Mississippi Electric Vehicle Infrastructure Deployment Plan

2024

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Acronyms and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AEO	Annual Energy Outlook
AFC	Alternative Fuel Corridor
AFDC	Alternative Fuel Data Center
BEB	Battery Electric Bus
BEV	Battery Electric Vehicle
CAVS	Center for Advanced Vehicular Systems
CE	Categorical Exclusion
CFR	Code of Federal Regulations
CMPDD	Central Mississippi Planning & Development District
CTA	Coast Transit Authority
DACs	Disadvantaged Communities
DBE	Disadvantaged Business Enterprise
DC	Direct Current
DCFC	Direct-Current Fast Charging
DOL	The United States Department of Labor
EEI	Edison Electric Institute
ETA	Employment and Training Administration

EVs	Electric Vehicles
EVSE	Electric Vehicle Supply Equipment
FAC	Freight Advisory Committee
FHWA	Federal Highway Administration
FY	Fiscal Year
GRPC	Gulf Coast Regional Planning Commission
HPFL MPO	Hattiesburg-Petal-Forrest-Lamar MPO
I-10	Interstate 10
I-20	Interstate 20
I-22	Interstate 22
I-55	Interstate 55
I-59	Interstate 59
I-69	Interstate 69
I-269	Interstate 269
IEI	Institute for Electric Innovation
kW	Kilowatts
LPA	Local Public Agency
LTAP	Local Assistance Training Program
MAMA	Mississippi Automotive Manufacturers Association
MAS	Mississippi Association of Supervisors
MDA	Mississippi Development Authority
MDEQ	Mississippi Department of Environmental Quality
MDES	Mississippi Department of Employment Security
MDOL	Mississippi Department of Labor
MDOT	Mississippi Department of Transportation
MEI	Mississippi Energy Institute
MML	Mississippi Municipal League
MPSC	Mississippi Public Service Commission
MPUS	Mississippi Public Utilities Staff
MPO	Metropolitan Planning Organization
MTC	Mississippi Transportation Commission
NASEO	National Association of State Energy Officials
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure
PDCA	Plan Do Check Act
PHEV	Plug-In Hybrid Electric Vehicle
RFI	Requests for Information
RFP	Request for Proposal
STIP	Statewide Transportation Improvement Program
USC	U.S. Code
USDOT	U.S. Department of Transportation
USDOE	U.S. Department of Energy
WAN	Wide-Area Network

1 Introduction

1. Updates from 2023 Plan:

- *Made minor edits to reflect the new plan year.*
- *Made minor changes to remove specific dates and replaced those dates with language stating that the plan would be updated annually.*

The Mississippi Electric Vehicle Infrastructure Deployment Plan, herein referred to as the Plan, is written in response to the Bipartisan Infrastructure Law's[i] (BIL's) National Electric Vehicle Infrastructure (NEVI) Formula Program. The NEVI Formula Program is providing federal funding to all 50 states to invest in America's electric vehicle (EV) charging infrastructure network in an effort to support convenient, reliable, affordable, and equitable deployment of EV infrastructure for all users. The Plan provides the roadmap the Mississippi Department of Transportation (MDOT) intends to follow in administration of Mississippi's portions of the federal NEVI Formula Program funding.

The NEVI Formula Program Guidance was released on February 10, 2022. The program requested each state to submit Alternative Fuel Corridor (AFC) Nominations by May 13, 2022, followed by an EV infrastructure deployment plan by August 1, 2022, describing how the State intends to use its apportioned funds. Mississippi met both deadlines, and its first Electric Vehicle Infrastructure Deployment Plan was approved by FHWA on September 14, 2022.

On February 28, 2023, FHWA published the National Electric Vehicle Standards and Requirements (23 CFR 680) in the Federal Register, setting the minimum standards and requirements for projects funded under the NEVI Program. In order to continue to receive NEVI Formula Program funds, Mississippi is required to annually develop an FHWA-approved Electric Vehicle Infrastructure Deployment Plan that incorporates and identifies relevant additions and modifications made since the prior year's Plan approval.

Following the guidance, and leading the effort, MDOT developed the 2024 Plan in coordination with stakeholders and the public. Stakeholders included surrounding states' departments of transportation, the Mississippi Department of Environmental Quality (MDEQ), the Mississippi Development Authority (MDA), the Mississippi Energy Institute (MEI), the Mississippi Public Service Commission (MPSC), the Mississippi Public Utilities Staff (MPUS), and major electric utilities providers. Additionally, MDOT coordinated with external and internal stakeholders, including the state's three Metropolitan Planning Organizations (MPOs), the Memphis MPO (which extends into northern Mississippi), MDOT's Freight Advisory Committee (FAC), and MDOT's Planning, Public Transit, Maintenance, Civil Rights, and IT Divisions in development of the Plan. MDOT has also taken several steps to engage with the public, including county and city officials in urban, rural, and underserved or disadvantaged communities (DACs), tribal governments, and other interested parties through a variety of means.

As with previous year (2022 and 2023) plans, Mississippi's 2024 Plan is intended to provide reliable, accessible, and equitable access to EV charging infrastructure for travelers across the state and lays out

several high-level and outcome-oriented goals that the State will follow in achieving this mission. The Plan discusses existing and future conditions and lays out the state's needs. Although Mississippi currently has a low EV adoption rate, MDOT's implementation of the NEVI Formula Program will serve to support the current and future demands of EV owners and will work to reduce range anxiety. Mississippi's warm climate and flat terrain lend themselves to easily incorporate EVs into the state's existing transportation system, boosting the economy and clean energy usage in Mississippi communities. The Plan highlights the importance of installing resilient charging stations along evacuation routes, so EV owners have reliable fueling opportunities in emergency weather events like hurricanes, which frequently pose risks to Mississippi.

The Plan includes strategies for contracting that MDOT may use to administer Mississippi's portions of the federal NEVI Formula Program funding. Additionally, the Plan discusses potential deployment and implementation strategies, provides an initial analysis of Mississippi's pending EV AFCs, and summarizes possible program evaluation metrics by which the success of the program may be measured. The Plan also includes sections detailing considerations of equity, civil rights, and labor and work force development, emphasizing the importance of equity and accessibility of EV infrastructure for all Mississippians.

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

MDOT is currently working towards developing a detailed course of action for EV charging station deployment. Table 1-1 provides a project timeline.

Table 1-1: Program Timeline

Year 1	Year 2	Year 3	Year 4	Year 5+	FFY Q
• Identified routes for inclusion as EV AFCs • Submitted EV AFCs in Round 6 nominations. • Identified DACs • Began NEVI outreach efforts and stakeholder involvement. o Launched Website o Conducted Surveys o Engaged EV/EVSE industry, public utilities, and state regulators. o Engaged with MPOs, municipalities, and Local/State/Federal stakeholders. o Developed engagement strategies with DACs. • Submitted initial NEVI Plan	• Drafted RFI for EV infrastructure industry comment • Began development of an Interactive EV Charging Infrastructure Location Map • Began RFP process for NEVI Program Manager • Continued NEVI outreach efforts and stakeholder involvement • Refined engagement strategies with DACs o Deployed community engagement survey o Conducted in person location selection map. • Submitted NEVI Plan Year 2 update	• Issue RFP for a NEVI Program Manager • Evaluate RFI for EV infrastructure industry comment • Begin RFP process for development of EV infrastructure installation.	• Deploy Interactive EV Charging Infrastructure Location Map • Issue RFP for EV Infrastructure deployment	• Identify gaps and continue to meet program vision and goals. • Reevaluate MDOT NEVI Program and AFCs	FFY Q1
			• Select and award EV infrastructure contract. • Begin to execute contracts for selected sites	• Begin RFP process for Round 2 deployment of EV infrastructure installation.	FFY Q2
			• NEPA and ROW Coordination • Install awarded EV stations • Continue to execute contracts for selected sites	• Refine RFP for Round 2 deployment of EV infrastructure installation.	FFY Q3
			• Continue to install awarded EV stations	• Anticipated to release RFP for Round 2 deployment of EV infrastructure installation.	FFY Q4
• Refine Engagement strategies with DACs. • Continue NEVI outreach efforts and stakeholder involvement. • Update NEVI Yearly Plan					Year Around

1.1 Updated from Prior Plan

The below list identifies sections of the Plan which have been updated from the prior fiscal year's Plan, along with a summary of the nature of the update. All sections were updated to reflect the NEVI Formula Plan Guidance and the National Electric Vehicle Infrastructure Standards and Requirements (23 CFR 680). Additionally, each of the sections were updated to be Section 508 Compliant.

Introduction

- Made minor edits for clarity and updated verbiage to reflect current year status.
- Updated Table 1-1: Program Timeline to reflect changes to the RFI process on page 3.

State Agency Coordination

- **No Change.**

Public Engagement

- Updated Table 3-1 on Page 8.
- Made minor edits for clarity.
- **Updated the Utility Engagement section to comply with the NEVI Guidance Formula Program (Update) [https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf] on Page 14.**
- **Updated Community Engagement Report to include activities in FY 2024.**
- Moved the 2023 Survey Data Results to Appendix D. The 2024 Survey Data Results will be shown in Appendix A.

Plan Vision and Goals

- Made minor edits for clarity.
- Added a column to Table 4-1 to specifically list Year 3 Goals, which had previously been included in goals for Years 3-5.

Contracting

- Made minor edits for clarity.
- Added and Updated two tables to follow the NEVI Guidance Formula Program (Update)
  - **Table 5-1: Status of Contracting Process on Page 18.**
  - **Table 5-2: Awarded Contracts on Page 18.**
- Added Table 5-3 to show the scoring criteria for the Procurement Evaluation on Page 19.

Civil Rights

- **No Change.**

Existing and Future Conditions

- *Table 7-1 (Page 25) and Figure 7-2 (Page 24) were updated to reflect the current number of existing charging stations throughout the state.*
- *Removed redundant statement on page 25.*

EV Charging Infrastructure Deployment

- Made minor edits for clarity.
- **Added one section to follow the NEVI Guidance Formula Program (Update)**
  - **8.3 Planning Toward a Fully Built-Out Determination on Page 40**
- **Moved Table 8-4 from section 8.2 to 8.1**
- Updated Table 8-2 (Page 37) and Table 8-5 (Page 42) to show the minimum number of charging stations needed.

Implementation

- **No Change.**

Equity Considerations

- Made minor edits for clarity.
- **Added Figure 10-2 (Page 48) to show the CEJST Map.**

- **Edited table listing potential NEVI benefits and measures. Table 10-1, Page 52 after last paragraph.**
- Added additional information to Section 10.1 regarding the STIP meetings (Page 49).

