



# Washington State's 2025 NEVI Deployment Plan Update

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## Introduction

In accordance with the Federal Highway Administration's (FHWA) National Electric Vehicle Infrastructure (NEVI) Formula Program Interim Final Guidance (Guidance) of August 11, 2025, Washington State is pleased to submit its 2025 NEVI Plan Update for FY 2026 funding. The NEVI Plan is a blueprint for streamlined and agile deployment of a statewide network of charging stations along Interstates and US highways identified as Alternative Fuel Corridors. The plan's vision is a network where all Washingtonians can choose to drive or ride electric, with a goal of developing a convenient, reliable, affordable, and equitable charging experience for all. The Washington State Department of Transportation maintains a [NEVI webpage](#) to provide updated information on the state's plans, funding opportunities, awards, and implementation.

Washington state's total five-year allocation of the federal NEVI formula funding is \$70,865,271, which will be matched with a minimum of 20% in non-federal funds. FHWA has already obligated four of five years (FFY 2022-2025) of NEVI funding. This NEVI Plan Update covers the fifth and final year (FY 2026) of NEVI funding.

## 2025 NEVI Plan Content

The Guidance of August 11, 2025, calls on states to describe how they will use unobligated NEVI Formula Program funds for the federal fiscal years 2022 through 2026. The Guidance also requires states to provide a Community Engagement Outcomes Report, as required by [23 CFR 680.112\(d\)](#), and a Physical and Cybersecurity Strategies, as required by [23 CFR 680.106\(h\)](#). This plan covers the minimum requirements:

1. Description of how the State intends to use NEVI Program funds for each fiscal year of unobligated funding (FY 2026).
2. Community Engagement Outcomes Report
3. Description of Physical and Cybersecurity Strategies

## Proposed Use of FY 2026 NEVI Funds

WSDOT is requesting NEVI Federal Fiscal Year (FY) 2026 funding of \$15,094,096 to be awarded on a competitive basis to grant recipients for the installation, operations, and maintenance of DC fast charging at key sites along the 2,293 miles of Alternative Fuel Corridors in Washington.

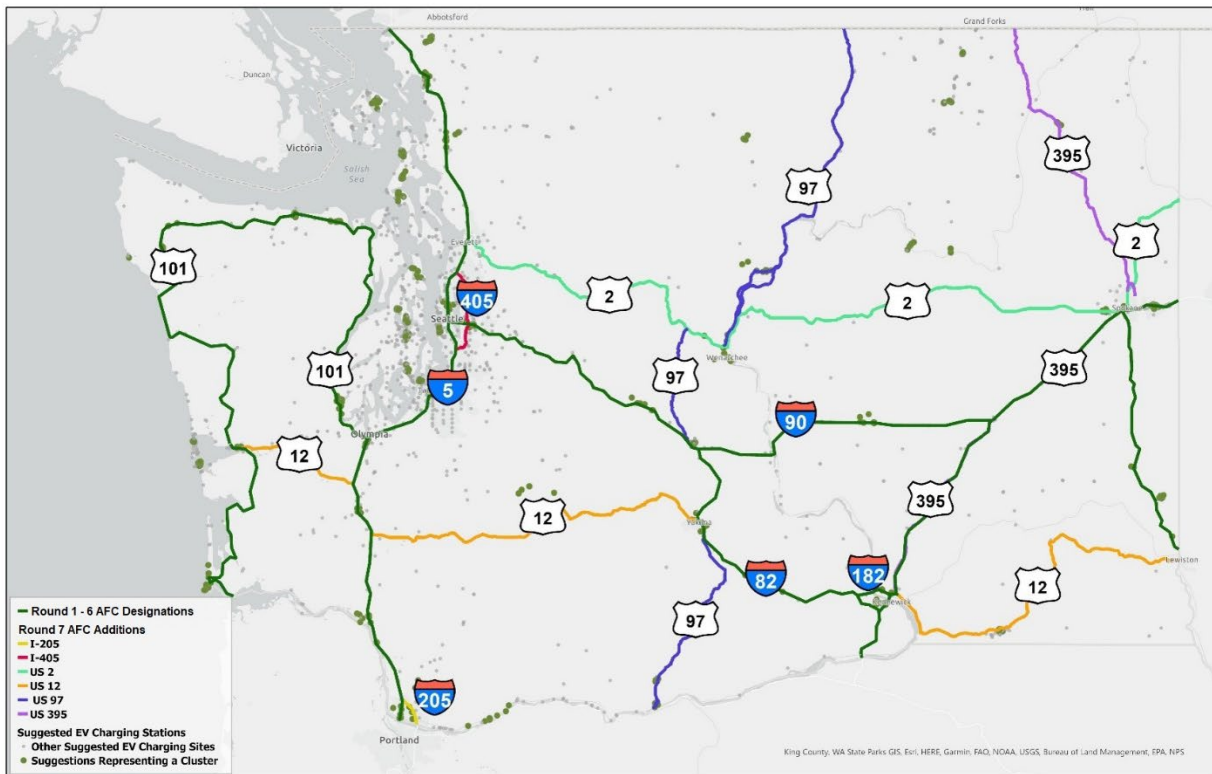
The funding will be used to fill any gaps in the buildout of the NEVI passenger vehicle charging network and to support the buildout of charging stations for medium- and heavy-duty vehicles to foster truck electrification. WSDOT encourages proposals that include more than the NEVI minimum requirement of four DCFC ports at 150kw each at each site by providing incentives for including more ports, higher power chargers, and pull-through stall designs that serve light duty vehicles with trailers and the growing market of battery electric trucks.

