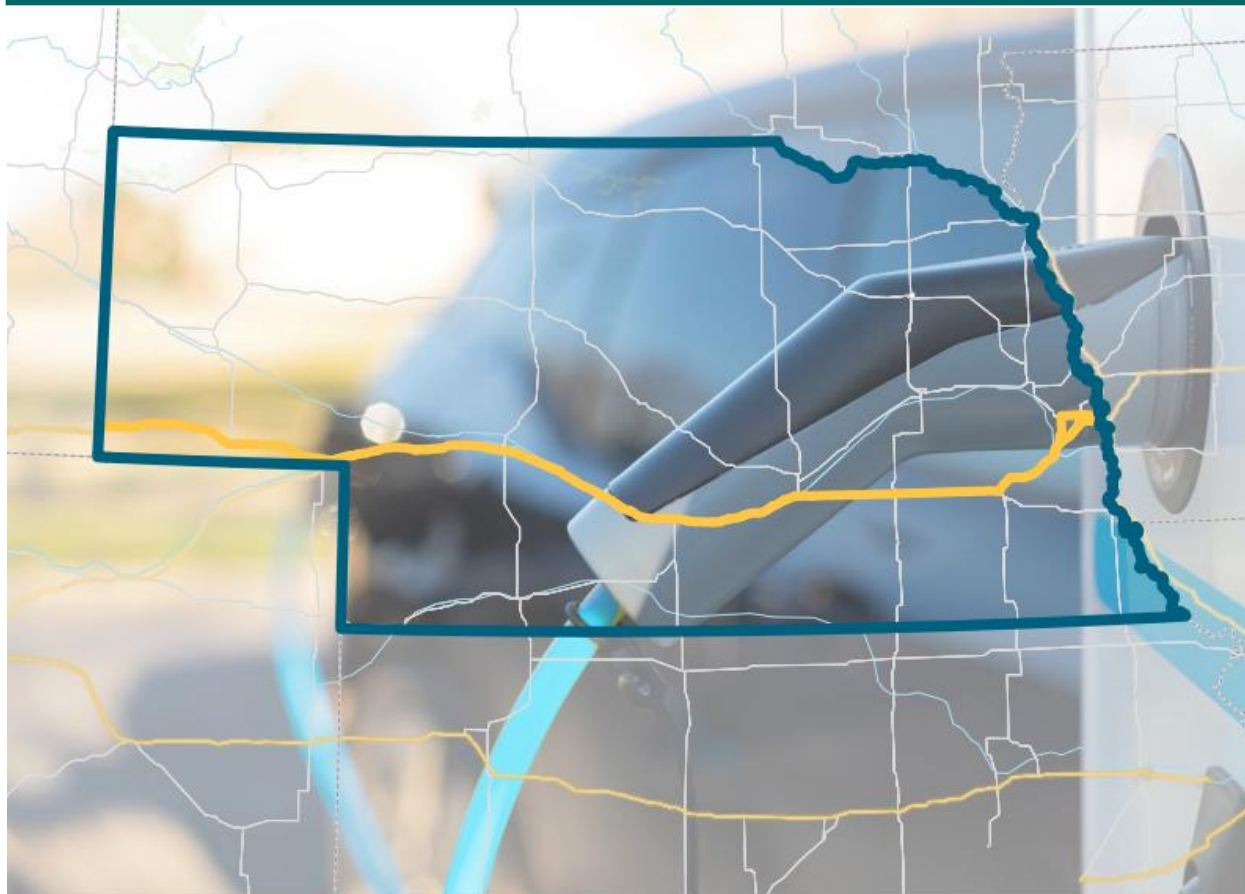


Nebraska

State Plan For Electric Vehicle (EV)

National Electric Vehicle Infrastructure (NEVI) Formula Program



NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

CHARGING-
FORWARD

Plan For Electric Vehicle (EV) Infrastructure Deployment State of Nebraska

September 24, 2025



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Introduction

US Federal Highway Administration (FHWA) approved Nebraska's National Electric Vehicle Infrastructure (NEVI) plan in September 2022. This plan provides an update on activities the Nebraska Department of Transportation (NDOT) has been engaged from September 2022 through July 2023 in advancing implementation of the state's NEVI program including:

- Soliciting feedback from stakeholders, agency partners and Departments of Transportation in peer states.
- Working with inter-agency partners to navigate challenges posed by existing Nebraska state law.
- Evaluating updated NEVI guidance to ensure the state's deployment complies with all the requirements in 23 U.S.C., 23 CFR 680.
- Exploring contracting options to prepare for infrastructure deployment.
- Developing a draft Request For Proposals (RFP) to be used for soliciting applications for funding.