Labor and Workforce Considerations

- Made minor edits for clarity.
- **Added the confirmation of intent to comply with 23 CFR 680.106(j) on Page 55 Paragraph 2.**
- **Updated number of electricians recognized by the Bureau of Labor Statistics on Page 55 Paragraph 2.**

Physical Security and Cybersecurity

- **No Change.**

Program Evaluation

- **No Change.**

Discretionary Exemptions (if any)

- **No Change.**

2 State Agency Coordination

Continued state agency coordination from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on State Agency Coordination.

MS EV Infrastructure Deployment Plan.pdf

3 Public Engagement

Updates from 2023 Plan:

- *Updated Table 3-1 on Page 8.*
- *Made minor edits for clarity.*
- ***Updated the Utility Engagement section to comply with the NEVI Guidance Formula Program (Update)[https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf] [Page 13].***
- ***Updated Community Engagement Report to include activities in FY 2024.***
- *Moved the 2023 Survey Data Results solely to Appendix A. The 2024 Survey Data Results will be shown in Appendix D.*

Initial public engagement and outreach efforts were geared toward increasing awareness of the program, learning about industry needs and gaps, and identifying existing and potential risks and barriers to EV charging infrastructure installation. The public engagement for the year 3 Plan update continued to focus on the engagement of disadvantaged communities (DACs), updates from Final rules (National Electric Vehicle Standards and Requirements (23 CFR 680)), and state policy changes. MDOT has taken several steps to engage with the public, including private-sector companies, freight representatives, utilities, MPOs, county and city officials in urban, rural, and underserved or disadvantaged communities (DACs), tribal governments, and other interested parties. This included both informal calls and more formal meetings that were both in person and virtual. MDOT has considered the input received from the previous year's public online survey. The results from 2022 and 2023's public online surveys can be found in Appendix C.

In 2022, MDOT identified seven corridor-pending EV AFCs. All AFCs traverse or serve DACs in some capacity. In the past two years, MDOT has worked to inform DACs of the program. This year the intent was to continue to expand engagement efforts to include DACs and other relevant stakeholders to make informed decisions regarding the program.

3.1 Community Engagement Outcomes Report

Through this year's (2024) engagement, MDOT continued working to identify key topics through discussion with each of the various stakeholder groups, DACs, and the public to efficiently gather input as the Plan is updated annually. MDOT is working to deploy an interactive location map to collect additional input on potential site locations and gather public comments, further improving the engagement process.

This year (2024) MDOT released a third survey titled "MDOT's EVI Program Engagement FY 25". Information from this survey, along with conversation with disadvantaged communities and leaders has provided information to assist in making informed decisions going forward specifically geared toward location, scoring criteria, and program evaluation.

Table 3-1 lists the engagements where MDOT has informed stakeholders, groups, and organizations about the state's NEVI program. (Shown in **bold** are groups or coordination efforts that support the goal of the Justice40 Initiative.) More details regarding these engagements are described later in this section.

Note: The Justice40 Initiative establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean-energy infrastructure are distributed to DACs.

Table 3--3-1: Stakeholder Engagement

Engagement	Forum	Date	Stakeholders/Participants*
Utility Meetings	Meeting: Virtual	July 2024 - August 2024	MPSC, MPUS, MEI, and state utility representatives
Hattiesburg Petal-Forrest-Lamar (HPFL) STIP	Meeting: In Person	July 2024	HPFL MPO, FHWA, MDOT Planning, MDOT District 6, MDOT Local Public Agency (LPA), local representatives from municipalities within the MPO boundaries, and county representatives from Forrest and Lamar Counties.
Central Mississippi Planning and Development District (CMPDD) STIP	Meeting: In Person	July 2024	CMPDD MPO, FHWA, MDOT Planning, MDOT District 5, MDOT Local Public Agency (LPA), local representatives from municipalities within the MPO boundaries, and county representatives from Madison, Hinds and Rankin Counties.
Batesville STIP	Meeting: In Person	July 2024	The City of Batesville, FHWA, MDOT Planning, MDOT District 2, MDOT Local Public Agency (LPA), local representatives from municipalities within the MPO boundaries, and county representatives from Panola County.
Clean Cities and Communities Coalition to Serve MS	Meeting: In Person and Virtual	June - August 2024	Alabama Clean Fuels Coalitions (ACFC), Tennessee Valley Authority (TVA), East Tennessee Clean Fuels Coalition, Mississippi State University, CAVS, Entergy, MDEQ, Southern Company, Nissan, Mississippi Office of Energy, Taylor, HyStor Energy, Hinds Community College, Stribling Equipment, Propane, Center of Transportation and the Environment (CTE), Blue Bird Corporation
Southeastern Region Electric Vehicle (EV) Collaborative	Meeting: In Person and Virtual	June 2024	MDOL, DOL, MDES, ETA, CAVS, MDA, Mississippi Energy and Natural Resources Division, Mississippi State University
Gulf Coast Regional Planning Commission (GRPC) STIP	Meeting: In Person	June 2024	GRPC, FHWA, MDOT Planning, MDOT District 6, MDOT LPAs, local representatives from municipalities within the MPO boundaries, county representatives from Hancock, Harrison, and Jackson Counties
Mississippi Association of Supervisors (MAS)	Exhibit: In Person	June 2024	County Supervisors statewide
Mississippi Municipal League (MML)	Exhibit: In Person	June 2024	Mayors, aldermen, and county officials statewide
Freight Advisory Committee (FAC)	Meeting: In Person and Virtual	June 2024	FAC faciliatory
State Agencies Coordination	Meeting: In Person	May 2023	FHWA, MPSC, MPUS, MDA, and MDEQ

Engagement	Forum	Date	Stakeholders/Participants*
Memphis Metropolitan Planning Organization	Meeting: In Person	May 2023	Memphis MPO, FHWA, MDOT Planning, MDOT District 2, MDOT LPA, local representatives from municipalities within the MPO boundaries, representatives from Shelby, Desoto, Marshall, and Fayette Counties
Mississippi Automotive Manufacturers Association (MAMA)	Webinar: In Person and Virtual	March 2023	Mississippi Automotive Manufacturers Association (MAMA)
Mississippi Native American Consultation	Webinar: In Person and Virtual	December 2022	Federally-recognized Tribal Nation with land interest in Mississippi-FHWA, MDOT, MDEQ, and MDAH
Mississippi Public Service Commission (MPSC) Work Session	Meeting: In Person	September 2022	MPSC, MPUS, MEI, and state utility representatives

*List includes those invited or typical attendees.

Community Engagement Survey Results

Results from previous surveys can be found in the 2023 MS EV Infrastructure Deployment Plan.

MS EV Infrastructure Deployment Plan.pdf

In 2024, MDOT conducted a third survey, MDOT's EVI Program Engagement FY 25, to gather public input on electric vehicles and electric vehicle infrastructure and to engage the community in discussions about these topics. The intent of this survey was to further assist MDOT in its decision-making processes, refine goals and program targets, and identify program benefits and measures specially towards Justice40 communities. Specific key metrics were identified to help further the EVI program in MS. The results of this survey can be found in Appendix D.

Stakeholders Involved in Plan Development

Continued stakeholder involvement from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on stakeholder involvement.

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MDOT participated in the Southeastern Region Electric Vehicle (EV) Collaborative hosted by the Mississippi Department of Employment Security (MDES). Additionally, MDOT is working with Mississippi State Universities (MSU) Center for Advanced Vehicler Systems (CAVS) center as they work to reestablish the Mississippi Clean Cities and Communities Coalition. Both the MDES and CAVS center have been added to MDOT's list of stakeholders.

Public Outreach

Continued public outreach from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on public outreach.

MS EV Infrastructure Deployment Plan.pdf

In an effort to fully engage with the public, MDOT has continued to present the Plan at numerous public agency meetings, state agency meetings, and professional society meetings. Additionally, MDOT has distributed the "MDOT's EVI Program Engagement FY 25" to obtain feedback specifically from those who live in and represent disadvantaged communities. The results gathered from this survey will also be used to help in the decision-making process for scoring criteria, program evaluation, and future community engagement.

As shown in Table 3-1 above, MDOT has presented information about the Plan and NEVI Formula Program at Statewide Transportation Improvement Program (STIP) public meetings for all three state MPOs (CMPDD, HPFL, and GRPC) and the Memphis MPO (hosted in Batesville, MS). These meetings are open to the public and include mayors, county officials, and city officials from all areas within the MPOs. During these meetings, MDOT provided an overview of the NEVI Formula Program, elicited feedback through survey participation, and discussed the timeline for federal funding and current and future activities to develop this Plan.

In addition to the STIP presentations, statewide engagement was pursued through participation in Mississippi's Native American Tribal Consultation, the Mississippi Automotive Manufacturers Association (MAMA), the Mississippi Municipal League (MML), and the Mississippi Association of Supervisors (MAS). Engagement through these events was intended to educate others and build relationships with DAC leaders, residents of rural areas, and other groups to allow for additional participation in the future and enhance public engagement efforts through the online survey. Details regarding these engagements is provided below.

3.2 Tribal Engagement

Continued tribal engagement from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Tribal Engagement.

MS EV Infrastructure Deployment Plan.pdf

MDOT intends to give a NEVI update at the next Mississippi Native American Consultation planned for this Fall, 2024.

3.3 Utility Engagement

The four main electric utility providers for the state of Mississippi are Entergy, Mississippi Power Company, the Tennessee Valley Authority, and Cooperative Energy. In addition to these, many smaller companies and municipalities also provide power within the state, as shown in Appendix B, Figure B1.

Continued utility engagement from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Utility Engagement.

MS EV Infrastructure Deployment Plan.pdf

In Year 3 of the Plan, two Utility Coordination Meetings were held on July 26, 2024, and August 9, 2024. These virtual meetings hosted utility representatives across the state to gather information and feedback on the NEVI procurement program design and application process. The Program Engagement through these events intended to educate, obtain feedback, and continue to build relationships.

3.4 Site-Specific Public Engagement

Currently there has not been any site-specific public engagements. Once potential sites are selected, the appropriate public engagement strategy will be identified at that time.

To ensure the efficient delivery of on-going operations and maintenance activities once sites are selected, MDOT will establish standards for cost, charger performance, and reliability. MDOT will track performance through scheduled electronic reporting throughout the life of the NEVI program in order to hold vendors accountable.

4 Plan Vision and Goals

Updates from 2023 Plan:

- *Made minor edits for clarity.*
- *Added a column to Table 4-1 to specifically list Year 3 Goals, which had previously been included in goals for Years 3-5.*

In compliance with the NEVI Formula Program Guidelines, the Mississippi Department of Transportation has collaborated and refined their vision, mission, and goals for this Plan in compliance with the NEVI Formula Program guidelines. The vision statement encapsulates MDOT's objectives regarding EV infrastructure, and the mission statement lists core values that will be adhered to during EV infrastructure deployment. The goals provide overall guidance for developing strategies and deploying projects. The vision, mission and goals for the program are summarized below:

Vision

"Position Mississippi to be active in the deployment of EV charging infrastructure within the state."

