent potential hazards and facilitate safe charging procedures.
- **Video Surveillance:** Contractors are encouraged to install security cameras in and around the EV charging station to monitor activities and act as a deterrent against theft or vandalism.



- **Emergency Call Boxes:** Contractors may install emergency call boxes near the EV charging stations, allowing users to seek immediate assistance in case of any safety or security emergencies.
- **Fire Prevention:** Contractors are encouraged to include fire safety measures as part of their EVSE, including training local fire fighters and emergency response staff. These measures include fire extinguishers, design with fire-resistant materials, and a fire department emergency power disconnect within 50 feet of the EV charging station. Charging equipment will be installed as per the latest National Electric Code (NEC) and National Fire Protection Association (NFPA) standards.
- **Charger Locks:** EV charging stations are equipped with locks or secure enclosures (cabinets) to prevent unauthorized access and tampering with the charging equipment.
- **Preventing Tampering and Illegal Surveillance of Payment Devices:** EVSE include security design features to remain tamper-resistant and vandalism-resistant—such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant coating or paint. PennDOT requires secure payment systems and encryption technologies to safeguard payment devices from tampering and unauthorized access.
- **ADA Compliance and Path of Travel for Amenities:** PennDOT carefully selected charging stations and charger locations to ensure ADA compliance at the chargers, and also for the path of travel to amenities.
- **Additional Site Host Services:** Many site hosts will train their employees to help charging customers and to understand the charging process. Site hosts provide snow/trash removal to ensure access to chargers.

Overall, a combination of these physical security strategies will contribute to a secure and user-friendly environment for EV charging stations, encouraging widespread adoption of EVs, and supporting sustainable transportation infrastructure.

Cybersecurity and Safety

PennDOT incorporates its NEVI Program requirements into all Agreements with Contractors under AFC NEVI Funding Opportunities. These requirements align with Part 680 of the NEVI Program Standards and Requirements in the FHWA Final Rule and include additional requirements that address EVSE Cybersecurity.

PennDOT requires Contractors to submit a Data Management and Cybersecurity Plan around the time of EV charging station commissioning. The Data Management and Cybersecurity Plan must address the following elements, at a minimum:

- User data privacy and protection
- Secure data transfer and protection at rest
- Secure communications protocols
- Payment systems
- Cloud protections
- System and data access management a way to ensure those that are entitled to access have it and those that do not are restricted
- Employee cybersecurity training



- Patching and updates
- Incident response reporting and recovery, including a communications plan
- Audits and assessments
- Continuity of operations
- Risk acceptance and mitigation
- Disaster recovery

PennDOT requires each contractor to develop a Data Management and Cybersecurity Plan that details potential risks and protective measures throughout the contracted lifetime of the Project. Contractors must submit annual updates and evidence of compliance to PennDOT. PennDOT requires Contractors to align their data information encryption with standards established by the National Institute of Standards and Technology. The plan must demonstrate how Contractors will meet these encryption requirements.

PA NEVI Agreements require all individuals involved in the operation and maintenance of the Project with access to equipment and data to be located within the United States and adhere to all aspects of the Project's Data Management and Cybersecurity Plan.

PennDOT ensures that its contracts and internal data handling comply with Pennsylvania's IT cybersecurity policies. PennDOT monitors and incorporates new cybersecurity requirements to maintain a secure and reliable EV charging network.



Appendix A. Acronyms and Definitions

Table 4. Acronyms

Acronym	Definition
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AFC	Alternative Fuels Corridor
DAC	Disadvantaged Community
DCFC	Direct Current Fast Charger
DEP	[Pennsylvania] Department of Environmental Protection
DEPA	Drive Electric Pennsylvania
DOT	Department of Transportation (Nonspecific)
DVRPC	Delaware Valley Regional Planning Commission
EP-ACT	Eastern Pennsylvania Alliance for Clean Transportation
EV	Electric Vehicle
EVC-RAA	Electric Vehicle Charger Reliability and Accessibility Accelerator
EV-ChART	Electric Vehicle Charging Analytics and Reporting Tool
EVSE	Electric Vehicle Supply Equipment
FBO	Fully Built Out
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
ITSA	Intelligent Transportation Society of America
ITSPA	Intelligent Transportation Society of Pennsylvania
L&I	[Pennsylvania Department of] Labor and Industry
MAREA	Mid-Atlantic Renewable Energy Association
MASITE	Mid-Atlantic Section of the Institute of Transportation Engineers
MPO	Metropolitan Planning Organization
NASEO	National Association of State Energy Officials
NASTO	Northeast Association of State Transportation Officials
NEC	National Electric Code
NEMA	National Electric Manufacturers Association
NEPA MPO	Northeastern Pennsylvania Metropolitan Planning Organization
NEVI	National Electric Vehicle Infrastructure
NFPA	National Fire Protection Association
NTP	Notice to Proceed
O&M	Operations and Maintenance
PA	Pennsylvania
PennDOT	Pennsylvania Department of Transportation
PRCC	Pittsburgh Region Clean Cities
RoS	Route of Significance
RPO	Rural Planning Organization
SEDA-COG	Susquehanna Economic Development Association - Council of Governments
SPC	Southwestern Pennsylvania Commission
TETC	The Eastern Transportation Coalition