NDOT intends to invest federal NEVI formula program funds in its first phase to electrify the I-80 Alternative Fuels Corridor (AFC) with the goal of achieving fully built out status in 2025. NDOT led the creation of Request for Information (RFI) that informed the development of a draft Request for Proposals (RFP). NDOT will release the RFP in the to solicit bids to close current electrification gaps in the AFC by deploying electric vehicles charging infrastructure or upgrading existing charging locations to fully comply with the guidance provided by FHWA for NEVI funding.

NDOT has developed a scoring methodology to use a competitive selection process to identify charging station partners with industry expertise who can meet all federal requirements.

NDOT will continue to closely evaluate the changing environment around electric vehicles infrastructure (EVSE) to ensure that the state NEVI program implementation supports the needs of its residents. Public Engagement

Community Engagement Outcomes Report

Community outreach over the calendar year since adoption of the initial NEVI infrastructure deployment plan was directed more to potential grant applicants as their input prior to distribution of the initial RFP will improve the process, potentially increase competition and address questions prior to the application period. In the period, information for informing the public regarding the program was initiated with distribution to be timed with a better understanding of when the legislature will address electricity charging constraints for the program. Summarized below are key outreach efforts completed and planned:

- NDOT sent out a Request for Information (RFI) to gain feedback from community partners and other stakeholders on the goals of the planned NEVI infrastructure deployment. The RFI requested input from stakeholders on various aspects of the planned development.

Stakeholders included representatives from communities, utilities and potential site operators. NDOT held a stakeholder meeting on February 13, 2023, to provide participants with an overview of the RFI process and receive feedback.

Several responses to the RFI were received that included feedback on whether NDOT should “bundle” future sites (i.e. having the same operator bid for all of the locations in which NEVI infrastructure will be deployed in a given year), the length of time the RFP should remain open and the provision of site amenities among others. The RFI and a summary of the feedback from potentially interested parties and the NDOT responses are reproduced in **Appendix A**.

- Responses from the RFI were used to guide the development of the recently issued Request for Proposals (RFP) that will be used to score and select electric vehicle charging site operators.
- Community outreach material, including information for potential RFP respondents was developed to the draft stage and was finalized over the Fall of 2023 and distributed.
- Engagement with federally recognized Tribes is planned in a future phase of the NEVI deployment. The Nebraska Department of Transportation held a Tribal Transportation Conference in March of 2023 where implementation of the Bipartisan Infrastructure Law was discussed.
- A public-facing outreach program has been initiated with information on the proposed initial implementation timeline as a product. The timeline will be incorporated into the NDOT NEVI webpage as material is approved for distribution.

Plan Vision and Goals

NDOT NEVI program goals incorporate system planning goals from the Long-Range Transportation Plan (LRTP)¹ to ensure that the NEVI program implementation goals were in line with other planning efforts at the state and regional levels. Nebraska program’s goals and objectives were reviewed relative to the final rule content to confirm the Nebraska program established goals and objectives remained consistent with federal program guidelines.

As the NDOT program goals and objectives are broad and encompassing, only minor language revisions were needed to support final rule modifications to the national program. Table 1 outlines the Nebraska NEVI program goals and objectives.

Program Goals and Objectives Review and Analysis

Asset Preservation

The cost of maintaining or replacing infrastructure on Nebraska’s transportation system necessitates wise investment decisions at all levels of government in Nebraska to achieve the best return for each dollar spent on keeping transportation assets in a state of good repair. Relative to development of a charging network across the state, supporting both long distance

¹ Nebraska DOT Long Range Transportation Plan, 2040 Plan, <https://dot.nebraska.gov/projects/publications/lrtp/>

travel charging and community charging, the NDOT will require successful applicants to submit an asset maintenance and operations plan.