Mission

"Provide reliable, accessible, and equitable EV charging infrastructure across the state of Mississippi."

Goals

The Plan has the overall goal of deploying a comprehensive EV charging network along Mississippi's main interstates. These goals will support the establishment of an interconnected network that will facilitate data collection, equitable access, and network reliability. This overall goal has been broken down into six smaller categories: Charging Infrastructure, Economy, Policy, Awareness, Social, and Evaluation. The six categories are outlined in detail by year to show the ongoing progress toward the overall goal. The six goals are displayed in Table 4-1 below. Goals that have been completed are shown in **red**. Goals that are in progress are shown in *blue*. Planned goals are shown in black.

Table 4--4-1: Overall Program Goal

Goal Category	Overall Goal	Year 1 Goals	Year 2 Goals	Year 3 Goals	Year 4-5 Goals
Charging Infrastructure	Establish a public charging infrastructure that enables Mississippi residents and visitors to drive and charge an EV as they travel, working toward eliminating EV range anxiety.	**Identify routes for inclusion as EV AFCs, either as corridor pending or corridor ready corridors.**	**Identify potential locations for EV charging stations that comply with current and future NEVI requirements.**	*Identify potential locations for EV charging stations that comply with current and future NEVI requirements.* *Develop RFP(s) for EV charging infrastructure deployment. From RFP award, ensure stations are constructed and*	*Identify potential new locations for EV charging stations that comply with current and future NEVI requirements.* *Establish a plan to develop existing corridor pending routes into corridor ready routes.* Issue RFP(s) for EV charging infrastructure deployment. From RFP

Goal Category	Overall Goal	Year 1 Goals	Year 2 Goals	Year 3 Goals	Year 4-5 Goals
				operable within a reasonable time frame.	award, ensure stations are constructed and operable within a reasonable time frame. Implement the master planning schedule to deploy the NEVI Formula Program EV charging infrastructure
Economy	Consistent with Buy America, support the creation of economic opportunity through the deployment of EV infrastructure.	**Perform industry outreach to EVSE and utility providers to gain cost estimates of NEVI compliant EV charging infrastructure.**	*Monitor the EVSE industry and other states' deployment costs to ensure MDOT is maximizing efficient use of federal funds.*	*Monitor the EVSE industry and other states' deployment costs to ensure MDOT is maximizing efficient use of federal funds.*	Monitor the EVSE industry and other states' deployment costs to ensure MDOT is maximizing efficient use of federal funds. Work with state partners to provide EVITP and other necessary training.
Policy	Identify and evaluate consistent, innovative, and supportive policies across Mississippi at the state, county, city, and utility levels.	**Identify current barriers that may prevent MDOT from meeting NEVI requirements during EV infrastructure deployment.**	**Work to remove barriers that may prevent MDOT from meeting NEVI requirements during EV infrastructure deployment.**	*Monitor policies and regulations to ensure MDOT is meeting NEVI Formula Program guidelines and state, federal, local, and industry requirements.*	Reevaluate barriers that may prevent MDOT from meeting NEVI requirements during EV infrastructure deployment. Follow all current and future NEVI Formula Program guidelines and federal, state, and local requirements.
Awareness	Provide awareness of NEVI Formula Program opportunities and Mississippi's implementation efforts.	**Launch a website and conduct a survey.**	*Monitor the website and survey results.*	*Monitor the website and survey results.* *Deploy an interactive location map.*	Monitor the website and survey results.
Social	Ensure the deployment of EV infrastructure is equitable.	**Identify DACs.** **Engage with MPOs, municipalities, and local/ state/federal stakeholders.** **Perform public engagement, including**	*Engage with MPOs, municipalities, and local/ state/federal stakeholders.* *Engage with the EV/EVSE industry, public utilities, and state regulators.*	*Engage with MPOs, municipalities, and local/ state/federal stakeholders.* *Engage with the EV/EVSE industry, public*	Engage with MPOs, municipalities, and local/state/federal stakeholders. Engage with the EV/EVSE industry, public utilities, and state regulators. Perform community and public

Goal Category	Overall Goal	Year 1 Goals	Year 2 Goals	Year 3 Goals	Year 4-5 Goals
		developing engagement strategies with DACs.	**Perform community and public engagement to define measurable benefits of deploying EV charging infrastructure in Mississippi, including the DAC areas.**	*utilities, and state regulators.* **Perform community and public engagement to define measurable benefits of deploying EV charging infrastructure in Mississippi, including the DAC areas.**	engagement to refine the benefits of deploying EV charging infrastructure in Mississippi, including the DAC areas. Adjust deployment strategies according to future NEVI requirements and feedback received from stakeholders, MPOs, DACs, and public outreach.
Evaluation	As required by guidance, MDOT will develop a framework to collect and evaluate station usage information from equipment owners and adjust the network as needed based on the collected data.	**Coordinate with equipment owners to establish a framework of factors that will be evaluated from the EV charging stations.**	**Coordinate with equipment owners to establish a framework of factors that will be evaluated from the EV charging stations.**	*Establish a plan to collect and store relevant factors to be used to evaluate station usage information.* *Based off the equipment owner recommendations, the chosen data factors will begin to be collected and the station usage information will be evaluated for progress and improvements.* *Coordinate with equipment owners to establish a framework of factors that will be evaluated from the EV charging stations.*	Based off the equipment owner recommendations, the chosen data factors will begin to be collected and the station usage information will be evaluated for progress and improvements. Using this data, the EV charging stations will be ever evolving.

KEY: **Completed Goal**
Goal in Progress
Planned Goal

5 Contracting

Updates from 2023 Plan:

- *Made minor edits for clarity.*
- *Added two tables to follow the NEVI Guidance Formula Program (Update)*
  - *Table 5-1: Status of Contracting Process on Page 18.*
  - *Table 5-2: Awarded Contracts on Page 18.*
- *Added Table 5-3 to show the scoring criteria for the Procurement Evaluation on Page 19.*

MDOT is currently considering various methods for contracting with private entities on a competitive basis for the installation, operation, maintenance, and reporting of EV charging infrastructure funded through the NEVI Formula Program. With the passage of Senate Bill 2562, Mississippi authorized the use of Public-Private Partnerships (P3's) for state and local transportation projects. With this new legislation, the current project delivery methods under consideration include:

- Design-Build
- Public Private Partnerships
- Grant Programs

For MDOT, it is important that potential partners deliver EV charging infrastructure in a manner that leads to an efficient and effective deployment. Additionally, MDOT intends to design their contracting and procurement approach to be in line with the following goals:

- Comply with all existing local, state, and federal laws, as well as NEVI Formula Program requirements, guidelines and program and Plan goals.
- Efficiently maximize the use of federal funding
- Minimize the number of contracts to be maintained, without jeopardizing the number of bidders and competition.
- Ensure that the selected contractors/developers provide all data required by the Final NEVI Rules and appropriate engagement with communities is completed.
- Ensure selected contractors/developers implement the plan in such a way that 40 percent of the benefits are targeted toward DACs in alignment with Justice40 guidance.
- Ensure that the 3rd party entities contracted to install EV charging infrastructure will engage communities in the locations where the EV charging infrastructure will be sited.

To ensure the efficient delivery of on-going operations and maintenance activities, MDOT will establish standards for cost, charger performance, and reliability. MDOT will track performance through scheduled electronic reporting throughout the life of the NEVI program in order to hold vendors accountable.

5.1 Status of Contracting Process

MDOT is currently developing its RFP, seeking inter-departmental staff review, and following up with MPO's, Utilities, and Vendors. The RFP is planned to be released by October 2024. The specifications shown in Table 5-1 are dependent upon the release of the RFP.

Table 5-1: Contracting Status

Round of Contracting (example: 1st Round of Three)	Number of Proposals or Applications received	Contract Type (design-build-operate-maintain, design-build, or others)	Date Solicitation Released	Date Solicitation Closed	Date of Award
1st Round Planned Release – October 2024	TBD	Design-Build-Operate-Maintain / Grant			

5.2 Awarded Contracts

Table 5-2: Awarded Contracts

Round of Contracting (example: 1st Round of Three)	Award Recipient	Contract Type (design-build-operate-maintain, design-build, or others)	Location of Charging Station	Award Amount	Estimated Date of Operation

At this time MDOT has not solicited any contracts for the state's EVI program. This will be updated upon awards.

5.3 Scoring Methodologies Utilized

MDOT has conducted community surveys with those who live in and/or represent DACs. These surveys are intended to help inform the department of the NEVI program criteria would be the largest benefit to the communities. In addition to the community surveys, MDOT has engaged with leaders across the state to gain feedback on preferred electric vehicle station locations. This ensures feedback was received from all areas across the state of Mississippi. MDOT has used the feedback from the community survey and engagements, along with state and federal laws, and standard practices to develop scoring for solicited contracts. The Mississippi EVI procurement evaluation criteria being considered for the proposal evaluations is shown below:

Table 5-3: Proposed NEVI Procurement Evaluation Criteria

Proposed NEVI Procurement Evaluation Criteria		
Category		**Description**
1	**EV Charging Station Zone Coverage**	Location addresses EV Charging zones on Mississippi AFCs, optimizing equidistant spacing and minimizing the number of chargers needed to meet NEVI requirements.
2	**Project Site Readiness**	Location has sufficient or easily upgradable electric power service. Site is likely to receive low-level categorical exclusion environmental clearance through NEPA.
3	**Location Access**	Location is user-accessible and offers wayfinding signage for drivers to find the site.
4	**Priority Amenities**	Project location maximizes accessible amenities on-site or within safe pedestrian facilities.
5	**Safety** (physical and cybersecurity)	Proposal includes an effective plan for both cybersecurity and physical security.
6	**Justice 40 and Community Engagement**	Proposal incorporates Justice40 program equity benefits.
7	**Innovation & Future Proofing**	Proposal outlines an effective plan for innovation and future proofing, such as including NACS and other emerging technologies.
8	**Project Team Experience**	Project team includes individuals or entities experienced in EV charging infrastructure projects.
9	**Project Non-Federal Match**	Project maximizes non-federal match provided.
10	**Project Cost-Effectiveness**	Proposal provides a detailed budget that is reasonable, sufficient, and cost-effective.