Table 5. Definitions

Term	Definition
Agreement	The fully executed version of the contract Agreement in the eGrants Public Portal Interface, including all Commonwealth signatures (unless otherwise stated).
Alternative Fuel Corridor	The U.S. Department of Transportation Federal Highway Administration (FHWA) designates a national network of electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling infrastructure along national highway system corridors. To designate these Alternative Fuel Corridors (AFC), FHWA solicits nominations from state and local officials and works with other federal officials and industry stakeholder. The NEVI Plan specifically addresses EV AFCs.
AFC Fully Built Out	In a state that is fully built out, every designated AFC for EV charging must meet the expectations in the August 13, 2025, FHWA guidance, which in general includes EV charging stations that have four ports, 150kW per port with 600kW continuous power available, at reasonable distances along AFC corridors.
Buy America	Equipment used for EV charging must comply with both the Title 23 Buy America clause (23 U.S.C. § 313) and the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927).
Community Charging Focus Area	Primary portion of the Community Framework to install EV charging stations focusing on community charging efforts.
Community Framework	The framework for using NEVI formula funding once AFC FBO certification is approved by FHWA, where PennDOT will shift focus to the community phase of the NEVI Program to install EV charging infrastructure to meet community charging needs across the Commonwealth. The Post-AFC Framework includes four funding focus areas: Corridor Connections Focus Area, Community Charging Focus Area, and Critical Investments Focus Area.
Contractor	The entity responsible for implementing a NEVI-funded Project, who, upon execution of the Agreement, is responsible for managing the awarded contract and to whom payment will be made.
Corridor Connections Focus Area	Portion of the Community Framework to install EV charging stations on key corridors beyond AFCs that, although not AFCs, are part of the critical backbone for long-range travel needs for residents and visitors to Pennsylvania.
Corridor Group	A combination of the specific Alternative Fuel Corridor (“AFC”) or Corridor Connection route number (e.g., I-76, I-79) and group letter (e.g., A, N) that represents a range of exits along the AFC or Corridor Connection where sites will be scored against each other.
Critical Investments Focus Area	Part of the Community Framework where flexible reserve funds will be prioritized as needs are identified for niche charging solutions or other locations that may not be served by the major funding rounds.
DAC	Disadvantaged communities are communities overburdened by pollution and marginalized by underinvestment in infrastructure and other basic services.
Electric Vehicle Supply Equipment	A device with one or more charging ports and connectors for charging EVs. EVSE systems include the electrical conductors, related equipment, software, and communications protocols that deliver energy efficiently and safely to the vehicle.
NEVI Funding Opportunity	All documents, whether attached or incorporated by reference, used for soliciting Proposals.
Notice of Acceptance	A written notification sent by PennDOT to the Contractor advising the acceptance of the installed EVSE.



Term	Definition
Notice of Selection and Notice of Non-Selection	Notifications through the eGrants Public Portal Interface informing a Prospective Contractor that their site has either been selected or not selected to move forward for a Conditional Award.
Notice to Proceed	Written authorization to the Contractor to proceed with the work in the Agreement. A Notice to Proceed may be for the design phase or construction phase of a Project.
PennDOT	The Commonwealth of Pennsylvania, Department of Transportation and its contractors and consultants, as PennDOT determines.
Period of Performance	The length of time during which a Contractor is obligated to provide Operations and Maintenance services for the EV charging station.
Planning Partner	One of the Commonwealth's 24 planning areas, including seven regional Metropolitan Planning Organizations (MPOs), 13 county-level MPOs including Wayne County (which does not effectively operate as an MPO), and four Rural Planning Organizations (RPOs).
Project	The EVSE hardware and all required support systems installed to create an EV charging station, including the entirety of the eligible costs.
Proposal	A Proposal is a submission to a NEVI funding opportunity solicitation whereby a Prospective Contractor proposes a Project to install, operate, and maintain an EV charging station.
Prospective Contractor	The company (including authorized representatives of the company) who has signed and is submitting the signed Proposal response and who will be responsible, if subsequently identified as the Contractor, to ensure proper performance of the Agreement awarded. The Prospective Contractor must be the organization that will own/lease and operate, or oversee the operations of, the EV charging station during the Period of Performance.
Site Host	The owner of the physical location where the EV charging equipment is installed. The Site Host may be the same as the Prospective Contractor, or different. If different, a Site Host Agreement shall be established between the Prospective Contractor and Site Host.
Uptime	The time during which the EV charging station is functioning or able to function, as calculated according to 23 CFR 680.116(b).