The Long-Range Transportation Plan (2040 Plan), acknowledges more widespread adoption of EVs will require an update to funding overall transportation network maintenance as gas taxes are the primary source. Thus, as the NEVI program matures and EV numbers increase, NDOT will be assessing alternatives and adjusting the funding program to ensure adequate asset maintenance/preservation/improvement funding levels.

Table 1 - Nebraska DOT EV Charging Infrastructure Plan, Goals, and Objectives

Goal	Objectives
Asset Preservation: Keep Nebraska's multimodal transportation assets in a state of good repair	Optimize road and bridge preservation investments on AFCs
	Develop criteria for evaluating the condition of EV charging infrastructure
Mobility choices for people and freight: Provide efficient, affordable and equitable options across all modes for moving people and goods throughout Nebraska and beyond.	Make AFCs in the state compliant with NEVI program maximum spacing of 50 miles or obtain exemptions when the guidelines is not feasible.
	Optimize locating publicly accessible EV charging infrastructure to support urban and rural mobility
	Provide support for freight and transit electrification across Nebraska
Secure and Resilient Transportation: Manage the risk and magnitude of major disruptions to Nebraska's transportation system	Consider roadway network and in particular I-80 and alternate route plans when developing a program of device placement
	Minimize risk to EV charging assets from cyber attacks
	Ensure EV charging networks support all users
	Coordinate with public power districts to address electrical grid capacity for EV charging infrastructure to provide reliable charging for vehicles
Safety: Provide a transportation system in Nebraska that is safe for all users	Minimize risk to EV charging users from inclement weather through providing storm shelter areas
	Create safe charging locations through lighting parking, access, etc.
Support for economic and community vitality: Support investments in Nebraska's transportation system that best support the vitality of Nebraska's economy and all of its communities	Ensure installation, maintenance and operations of EV charging network is supported by industry professional throughout the life of the system

Mobility Choice

The Nebraska Department of Transportation asserts its Alternative Fuel Corridors (AFCs) is built out. Several locations along the corridor serve travelers across the state. With this milestone achieved, the state's focus now shifts toward creating opportunities for Nebraska's businesses and communities to directly benefit from and compete in the growing EV charging marketplace.

The objectives of this goal emphasize expanding access beyond the interstate system by supporting a robust community charging program. This includes strategically deploying charging infrastructure in both urban and rural areas to enhance local mobility, strengthen economic development, and reduce range anxiety for Nebraskans traveling within and between communities.

While AFC buildout was best served through direct current fast charging (DCFC) to support long-distance, the next phase prioritizes optimizing charging locations to maximize local use, and improve accessibility. Taken together, these objectives position Nebraska to foster a competitive and resilient charging ecosystem that serves travelers, communities, and businesses across the state.

Security and Resilience

An objective of this goal is to address the need for system redundancy along major travel routes in the state, particularly I-80, in the event of natural or man-made disasters. Additionally, relative to EV charging station deployment, the goal seeks to ensure:

- All users are considered in EVSE deployment.
- Providing sufficient electrical grid capacity for increased EV demand.

The objectives of this goal also favor the creation of another tier of electrification corridors that can serve as critical travel routes statewide in the event of disruptions to the AFC.

Other key objectives of this goal, such as the desire to serve all users of the transportation system will require more analysis to determine whether DCFC or Level 2 Charging will be more likely to satisfy these requirements. For example, transit users may be best served by charging stations deployed in dense urban environments that can charge electric buses. For non-auto inter-city travel, heavy vehicle electric charging may be best paired with DCFC locations that already have sufficient electrical grid capacity and infrastructure installed.

This objective, including charging station locations, will also be informed by the Freight Plan to address commercial vehicle needs into the future.

Support for Economic and Community Vitality

The objectives of this goal are focused on ensuring that the installation, maintenance and operation of Nebraska's NEVI funded EVSE is supported by local employment. Both DCFC and Level 2 charging installations are likely to provide clean energy jobs that directly enhance the state's economy. However, tradeoffs must be considered: DCFC installations are far more complex and will likely generate jobs that require high skills and provide higher salaries. However,

many more Level 2 chargers can be installed for the same capital investment.