5.4 Plan for Compliance with Federal Requirements

MDOT will ensure contractors comply with 23 U.S.C., 23 CFR 680, and all applicable requirements under 2 CFR 200, by meeting all relevant federal and state laws that could potentially impact the contracting and procurement of projects under NEVI Formula Funds. Based on MDOT's review, the federal and state laws include, but are not limited to:

- Build America, Buy America Act (Public Law 117-58, § 70901-52)
- The National Environmental Policy Act (NEPA; 42 U.S. Code [USC] § 4321)
- The Clean Air Act (42 USC § 7401)
- Transportation Improvement Program rules and regulations (23 CFR 450.326)
- STIP rules and regulations (23 CFR 450.218)

- Uniform Relocation Assistance & Real Property Acquisition Policies Act (42 USC § 4601)
- Federal Acquisition Regulations (48 Code of Federal Regulations [CFR] 1)
- Highway Funding Regulations (CFR Title 23 Chapter 1)
- Public Utility and Carriers [Miss. Code Ann.§ 77]
- Authority and Powers of the Commission [Miss. Code Ann. § 65-1-8]

Additionally, MDOT has also reviewed the Final NEVI Rules (23 CFR 680) released by the FHWA on February 28th, 2023, to confirm the current approaches to contracting follow any updated guidance.

6 Civil Rights

Continued civil rights from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Utility Engagement.

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7 Existing and Future Conditions Analysis

Updates from 2023 Plan:

- *Table 7-1 (Page 25) and Figure 7-2 (Page 24) were updated to reflect the current number of existing charging stations throughout the state.*
- *Removed redundant statement on page 25.*

7.1 Alternative Fuel Corridor (AFC) Designation

Continued alternative fuel corridor (AFC) designation from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Alternative Fuel Corridor (AFC) Designation.

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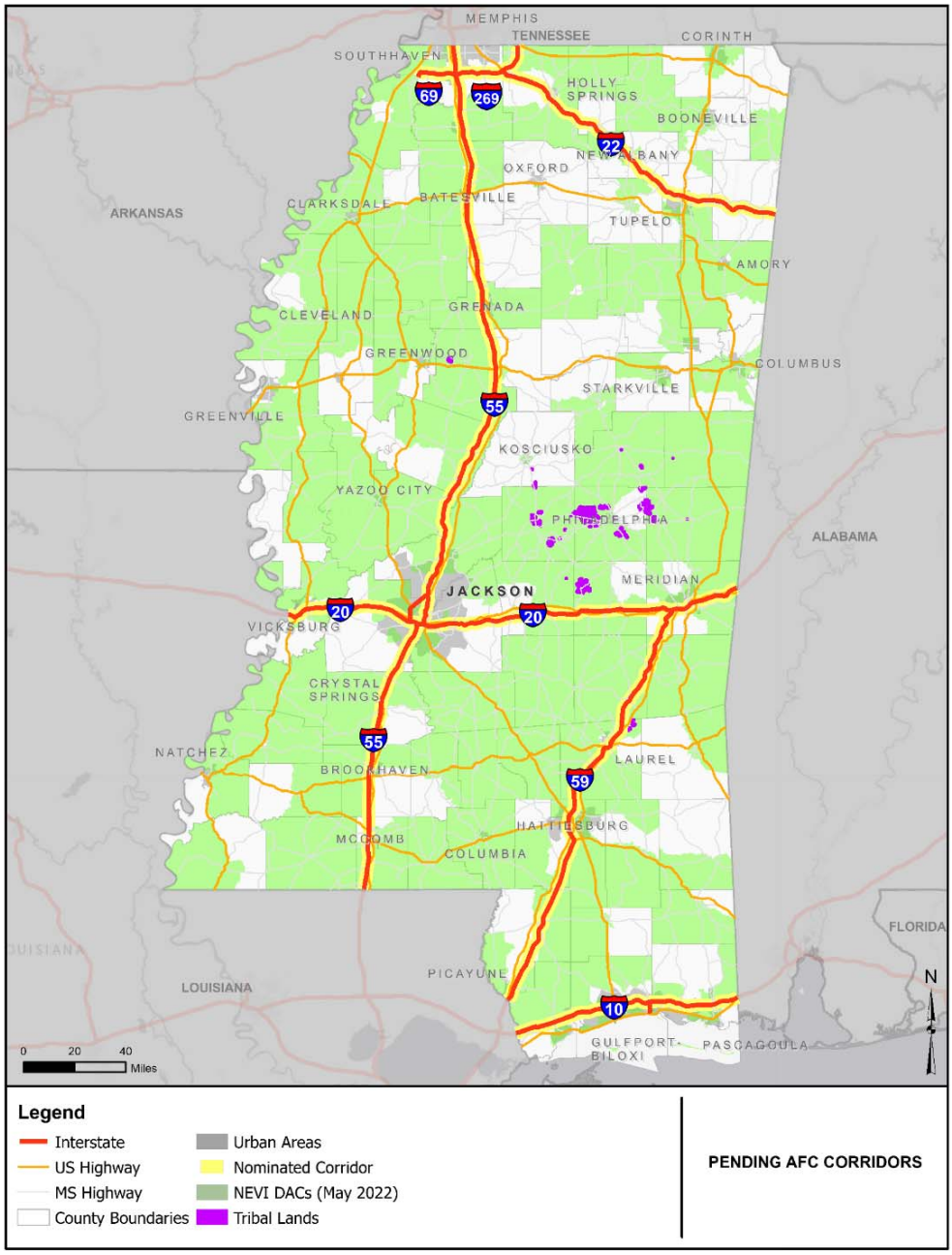
Figure 7-1: AFCs in the State



7.2 Existing Charging Stations

While the State has not deployed DCFC stations widely, DCFC stations are needed to: (1) support long-distance interregional travel to create a national network of EV charging; and (2) provide an opportunity for further EV penetration because DCFC can reduce charge time. Two stations in Mississippi are believed to be fully compliant with NEVI standards, but further review is needed. These chargers are marked as "Mostly Compliant" on the map and table that follow. Figure 7-2 shows the location of existing public Level 2

and DCFC EV charging stations. Detailed information of existing charging locations can be found in Table 7-2 and in Appendix B, Table B-2.

The NEVI Formula Program Guidance (Update) stations state that for stations to be considered creditable NEVI stations they must meet the below requirements:

Table 7-1: Charging Station Criteria

Requirement #	Criteria
1	Publicly Accessible
2	Include at least four 150kW Direct Current Fast Chargers with CCS Type 1 ports
3	Be capable of simultaneously charging four EVs at 150kW or above at each port, with a minimum station power capability at or above 600kW
4	Meet the minimum standards and requirements as described in 23 CFR 680.104, 23 CFR 106(b), 23 CFR 680.106(c), 23 CFR 680.106(d), 23 CFR 680.106(e), 23 CFR 680.106(f), 23 CFR 680.106(g), 23 CFR 680.106(h), 23 CFR 680.106(i), 23 CFR 680.106(k), 23 CFR 680.106(l), 23 CFR 680.108, 23 CFR 680.110, 23 CFR 680.114, and 23 CFR 680.116

Figure 7-2 shows the location of existing public EV charging stations, and detailed information of existing charging locations can be found in Table 7-2 and in Appendix B, Table B-2. The required criteria each station must meet are listed in Table 7-2 in column 6. In column 5, a 'Non-Networked' designation is for EV charging stations that are not part of an EVSE network, but still provide power.

Table 7-2: Existing Charging Station Locations

STATE EV CHARGING LOCATION/UNIQUE ID	ROUTE	LOCATION STREET ADDRESS	NUMBER OF CHARGING PORTS	EV NETWORK	MEETS ALL RELEVENT REQUIREMENTS IN 23 CFR 680?	INTENT TO COUNT TOWARDS FULLY BUILT OUT DETERMINATION
187281	I-10	3586 Sangani Boulevard D'Iberville, MS	12	Tesla	1,3 4 (unknown)	Not Known
225839	I-20	4116 Washington Street Vicksburg, MS	12	Tesla	1,3 4 (unknown)	Not Known
102256	I-55	2030 Sunset Dr Grenada, MS	8	Tesla	1,3 4 (unknown)	Not Known
102257	I-20	1210 Bonita Lakes Drive Meridian, MS	8	Tesla	1,3 4 (unknown)	Not Known

102258	I-20	200 Bass Pro Drive Pearl, MS	8	Tesla	1,3 4 (unknown)	Not Known
102259	I-22	1001 Barnes Crossing Rd Tupelo, MS	8	Tesla	1,3 4 (unknown)	Not Known
153420	I-55	1432 Delaware Avenue McComb, MS	8	Tesla	1,3 4 (unknown)	Not Known
261460	I-55	150 Goodman Rd W Southaven, MS	8	Tesla	1,3 4 (unknown)	Not Known
170338	I-10	10000 Factory Shops Blv Gulfport, MS	6	Electrify America	1,2,3 (4 unknown)	Not Known
279485	I-20	2711 Greenway Drive Jackson, MS	6	Electrify America	1,2,3 (4 unknown)	Not Known
260468	I-55	1685 High St Jackson, MS	4	EV Connect	1,2,3 (4 unknown)	Not Known
257705	I-55	1685 High St Jackson, MS	2	Non-Networked	1 (4 unknown)	Not Known
332153	I-20	11123 HWY 49N GULFPORT, MS	2	EV Connect	1 (4 unknown)	Not Known
165444	I-55	371 Goodman Rd E Southaven, MS	1	Non-Networked	1 (4 unknown)	Not Known
207935		1217 MS-39 Meridian, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
237330	I-55	1016 Highland Colony Pkwy Ridgeland, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
237331	I-55	1016 Highland Colony Pkwy Ridgeland, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
252197	I-20	2950 South Frontage Road Vicksburg, MS	1	EV Connect	1 (4 unknown)	Not Known
262552	I-22	3983 N Gloster St Tupelo, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
302341	I-55	450 Steed Rd Ridgeland, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
302342	I-55	450 Steed Rd Ridgeland, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
322262	I-55	700 Adcock St. Ridgeland, MS	1	EV Connect	1 (4 unknown)	Not Known

325036	I-55	237 State Hwy 7 Frontage Rd Grenada, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
331939	I-22	101 Dempsey Rd. Byhalia, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
331940	I-22	101 Dempsey Rd Byhalia, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
349814	I-22	3168 Commonwealth Blvd Tupelo, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
349815	I-22	3178 Commonwealth Blvd Tupelo, MS	1	ChargePoint Network	1 (4 unknown)	Not Known
350365	I-20	373 HIGHWAY 49 SOUTH RICHLAND, MS	1	NOODOE	1 (4 unknown)	Not Known

Table 7-2 was updated as of July 19, 2024.

State Geography, Terrain, Climate, and Land-Use Patterns

Continued state geography, terrain, climate, and land-use patterns from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on State Geography, Terrain, Climate, and Land-Use Patterns.

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Extreme Weather Events

Continued extreme weather events from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Extreme Weather Events.

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Land-Use Patterns

Continued land-use patterns from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Land-Use Patterns.

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

Continued state travel patterns, public transportation needs, freight and other supply chain needs from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on State Travel Patterns, Public Transportation Needs, Freight and Other Supply Chain Needs.

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EV Industry Ownership/Availability

Continued EV industry ownership/availability from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on EV Industry Ownership/Availability.