Appendix B. Stakeholder Engagement

This appendix includes dates and information on PennDOT's outreach and community engagement activities since the 2024 PA NEVI Plan approval.

Table 6. List of NEVI and EV Outreach, Presentations, Meetings, and Activities

Date of Activity	Activity	Presentation Topic (Audience)	Summary
September 26, 2024	Fall Planning Partners Meeting	NEVI Community Phase Framework (Planning Partners)	PennDOT's presented an overview of the recently released NEVI Community Phase Framework
October 3, 2024	DEPA Coalition Meeting	NEVI Community Phase Framework (DEPA)	PennDOT's presented an overview of the recently released NEVI Community Phase Framework
October 3, 2024	DEPA Coalition Meeting	Meeting (DEPA)	Hosted a Drive Electric PA Coalition meeting. The meeting focused on various EV policy updates in Pennsylvania, including PennDOT's recently released NEVI Community Phase Framework
October 10, 2024	For Communications Conference	NEVI Updates (Conference Attendees)	
October 24, 2024	NEVI Program Meeting	NEVI Overview (City of Philadelphia, Local Officials)	PennDOT met with Philadelphia elected officials to discuss the NEVI program
October 25, 2024	Mid-Atlantic Region Joint Office Meeting	NEVI Updates (State DOTs, Joint Office)	
October 29, 2024	Fall Municipal Advisory Committee Meeting	NEVI Community Phase Framework (Municipal Officials)	PennDOT's presented an overview of the NEVI Community Phase Framework.
October 30, 2024	Green Infrastructure Conference	NEVI Community Phase Framework (Conference Attendees)	PennDOT's presented an overview of the NEVI Community Phase Framework.
October 31, 2024	EVC-RAA Round 1A Webinar	NEVI EVC-RAA (Webinar Attendees)	
November 19, 2024	NEVI Planning Partners Office Hours	Open Discussion (Planning Partners)	PennDOT explained EV community feedback process and answered questions
November 25, 2024	United Neighborhood Centers EV Discussion	NEVI Overview (United Neighborhood Centers)	PennDOT explained EV community feedback process and answered questions
November 26, 2024	Buy America EV Chargers	NEVI Charger Regulations (NEMA)	PennDOT met with the National Electrical Manufacturers Association to share feedback on a potential future list of Buy America compliant EV chargers
December 6, 2024	NEVI Planning Partners Office Hours	Open Discussion (Planning Partners)	PennDOT explained EV community feedback process and answered questions
December 11, 2024	Traffic Engineering and Safety Conference	NEVI Updates (Conference Attendees)	
December 12, 2024	Veloz Presentation	NEVI Updates (Veloz Team)	



Date of Activity	Activity	Presentation Topic (Audience)	Summary
December 12, 2024	NASTO EV Working Group	Open Discussion (Northeast State DOTs)	
December 16, 2024	Trailhead Electrification	Focused Discussion on Destination Charging Use Cases (Volpe, Peer States)	PennDOT met with Volpe and other peer states to discuss electrification efforts at trailheads, such as EV charging at state parks
January 9, 2025	NASTO EV Working Group	Open Discussion (Northeast State DOTs)	
January 13, 2025	Cambria County NEVI Discussion	NEVI Community Engagement Education (Cambria County Staff)	PennDOT explained EV community feedback process and answered questions
January 16, 2025	SPC Community Charging Kick-Off	Community Charging (SPC, Local Governments)	The Southwest Pennsylvania Commission hosted a meeting for their local governments to kick-off the EV community charging feedback initiative, and PennDOT answered questions throughout
January 22, 2025	Bi-Monthly Planning Partners Call	NEVI Updates (Planning Partners)	
January 22-26, 2025	Harrisburg Auto Show	EV Education (Auto Show Attendees)	PennDOT and other state departments hosted an EV education booth at the Harrisburg Auto Show
January 30, 2025	Municipal Advisory Committee	Meeting (Committee Member Organizations)	NEVI program update
February 3, 2025	PA Turnpike Connected, Automated, Shared, and Electric Vehicles Meeting	NEVI Updates (PA Turnpike)	NEVI program update
February 13, 2025	NASTO EV Working Group	Open Discussion (Northeast State DOTs)	
February 25, 2025	PA Downtown Conference	NEVI Updates (Conference Attendees)	
March 20, 2025	National Alternative Fuel Corridor Council Meeting	NEVI Updates (Council Member Organizations)	
March 24, 2025	Department of Labor and Industry EV Workforce	Workforce Development Engagement (PA L&I)	PennDOT shared an overview of EV charging workforce opportunities to Department of Labor and Industry staff to share with for potential job seekers
March 25, 2025	Planning Partners EV Charging Community Engagement Peer Exchange	Community Engagement Strategies and Stories (Planning Partners)	PennDOT hosted a peer exchange meeting for Planning Partners to share their EV charging community engagement strategies with each other
April 10, 2025	NASTO EV Working Group	Open Discussion (Northeast State DOTs)	
April 15, 2025	PRCC EV Committee Quarterly Report	NEVI Updates (Committee Member Organizations)	
April 16, 2025	Centre County MPO NEVI Community Engagement Event	NEVI Updates (Centre County MPO Staff)	PennDOT presented during a portion of Centre County MPO's NEVI community engagement event located in Bellefonte