Vision and Goals Recommendations

Key considerations include supporting electric mobility throughout the state, providing a safe and resilient infrastructure network, and supporting economic and community vitality.

Based on this review a framework was developed as follows to assist in determining the most efficient use of state resources:

1. Support regional development by allowing EV users to safely and easily travel between Nebraska's major population and economic centers.
2. Support growth in Nebraska's EV market by ensuring consumers have reliable access to high quality public charging infrastructure.

This framework may be used to determine priority order and level of charging for future EVSE deployment. Applications for new EV installations may also be scored using this framework.

Contracting

Status of Contracting Process

NDOT will administer NEVI funds through a competitive grant process, selecting projects based on application merit and alignment with program goals. Consistent with federal requirements, all projects must comply with **Buy America** standards to support a convenient, reliable, and Made-in-America charging network. While cost will be a factor, applicants will also be evaluated on their ability to deliver robust installations, long-term reliability, and service that meets the needs of Nebraska's EV users. This approach ensures selected projects advance both state and national priorities for EV infrastructure.

NDOT's preferred approach of using best value selection of applicants required an exception to Title 23 USC through FHWA's Special Experimental Project No 14 (SEP-14), formerly known as "Innovative Contracting". The NDOT's request was approved on June 26, 2024 by Richard Fedora, FHWA Division Administrator. In accordance with the approval, NDOT's issued RFP outlines the NDOT's best value selection process for establishing and implementing a competitive solicitation process to request proposals from qualified entities (bidders) to design, build, operate and maintain electric vehicle supply equipment (EVSE) stations. Proposals will be evaluated, and applicants selected on a competitive basis, with several components, including cost.

Awarded Contracts

The RFP will be the method used by the NDOT to solicit applications from partners for NEVI funding. Scoring Methodologies Utilized

Within the RFP, NDOT has included scoring methodology that aims to support technically sound competitive proposals. Applications for charging infrastructure received through the RFP process will be scored based on the rubric set forth in Table 2. Points for each section will be determined via internal NDOT scoring matrices based on the approach outlined in the RFP Evaluation Criteria

Table 2 - 2025 Infrastructure Deployments - Build-out the Nebraska AFCs and Fill the I-80 Gaps

Scoring Category
A.1 — NEVI Program Minimum Requirements
A.2 — Corporate Overview
A.3 — Technical Approach
A.4 — Technical Requirements
A.5 — Candidate Site Requirements
A.6 — Cost Proposal Points
Total Points without Oral Interviews
Oral Interviews (if required)
Total Points with Oral Interviews