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Information Dissemination about EV Charging Station Availability

Continued information dissemination about EV charging station availability from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Information Dissemination about EV Charging Station Availability.

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Known Risks and Challenges

Continued known risks and challenges from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Known Risks and Challenges.

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8 EV Charging Infrastructure Deployment

Updates from 2023 Plan:

- *Made minor edits for clarity.*
- ***Added one section to follow the NEVI Guidance Formula Program (Update)***
  - ***8.3 Planning Toward a Fully Built-Out Determination on Page 44***
- ***Moved Table 8-4 from section 8.2 to 8.1.***
- *Updated Table 8-2 (Page 37) and Table 8-5 (Page 42) to show the minimum number of charging stations needed.*

MDOT will utilize NEVI Formula Program funding and will likely partner with the private sector to develop the EV charging stations along the AFCs. The first phase will focus on "building out" Mississippi's AFCs. In order to successfully accomplish this, MDOT will focus on providing a seamless customer experience for all users through a convenient, reliable, affordable, and equitable national EV charging network. MDOT intends to make informed decisions when developing selection criteria and deployment areas. MDOT will consider input provided by stakeholders, the public, and communities throughout the state when making these decisions in order to meet the Plan vision and goals. For a corridor to move from pending status to ready status, EV charging stations planned to be upgraded/deployed will be required to comply with the NEVI requirements on page 29 of the NEVI Formula Program BIL Program Guidance. As shown on Table 8-1, an initial analysis using available desktop tools was conducted to identify potential station locations. An in-depth evaluation of Steps 3 and 5 will be conducted post plan approval to further determine the location of potential DC fast charging stations along AFCs.

Table 8-1: NEVI Action Steps

STEP	ACTION
1	Identify existing public DCFC stations, if any, that meet current AFC-ready requirements.
2	Identify gaps of more than 50 miles between DCFCs.
3	Identify potential interchange locations within 25 miles of EV AFC termini.
4	Identify potential DCFC areas to fill spacing gaps. Determine the following for potential DCFC areas: • Which AFCs have three-phase power within 1 mile of the nearest interstate? • Is parking, the parcel area, or the number of parcels adequate to host charging infrastructure in compliance with ADA requirements? Are there adjacent amenities for EV drivers to visit while their vehicles are charging?
5	Identify possible DCFC areas near Justice40 DACs.
6	Allocate a minimum of four charging ports for each charging station.

8.1 Planned Charging Stations

All of the interstates nominated to this point by Mississippi for EV AFCs were approved by FHWA in

2022. No new EV AFCs were proposed in 2023 nor 2024. Based on the requirements of the NEVI Formula Program discussed earlier, MDOT determined the approximate areas of proposed installations as well as the existing EV charging locations that may be upgraded. During the implementation of EV charging infrastructure, EV network providers will work with MDOT, utility companies, and private businesses to finalize the charging infrastructure locations along AFCs. Table 8-2 displays the minimum number of required stations needed along each AFC to meet the NEVI requirement of a station every 50 miles, no more than 25 miles from the EV AFC corridor termini, and at least two along each AFC route.

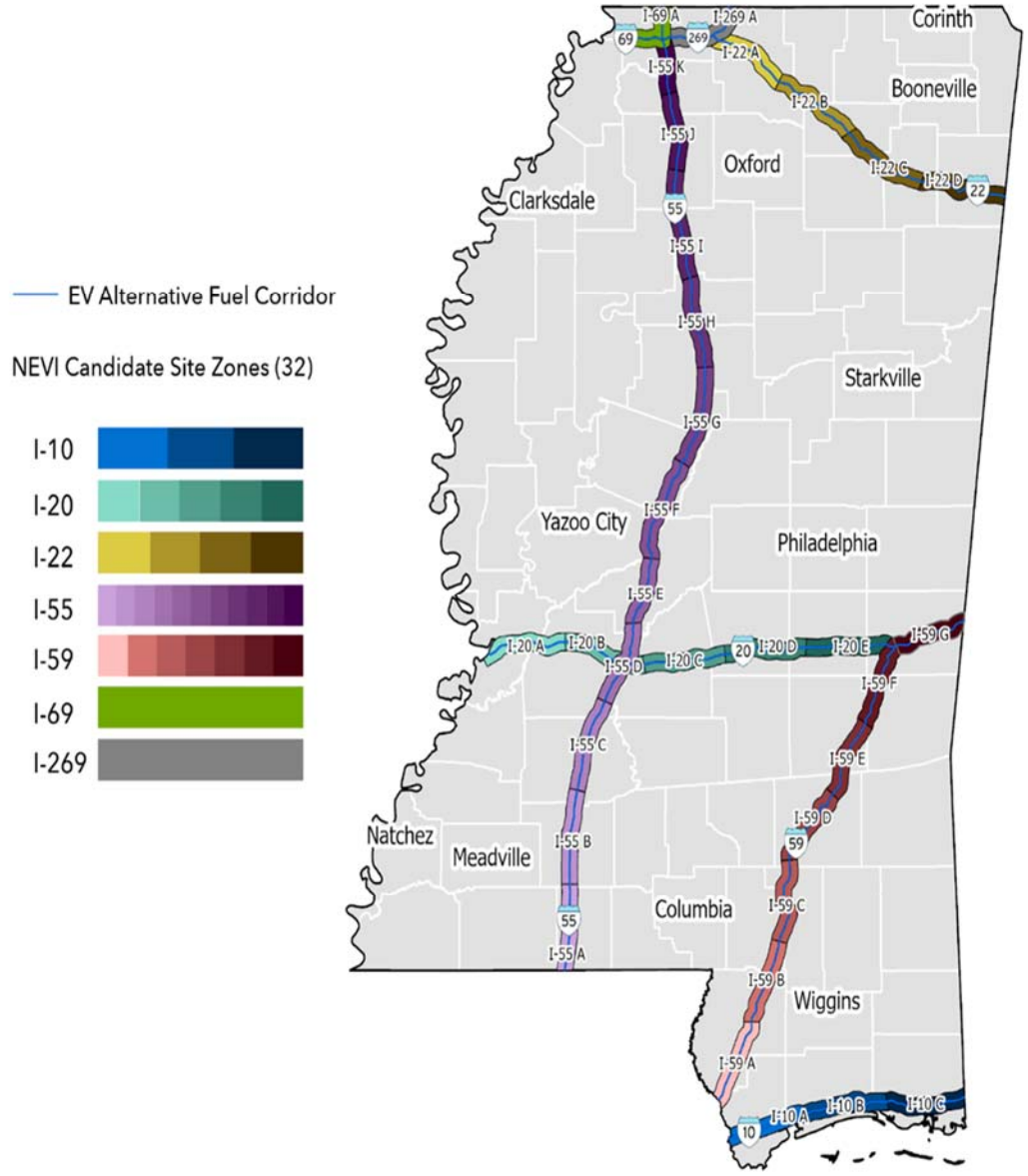
Table 8-2: Minimum Number of EV Charging Stations per Interstate

Interstate	Miles	Minimum Number of Locations
I-10	77.676	3
I-20	131.575	5
I-22	106.7	4
I-55	280.572	11
I-59	171.501	7
I-69	22.395	1
I-269	26.03	1
	Total	**32**

In order to achieve corridor-ready status on all pending AFCs, MDOT intends to meet the required minimum number of stations. Based on initial analysis considering location, current EV charging stations, access to infrastructure, available utilities, and distance to adjacent states, additional locations may be needed. Figure 8-1 displays areas within a 50-mile radius where locations are anticipated. Based on initial analysis, 32 to 35 new stations will be needed in order to meet corridor-ready status for all pending AFCs within the state.

Based on industry outreach to EVSE providers, it was assumed that the average cost to build a new NEVI-compliant site would range from $500K to $1.5M. This cost does not include miscellaneous project costs, alternative energy-source deployment, project and program management, reporting, training, and future-proofing the design to increase the stations' charging capability. During the implementation plan, additional charging infrastructure areas will be added in a manner that makes maximal efficient use of federal funding. These additional locations will be selected by taking into consideration travel patterns and annual average daily traffic, future NEVI requirements and guidelines, high-density areas, evacuation routes/needs, disadvantaged communities, zoning, permitting, and potential future freight and transit EV charging network guidelines, etc.

Figure 8-1: Study Areas for Deploying Charging Stations



Stations Under Construction

MDOT is not aware of any stations under construction. Table 8-3 was included for consistency and will be filled in as stations are constructed.

Table 8-3: Charging Stations Under Construction

State EV Charging Location/ Unique ID	Route (Note if AFC)	Location (Street Address, if Known)	Number of Charging Ports	Estimated Year Operational	Estimated Cost	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26 or FY27+)	New Location or Upgrade?

Planned Stations

The following table, Table 8-4, identifies potential planned stations. This table will be refined over the next year to identify the stations to be deployed first. It is possible some of the existing stations could be upgraded to NEVI standards. That decision will be made between MDOT and the third-party vendors as implementation progresses, with MDOT's ultimate goal being to open up all potential sites in Round 1, assuming the area is biddable.

Table 8-4: Charging Planned Stations

State EV Charging Location/ Unique ID [UNIDEN-TIFIED AT THIS TIME]	Route (Note if AFC)	Location (Street Address, if Known)	Number of Charging Ports	Estimated Year Operational [UNKNOWN AT THIS TIME]	Estimated Cost	NEVI Funding Sources (Choose No NEVI, FY22/FY23, FY24, FY25, FY26 or FY27+) [FUNDING SOURCES ESTIMATED]	New Location or Upgrade?
	I-10	Within 25 miles of LA border	Min. 4		$500K to $1.5M	FY22/23 & FY24+	New Location
	I-10	Within 25 miles of AL border	Min. 4		$500K to $1.5M	FY22/23 & FY24+	New Location
	I-20	Within 25 miles of LA border	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location

	I-20	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-20	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-20	Within 25 miles of AL border	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-22	Within 25 miles of I-269 interchange	Min. 4		$500K to $1.5M	FY26/27+	New Location
	I-22	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY26/27+	New Location
	I-22	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY26/27+	New Location
	I-22	Within 25 miles of AL border	Min. 4		$500K to $1.5M	FY26/27+	New Location
	I-55	Within 25 miles of LA Border	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-55	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-55	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-55	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location

	I-55	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-55	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-55	Within 25 miles of I-69/I-269 Interchange	Min. 4		$500K to $1.5M	FY24 & FY25+	New Location
	I-59	Within 25 miles of LA border	Min. 4		$500K to $1.5M	FY22/23 & FY24/25+	New Location
	I-59	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY22/23 & FY24/25+	New Location
	I-59	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY22/23 & FY24/25+	New Location
	I-59	Within 50 miles of previous station	Min. 4		$500K to $1.5M	FY22/23 & FY24/25+	New Location
	I-59	Within 25 miles of AL border	Min. 4		$500K to $1.5M	FY22/23 & FY24/25+	New Location
	I-69	Within 25 miles of AFC southern termini	Min. 4		$500K to $1.5M	FY26/27+	New Location
	I-69	Within 25 miles of TN border	Min. 4		$500K to $1.5M	FY26/27+	New Location
	I-269	Within 25 miles of I-55 interchange	Min. 4		$500K to $1.5M	FY26/27+	New Location

	I-269	Within 25 miles of TN border	Min. 4		$500K to $1.5M	FY26/27+	New Location

8.2 Planning Toward a Fully Built-out Determination

The following table, Table 8-5, identifies potential planned stations. This table will be refined over the next year to identify the stations to be deployed first. It is possible some of the existing stations could be upgraded to NEVI standards. That decision will be made between MDOT and the third-party vendors as implementation progresses, with MDOT's ultimate goal being to open up all potential sites in Round 1, assuming the area is biddable.