Date of Activity	Activity	Presentation Topic (Audience)	Summary
April 16, 2025	EV Comm Listening Workshop	NEVI Outreach and Education (Centre County MPO Staff)	Pleasant Gap - Community meeting to educate public and gather EV charging interest ahead of PennDOT survey due July 2025
April 17, 2025	Municipal Advisory Committee	Meeting (Committee Member Organizations)	NEVI program update
April 22, 2025	PA Turnpike Earth Week	NEVI Updates (PA Turnpike Staff)	
April 24, 2025	DEPA Coalition Meeting	Meeting (DEPA)	Hosted a Drive Electric PA Coalition meeting. The meeting focused on recent federal EV policy changes and included EV program updates from PennDOT and PA DEP
April 30, 2025	Centre County MPO NEVI Community Engagement Event	NEVI Updates (Centre County MPO Staff)	PennDOT presented during a portion of Centre County MPO's NEVI community engagement event located in State College, PA
May 1, 2025	EV Chargers Ribbon Cutting	Ribbon Cutting (Cramer Airport Parking, Event Attendees)	PennDOT attended a local ribbon cutting for new EV chargers
May 5, 2025	Pennsylvania Association of Township Supervisors Annual Conference	EV/NEVI Updates (Conference Attendees)	PennDOT jointly presented EV updates with PA DEP
May 7, 2025	Centre County MPO NEVI Community Engagement Event	NEVI Updates (Centre County MPO Event Attendees)	PennDOT presented during a portion of Centre County MPO's NEVI community engagement event located in State College, PA
May 8, 2025	SEDA-COG NEVI Community Engagement Event	NEVI Updates (SEDA-COG Event Attendees)	PennDOT presented during a portion of SEDA-COG's NEVI community engagement event located in Shamokin, PA
May 12, 2025	PA Turnpike Connected, Automated, Shared, and Electric Vehicles Meeting	NEVI Updates (PA Turnpike Staff)	NEVI program update
May 13, 2025	Community EV Charging Meeting	Community Engagement Meeting (SEDA-COG Meeting Attendees)	Lock Haven - Community meeting to educate public and gather EV charging interest ahead of PennDOT survey due July 2025
May 13, 2025	SEDA-COG NEVI Community Engagement Event	NEVI Updates (SEDA-COG Event Attendees)	PennDOT presented during a portion of SEDA-COG's NEVI community engagement event located in Lock Haven, PA
May 27, 2025	Mid-Atlantic Renewable Energy Association (MAREA) Webinar	EV/NEVI Updates (Webinar Attendees)	PennDOT presented an overview of EV initiatives in Pennsylvania to the Mid-Atlantic Renewable Energy Association
June 12, 2025	NASTO EV Working Group	Open Discussion (Northeast State DOTs)	
July 15, 2025	PRCC EV Committee Quarterly Meeting	NEVI Updates (Committee Member Organizations)	
July 16, 2025	Bi-Monthly Planning Partners Call	NEVI Updates (Planning Partners)	
August 14, 2025	MASITE Central Area and ITSPA Innovative/Emerging Technology Presentation	NEVI Updates (Event Attendees)	



A NEVI-funded EV charging station in East Pennsboro Township, PA

2025 PENNSYLVANIA STATE PLAN FOR ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT

National Electric Vehicle Infrastructure (NEVI) Formula Program

Email: ra-pdevcorridors@pa.gov



Pennsylvania
Department of Transportation