Plan for Compliance with Federal Requirements

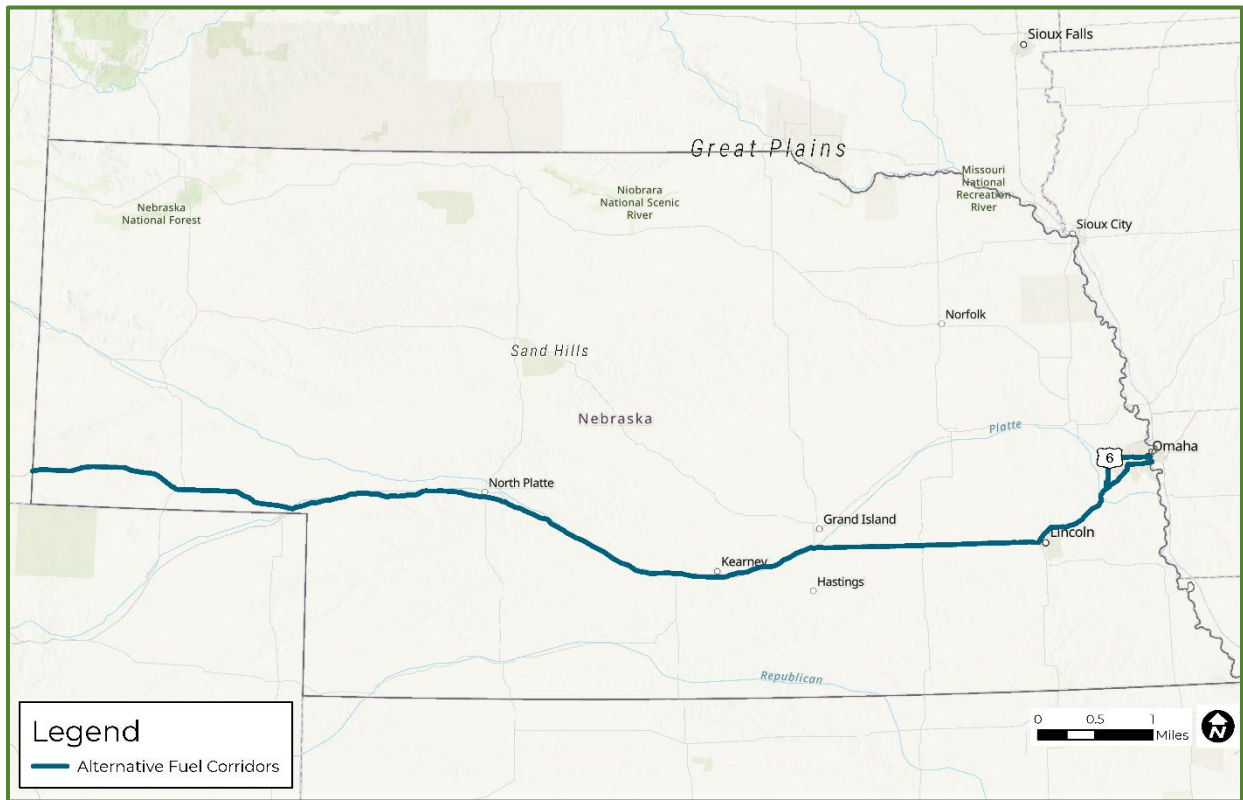
Applicants for NEVI funding are required to document how their project will meet the minimum standards and requirements as outlined in 23 U.S.C., 23 CFR 680 and all applicable requirements under 2 CFR 200 and as detailed in the approved NDOT Electric Vehicle Infrastructure Plan.

Existing and Future Conditions Analysis

Alternative Fuel Corridor (AFC) Designations

NDOT has not requested additional corridors be added to the AFC designation. The current AFC network is displayed in Figure 1 with existing EV charging stations listed in Table 3 and proposed EV charging station listed in Table 4 on the following pages.

Figure 1 - Current Nebraska Alternative Fuel Corridors



Existing Charging Stations

A desktop review using available online sources confirmed that Nebraska’s Alternative Fuel Corridor (AFC) is supported by a sufficient number of electric vehicle charging stations located along the AFC, each offering four or more CCS1 (Combined Charging System 1) 150kW ports. Table 3 highlights these current locations as of August 2024. These stations provide adequate coverage to support intercity and interstate travel, allowing EV drivers to reliably access direct current fast charging (DCFC) throughout the corridor. With this milestone achieved, Nebraska is declaring its AFC fully built out. Future NEVI efforts will therefore shift focus toward supporting community-based charging, optimizing station placement for local mobility, and expanding opportunities for businesses and communities to participate in the state’s growing EV infrastructure network.

Table 3 - Existing Private DCFC Locations Along I-80 AFC

Route	Location	Owner/Number of Ports/ Connector Type	Utility Territories
I-80	201 Pony Express Lane, Ogallala	Electrify America / 4 DCFC / CHAdeMO CCS	Ogallala (NPPD)
I-80	1401 S Dewey Street, North Platte, 69143	Electrify America / 4 DCFC / CHAdeMO CCS	North Platte PPD
I-80	200 Frontier Street, Lexington	Electrify America / 4 DCFC / CHAdeMO CCS	Lexington PPD or Dawson PPD if on south
I-80	7838 S Hwy 281, Grand Island	Electrify America / 4 DCFC / CHAdeMO CCS	Southern PPD
I-80	110 NW 20th Street, Lincoln	Electrify America / 4 DCFC / CHAdeMO CCS	LES

Electric Vehicle (EV) Charging Infrastructure Deployment

Planned Charging Stations

To buildout the AFC, charging stations are anticipated for the locations identified in Table 4.