Table 8-5: Fully Built Out Status

How many stations are still needed to achieve Fully Built Out status (bases on the State's EV AFCs as of the date of this update's submission?	26 to 32
Provide the estimated month/year to achieve Fully Built Out status:	FY 2026+

8.3 EV Charging Infrastructure Deployment After Build Out

The states' goal is to use the remaining funding to further build out Mississippi's infrastructure through a multi-tier process. This will be a data driven process to determine priorities and locations by:

- Using public engagement feedback
- Releasing competitive RFPs to award sites
- Using the best practices and lessons learned from the AFC buildout

Funding Sources

Continued funding sources from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Funding Sources.

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Electric Vehicle Freight Considerations

Continued electric vehicle freight considerations from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Electric Vehicle Freight Considerations.

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Public Transportation Considerations

Continued public transportation considerations from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Public Transportation Considerations.

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Infrastructure Deployment Strategy & Fiscal Years 24-26 Infrastructure Deployments

Continued infrastructure deployment strategy & fiscal years 24-26 infrastructure deployments from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Infrastructure Deployment Strategy & Fiscal Years 24-26 Infrastructure Deployments.

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State, Regional, and Local Policy

Continued state, regional, and local policy from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on State, Regional, and Local Policy.

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9 Implementation

Continued implementation from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Implementation.

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10 Equity Considerations

Updates from 2023 Plan:

- *Made minor edits for clarity.*
- ***Added Figure 10-2 (Page 48) to show the CEJST Map.***
- ***Edited table listing potential NEVI benefits and measures. Table 10-1, Page 52 after last paragraph.***
- *Added additional information to Section 10.1 regarding the STIP meetings (Page 49).*

MDOT will follow the NEVI Formula Program guidance regarding equity considerations. The program will support the Justice40 Initiative as a part of Executive Order 14008, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean-energy infrastructure are distributed to DACs.

MDOT's strategy to adhere to the Justice40 goal includes three main components:

- Supporting and facilitating public outreach with rural communities, underserved communities, DACs, and stakeholders, including suppliers and contractors.
- Identifying and investigating EV charging station benefits to ensure that at least 40 percent of the investment benefits DACs.
- Ensuring all potential contractors/workers have equal opportunity to access adequate training. MDOT may utilize its in-house Local Assistance Training Program (LTAP) to provide the necessary training for charging center contractors and districts/division personnel regarding EV charging stations and charge-management software.

According to data from the Argonne National Laboratory (ANL) EV Charging Justice40 Mapping Tool, DACs cover 75% of Mississippi's land area, and 55% of Mississippi's proposed AFC mileage will traverse DACs. MDOT intends to place at least 40% of the NEVI charging stations within DACs. Placement of stations within DAC areas will ensure that the benefits of this program provide a significant boost to the disadvantaged communities in the state. Figure 10-1 and 10-2 presents maps of DACs in Mississippi (ANL) and the Climate and Economic Justic Screening Tool (CEJST).

Figure 10-1: Argonne National Laboratory (ANL) EV Charging Justice40 Mapping Tool Justice40 DACs

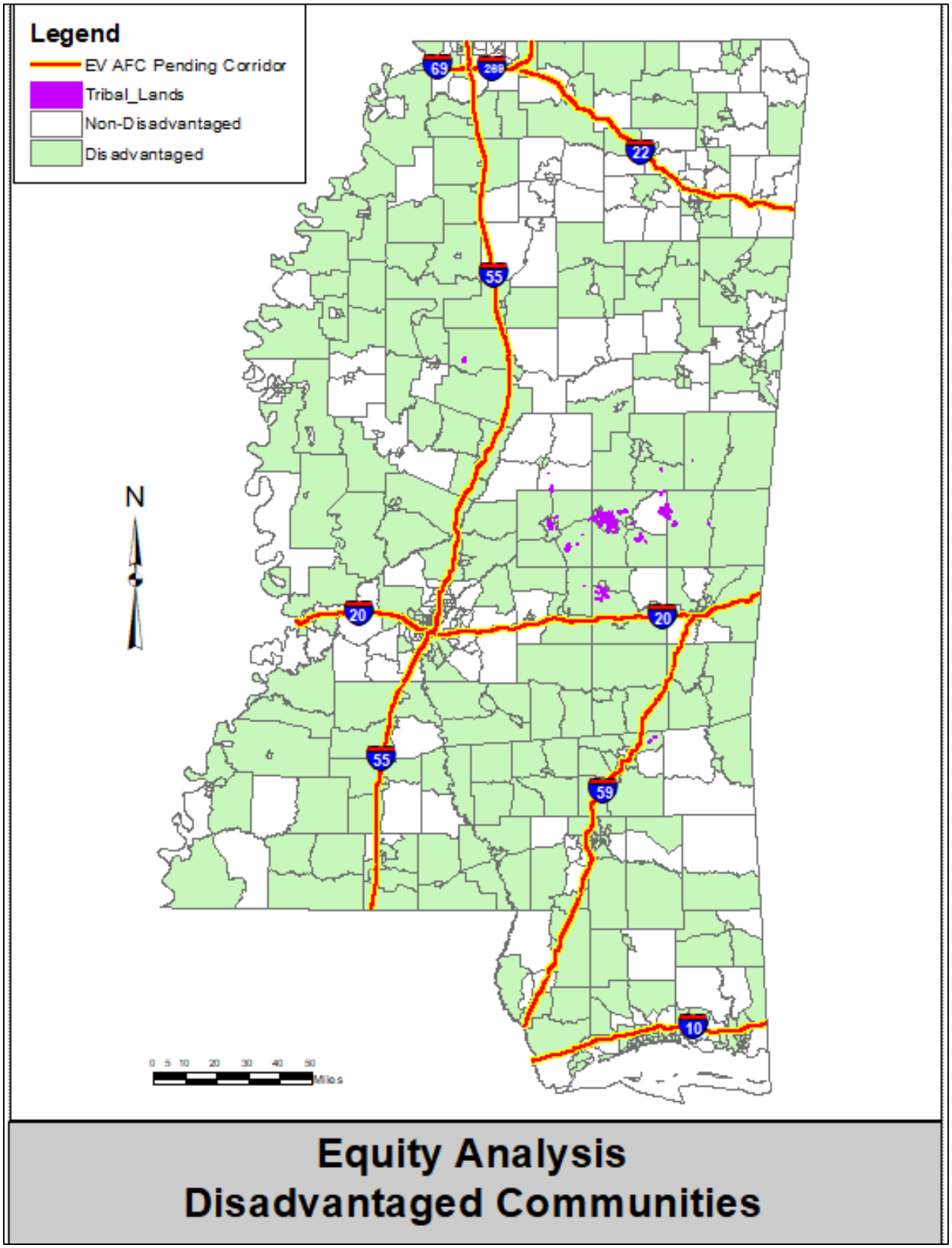
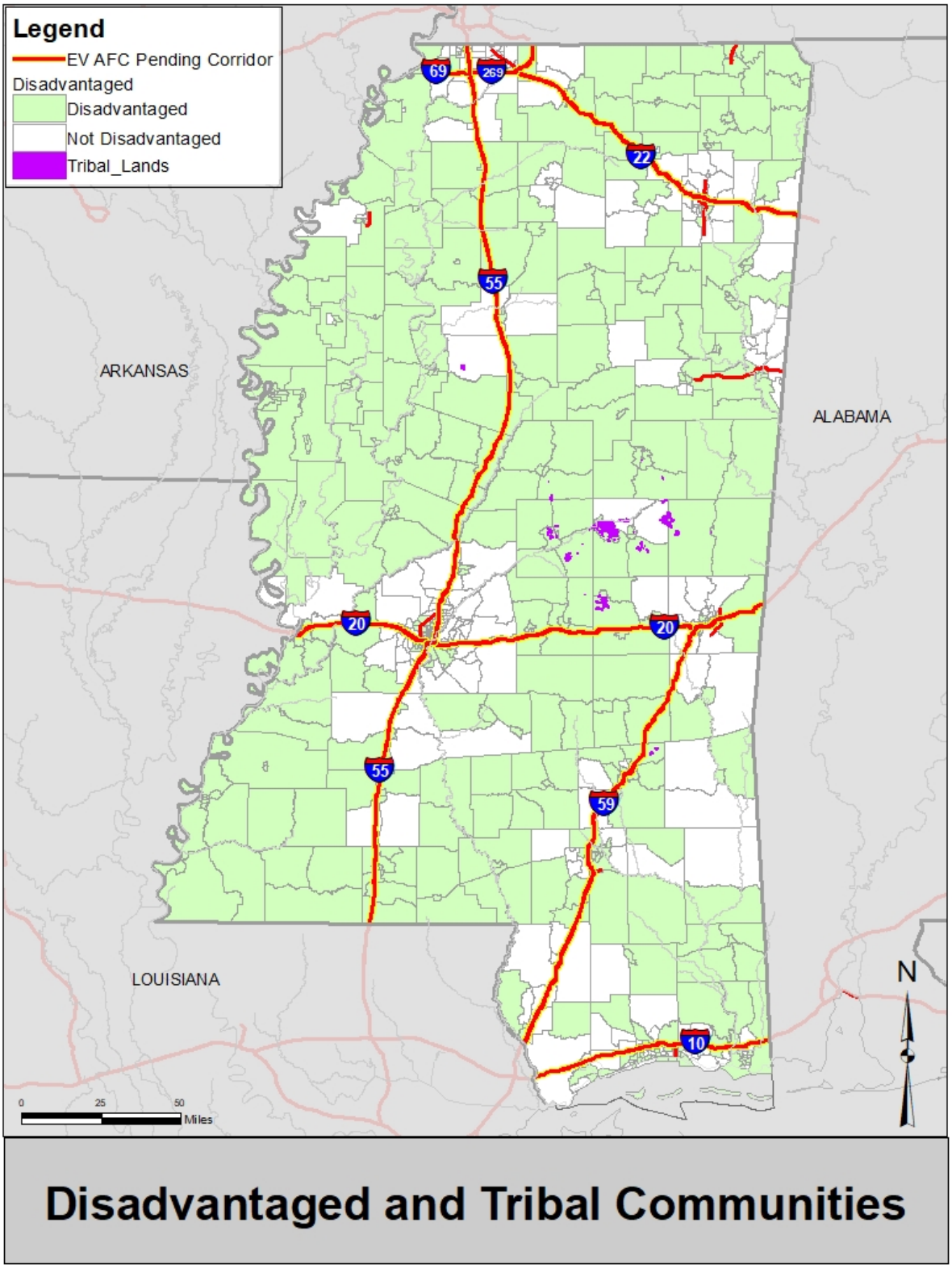
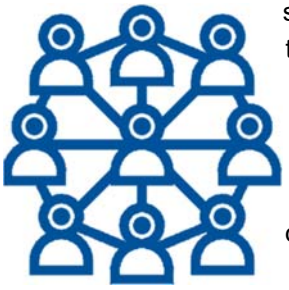


Figure 10-2: CEJST Disadvantaged and Tribal Communities



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

MDOT will continue to identify DAC stakeholders and refine survey questions and methods to ensure a meaningful community engagement process. The Justice40 Interim Guidance suggests using existing data sources and indicators, (e.g., poverty high energy/housing/transportation burden), to define DACs in the context of this Plan. To comply with this guidance, MDOT plans to continue to consult with identified DAC stakeholders to ensure public participation in the Plan. Diverse views should be heard and considered throughout the planning process, and the deployment, installation, operation, and use of EV charging infrastructure should achieve equitable and fair distribution of benefits and services.



MDOT has and intends to continue to use the following methods to engage with stakeholders and the public, including those residing or working in DACs:

- Publicize the NEVI program on social media platforms and encourage interested parties to complete the survey.
- Present the NEVI Program to each of the three Mississippi MPOs (Jackson, Hattiesburg, and the Gulf Coast) and the Memphis MPO. At each meeting, MDOT will invite the participants to complete the online survey, and also ask them to encourage others to complete the survey after the meeting.
- Present the NEVI program at the Annual Conferences for the Mississippi Municipal League and the Mississippi Association of Supervisors. Attendees will be encouraged to complete the survey and to provide any additional information that will benefit the NEVI Program or improve its impact on DACs.
- Present the NEVI program at STIP meetings across the state. Attendees will be encouraged to complete the survey and to provide any additional information that will benefit the NEVI Program or improve its impact on DACs.

MDOT will continue to gather public input throughout the lifespan of the NEVI Formula Program by collecting public surveys and engaging with MPOs and locals to ensure equitable delivery of EV infrastructure. MDOT will continue to review and refine its engagement process through the Program.

10.2 Process to Identify, Quantify, and Measure Benefits to DACs

MDOT will ensure that at least 40 percent of the targeted EV infrastructure benefits flow toward DACs in accordance with Justice40 and Executive Order 14008.

MDOT's initial engagements were focused on learning about the industry, bringing awareness to the program, developing relationships, gaining input through the online survey, and identifying barriers to deploying EV charging infrastructure within Mississippi. Going forward, through community engagement with DAC representatives and residents, MDOT will make informed decisions on the best ways to deliver program benefits to these areas. One example will be to include consideration for the installation of charging stations within DACs in the criteria for charger locations in the RFPs.

It is expected that the USDOE/USDOT Joint Office will establish national standards to measure program benefits at some point. Once established, MDOT will use those standards, rules, and guidelines, along with other measures specific to Mississippi, to help identify and measure the benefits to DACs. MDOT will also

incorporate the Justice40 language in the EV infrastructure program management scope of services to ensure compliance with all current and future NEVI Formula Program requirements.

In 2023 and 2024, MDOT conducted surveys geared specifically at gaining input from DACs. The survey was presented at all meetings and engagements where people who live or represent a DAC may be in attendance. The intent of the surveys was to assist MDOT in its decision-making processes, refine goals and program targets, and identify program benefits and measures specially towards Justice40 communities. In looking at the survey results, key metrics, including what benefits do the public see the EV infrastructure program providing most to the community, what valuable measure would benefit the community, locations of where the public would like charging stations to be placed, and the ranking of program benefits, have provided MDOT with additional insight and helped to shape some of the strategies in this Plan. Results from the survey can be seen in Section 3 and the complete survey results are provided in Appendix A.

MDOT intends to have community stakeholders meaningfully involved in defining what constitutes the "benefits" of the program. Using feedback acquired during DAC engagements along with suggested benefits and metrics provided by the Joint Office, MDOT will compile a list of benefits they anticipate measuring and tracking toward the Justice40 goal. Some of the expected benefits are shown in Table 10-1. Strategies for tracking benefits are still being determined, but some examples for tracking benefits may be location, emission calculations, and use of infrastructure.

Table 10-1: Potential NEVI Program Benefits

Benefits Category (examples)	Metrics	Data Source
Improve clean transportation access through the location of chargers	• Will be evaluated at a later date	• Will be evaluated at a later date
Decrease the transportation energy cost burden by enabling reliable access to affordable charging	• EV charging station usage within DACs • Energy Cost data analysis	• EV station usage data from charge management software
Reduce environmental exposures to transportation emissions	• Will be evaluated at a later date	• Will be evaluated at a later date
Increase parity in clean energy technology access and adoption	• Training • Outreach materials • Stakeholder questionnaire • Contacts for questions	• Survey Results • Advertisement of resources • LEP accessibility options
Increase access to low-cost capital to increase equitable adoption of more costly, clean energy technologies like EVs and EV chargers	• Proximity to EV stations • % of usage through CMS	• Electric Vehicle Charging Justice40 Map • Charge management software

Increase the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities	• Number of new employees from DACs • Number of jobs created from new EV industries/plants within and near DACs	• Job Surveys • Industry Assessment on EV jobs creation
Increase energy resilience	• Will be evaluated at a later date	• Will be evaluated at a later date
Provide charging infrastructure for transit and shared-ride vehicles	• Will be evaluated at a later date	• Will be evaluated at a later date
Increase equitable access to the electric grid	• Will be evaluated at a later date	• Will be evaluated at a later date
Minimize gentrification-induced displacement result from new EV	• Will be evaluated at a later date	• Will be evaluated at a later date

11 Labor and Workforce Considerations

Updates from 2023 Plan:

- *Made minor edits for clarity.*
- ***Added the confirmation of intent to comply with 23 CFR 680.106(j) on Page 54 Paragraph 2.***
- ***Updated number of electricians recognized by the Bureau of Labor Statistics on Page 54 Paragraph 2.***

Through the implementation of the state's EV charging program, new workforce opportunities will be created for Mississippians, especially those who live or work in DACs. Installers, maintenance technicians, electrical workers, and various other skilled workers will be needed to serve this new industry.

NEVI contracts in Mississippi will include a provision requiring that with the exception of apprentices, the electrical workforce installing, maintaining, or operating the chargers shall be certified through the Electric Vehicle Infrastructure Training Program (EVITP). In compliance with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved**.** Mississippi had 5,040 electricians recognized by the Bureau of Labor Statistics (BLS)[ii] in 2023. However, only 18 electric companies registered in the State of Mississippi currently employ EVITP Certified Electricians[iii]. The NEVI program presents an excellent avenue for Mississippi to strengthen its electrical workforce and to provide growth opportunities for people living or working in DACs.

MDOT will work alongside the appropriate state agencies to develop training programs to support these workforce opportunities. Coordinating with the MDA, MDA's Office of Energy, the Department of Education, and the MDES, MDOT will ensure that the appropriate colleges, universities, education programs, and industry partners are included when developing and deploying training programs. MDOT also plans to work with its in-house Local Technical Assistance Program (LTAP) to identify the best opportunities and resources for workforce training and to help support the workforce needs of the state's EV infrastructure deployment program. Additionally, MDOT is implementing scoring metrics, ensuring that the appropriate steps be followed. Doing all of these things will ensure that MDOT will approach training, experience level, and diversity of the workforce installing and maintaining EV charging infrastructure.

12 Physical Security and Cybersecurity

Continued physical security and cybersecurity from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Physical Security and Cybersecurity.

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13 Program Evaluation

Continued program evaluation from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Program Evaluation.MS EV Infrastructure Deployment Plan.pdf

14 Discretionary Exemptions

Continued discretionary exemptions from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Discretionary Exemptions.MS EV Infrastructure Deployment Plan.pdf

Appendix

Appendix A: 2023 Public Survey Results

Continued Appendix A: 2023 Public Survey Results from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Appendix A: 2023 Public Survey Results.

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Appendix B: Supporting Materials

Continued Appendix B: Supporting Materials from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Appendix B: Supporting Materials.

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Appendix C: 2022 Public Survey Results

Continued Appendix C: 2022 Public Survey Results from previous year plans. See 2023 MS EV Infrastructure Deployment Plan for details on Appendix C: 2022 Public Survey Results.

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Appendix D: 2024 Public Survey Results

Table D-1: What do you consider the largest benefit(s) of driving an EV?

Benefit	Count
Improved air quality by reducing transportation emission	13
Improved access to EV charging stations in your community	15
Increased education, training, and workforce development in clean energy sector	12
Increase in enterprise, business, and/or job opportunities in the clean energy sector	14
Reliable access to affordable charging	13
Increase in EV enterprise creation	8

Figure D-1: What do you consider the largest benefit(s) of driving an EV?