Stations Under Construction

As of August 2024, there are currently no stations under construction using NEVI funding.

Planning Towards a Fully Built Out Determination

The I-80 is the only AFC with gaps under the 50 miles spacing rule of the NEVI program. Approximately 28 miles of US 6 is also designated as an AFC; however, the segment length is such that a charging station is not needed to identify the corridor as built-out. A total of 12 NEVI compliant charging stations will be required along I-80 for the corridor to be certified as fully built out. Figure 2 illustrates the seven additional station locations that will be necessary to achieve full buildout. Table 4 lists these locations, along with other details.

Figure 2 - Infrastructure Deployments to Achieve Build-out the Nebraska AFCs and Fill the I-80 Gaps



Table 4 - Infrastructure Deployments to Achieve Build-out the Nebraska AFCs and Fill the I-80 Gaps

ID	City/Town	Route	Location	Anticipated Number of Ports	Utility Territories	Anticipated Year Operational/ NEVI Sources	2022 Funding Amount
TBD, pending build out	Kimball	I-80	Exit 20 US 71	4	Kimball Power District or High West Energy	2025/ FY 2022	\$800,000
TBD, pending build out	Sidney	I-80	Exit 59 17J-US 385	4	Sidney Public Power District/ Wheatbelt Public Power District	2025/ FY 2022	\$800,000
TBD, pending build out	Big Springs	I-80	Exit 107 258	4	Big Springs (NPPD)	2025/ FY 2022	\$800,000
TBD, pending build out	Gothenburg	I-80	Exit 211 N-47	4	Gothenburg PPD	2025/ FY 2022	\$800,000
TBD, pending build out	Kearney	I-80	Exit 272 N-44	4	Kearney NPPD	2025/ FY 2022	\$800,000
TBD, pending build out	York	I-80	Exit 353 US 81	4	York (NPPD)	2025/ FY 2022	\$800,000
TBD, pending build out	Omaha	I-80	TBD	4	OPPD	2025/ FY 2022	\$800,000

For the five remaining locations needed to complete full buildout along I-80, preliminary analysis indicates these sites meet the needs for a fully built out AFC and other criteria under Title 23. A more recent desktop review also identified an additional compliant charging location at the eastern end of the corridor in Council Bluffs, Iowa. Feedback from participants in the RFI process further indicated limited support for NDOT bundling all required locations into a single package. Based on this input, the forthcoming RFP will instead solicit applications for individual sites. The NDOT program will focus on closing current gaps in the AFC with the expectation that AFC is certified fully built out by June 2028.

Post AFC Build-out Charging Station Funding

Funding levels are adequate to support build-out of the AFC with approximately one year of the state's five-years appropriations. Alternate concepts for statewide deployment have been explored and will be refined, with a post-AFC deployment plan to be developed in 2025-26.

Implementation

With the electrification of the I-80 Alternative Fuel Corridor (AFC) now complete, NDOT is shifting its focus from corridor buildout to expanding charging opportunities for Nebraska's communities and businesses. Rather than contracting for additional AFC sites, the program will prioritize investments that strengthen Nebraska's overall charging ecosystem through community-based deployment, rural access, freight integration, and support for local economic development.

NDOT will continue to partner with private entities for the installation, operation, and maintenance of charging infrastructure through a fair and transparent Request for Proposal (RFP) process. NDOT will seek external partners who fulfil the 20% match program requirement. NDOT will provide up to 80 percent of the capital and installation costs, with applicants responsible for the remaining cost share. With the corridor requirement met, NDOT is now evaluating funding distribution options to maximize the impact of the program's next phase, ensuring that charging access reaches both urban and rural areas and positions Nebraska for long-term competitiveness in the EV marketplace.

- Reimbursement following demonstration devices are functional, including the ability to collect payment and provide summary records.
- Substantial completion with the Applicant providing a surety bond for the full cost of the project.
- Reimbursement of up to 75 percent of the grant amount during construction with the remaining 25 percent paid following demonstration devices are functional, including the ability to collect payment and provide summary records.