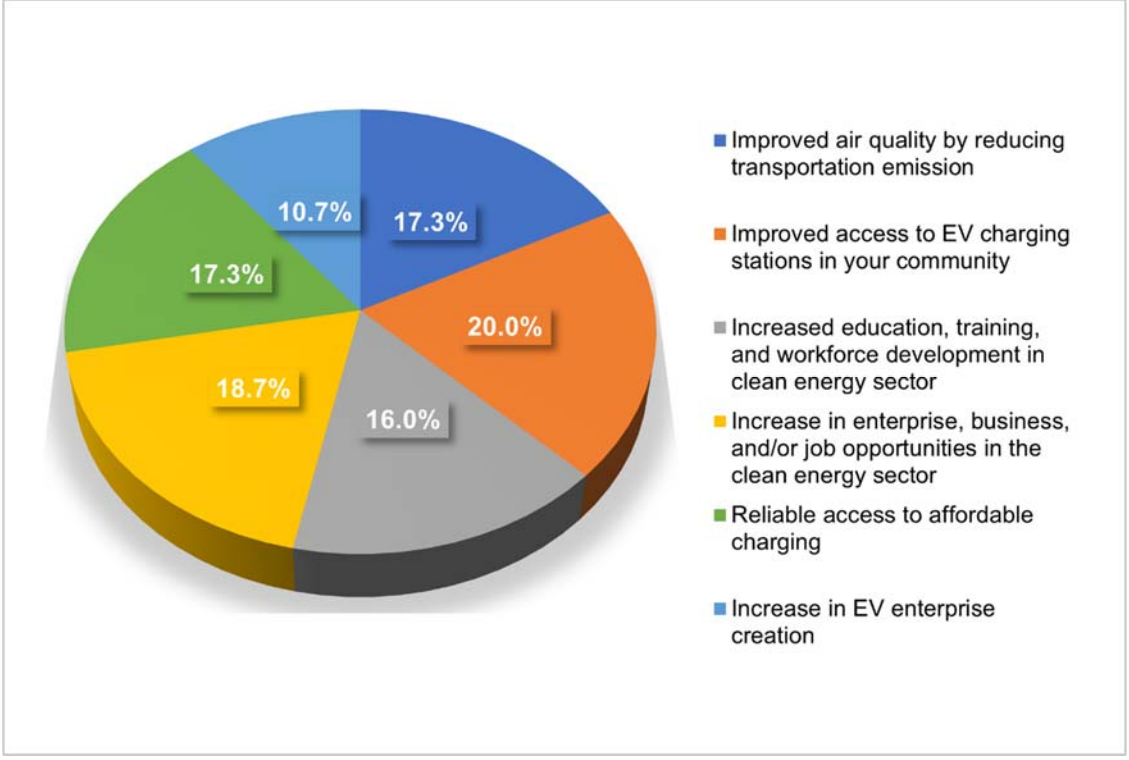


Table D-2: Where would you like to see electric vehicle charging stations in your community?

Location	Count
Close to Places of Employment	20
Close to Grocery Stores	16
Close to Parks and Recreation	7
Close to Schools	8
Close to Healthcare	8
Close to Entertainment (movies, theme parks, etc.)	7

Figure D-2: Where would you like to see electric vehicle charging stations in your community?

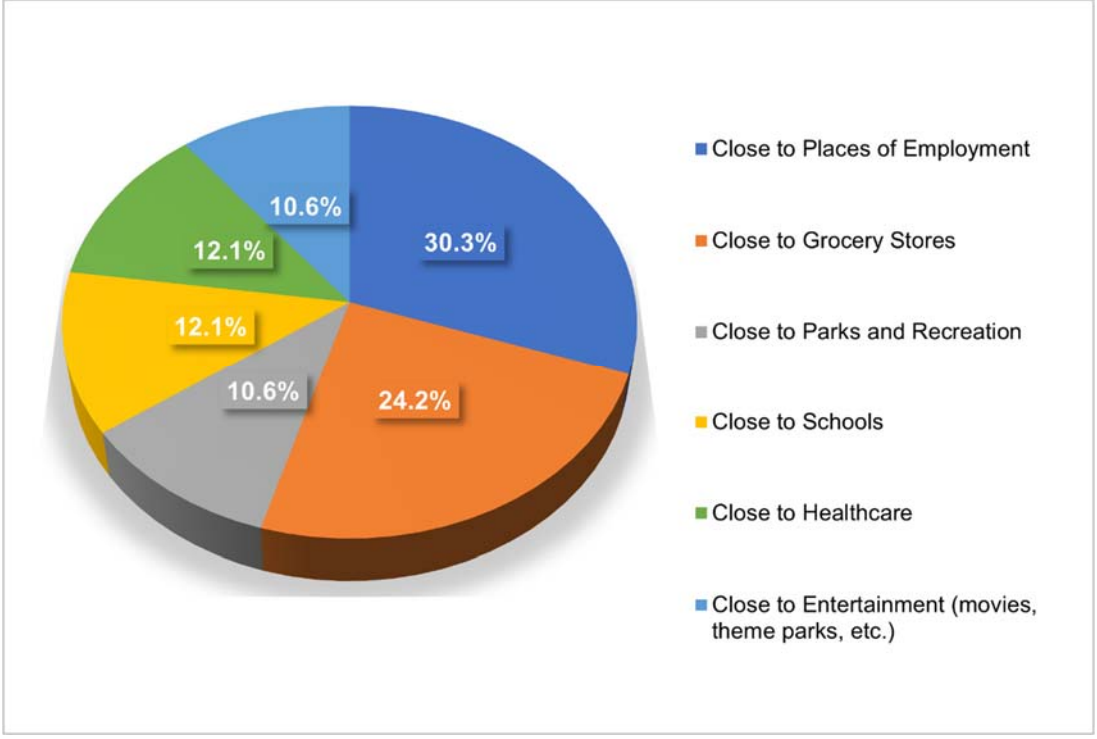


Table D-3: What are some concerns you have about owning an EV?

Concerns	Count
Cost of an EV	14
Proximity to EV retailers	6
Travel planning	12
Accessibility to EV charging stations/Charging Infrastructure	12
Driving range/range anxiety	17
Time needed to charge EV	16
Cost of batter replacement	10
Long range hauling	7
Vehicle maintenance	7

Figure D-3: What are some concerns you have about owning an EV?

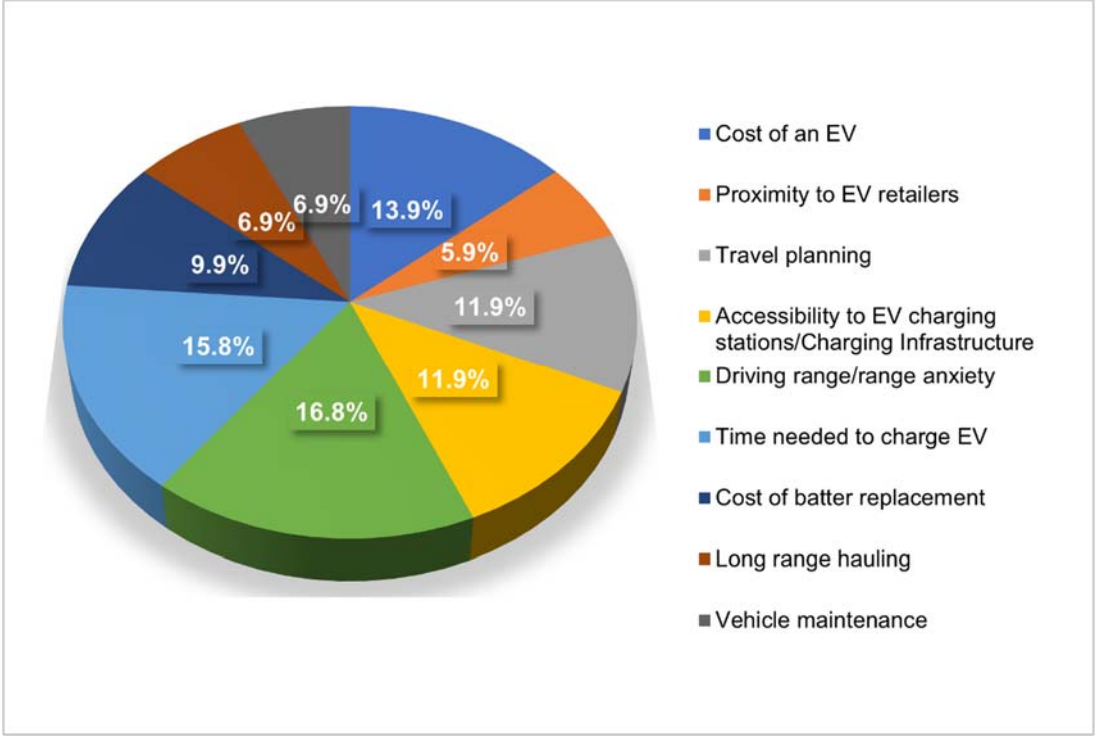
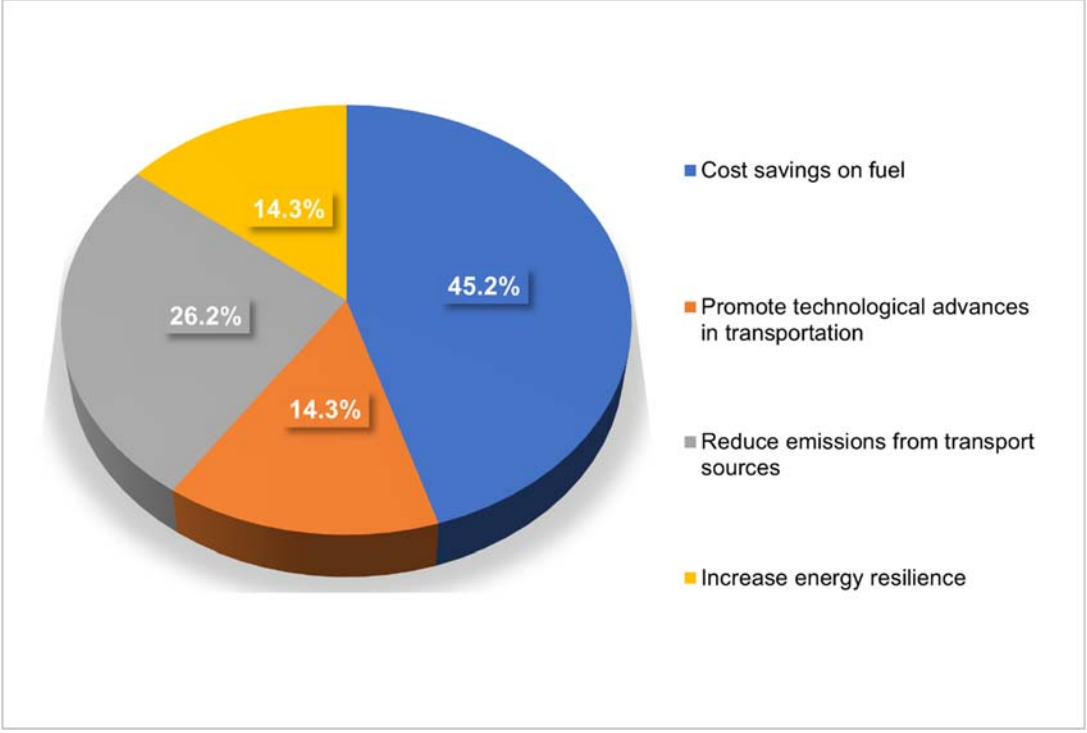


Table D-4: What do you consider the largest benefit(s) of driving an EV?

Benefits	Count
Cost savings on fuel	19
Promote technological advances in transportation	6
Reduce emissions from transport sources	11
Increase energy resilience	6

Figure D-4: What do you consider the largest benefit(s) of driving an EV?



[ii] *Bureau of Labor Statistics.* BLS Data Viewer *(Access Date: 6/1/2023) URL: https://beta.bls.gov/dataViewer/view/timeseries/OEUS28000000000047211101*

[iii] Electric Vehicle Infrastructure Training Program. URL: EVITP.org/Mississippi (Access Date: 6/1/2023)