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Washington state has 2,293 miles of Alternative Fuel Corridors eligible for investing NEVI funding:

- Interstates: I-5, I-82, I-90, I-182, I-205, I-405, I-705; and
- US Highways: US 2, US 12, US 97, US 101, US 195, US 197, US 395, US 705.

### Washington State Alternative Fuel Corridor Map



For **Round 1** NEVI funding, WSDOT identified five priority Alternative Fuel Corridors (I-90, US-2, US-97, US-195, and US-395), covering 800 miles of Interstate and US highways, and issued a Notice of Funding Opportunity/Request for Proposals for up to \$25 million in funding for NEVI charging projects along those corridors. WSDOT received strong market interest, which will quickly absorb the \$25 million in requested funding. Companies submitted competitive bids for a total of 44 sites, requesting funding of \$46.2 million. Several companies submitted bids for multiple sites on a given AFC, ensuring robust competition for site development. Several companies from the Round 1 NEVI cohort committed to a project cost share as high as 40%, double the 20% minimum required project match. An evaluation committee is reviewing proposals and WSDOT anticipates issuing a Notice of Proposed Awards this fall.

In early 2026, WSDOT plans to invest, direct, and deploy **Round 2** NEVI funding for new and existing EVSE sites along the remaining 1,493 miles of designated Alternative Fuel Corridors (AFCs) that need to be built out to meet NEVI requirements. Those remaining corridors include Interstate Highway System Route I-5, I-405, I-82/I-182, US-12, and US 101, which were not included in Round 1 solicitation. Though we expect overall market interest for Round 2 NEVI to be strong, WSDOT anticipates the level of investment interest will vary by corridor, and that gaps

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will persist. With only \$30 million available for Round 2, WSDOT anticipates that some sections of some corridors will not be fully built out and WSDOT will rely on FFY 2026 to complete the network.

WSDOT is therefore committed to issuing **Round 3** of NEVI in 2027 using FY 2026 funding to close out any gaps in the EV infrastructure, allow for travel and charging certainty, and ensure delivery of a seamless, cohesive, and fully integrated public charging network throughout the state. The operational framework provided through August 11, 2025 NEVI Interim Final Guidance allows flexibility to determine the appropriate distance between stations along alternative fuel corridors to allow for reasonable travel and will help with the fully built out determination.

Washington intends to use remaining NEVI funds to support the development of public charging stations for medium- and heavy-duty vehicles. Washington's highways are key corridors for moving freight locally, regionally, nationally, and internationally. WSDOT is investing \$125 million in state funds for incentives for the purchase of zero emission medium- and heavy-duty vehicles. The electric trucks will need public charging locations along key freight corridors including I-5 and I-90, which are designated as Alternative Fuel Corridors.

## Community Engagement Outcomes Report

### For August 2025-August 2026

WSDOT designed public engagement activities and resources to support the initial Washington State Plan for Electric Vehicle Infrastructure Deployment, which included public listening sessions targeted to stimulate small business' interest and participation in the Program, webinars for public- and private-sector companies; and a website page about the program. Using the FY2026 NEVI funding, WSDOT plans to continue and expand the range of public engagement activities for NEVI solicitations.

The state's NEVI team is committed to engaging with communities throughout the State, as they further develop and implement the plan. WSDOT regularly updates its NEVI web page to keep stakeholders involved in the planning process and primed to respond to and invest in the State's EV infrastructure needs.

The Washington State Interagency Electric Vehicle Coordinating Council (EV Council) is implementing a statewide transportation electrification strategy to ensure market and infrastructure readiness for all new vehicle sales. One of the priorities in the strategies is building out the network of highway corridor fast charging through the NEVI program. Progress on the NEVI program is often discussed at EV Council meetings which are open to the public online, recorded, and on public television.

WSDOT has developed data analytics tools and mapping capabilities to support how we engage with communities and to optimize outcomes. In March 2025, WSDOT launched the [Washington State Electric Vehicle Mapping and Planning Tool \(EV MAP\)](#), an interactive, statewide mapping and

forecasting tool to help policymakers, planners and businesses expand EV charging access across Washington. EV MAP identifies the nationally recognized Alternative Fuel corridors, existing public charging stations details from the AFDC database, EV registrations, electric utility providers, and about one hundred other data sets, many at the census tract level. The tool also shows planned and funded EV charging sites. The tool helps potential NEVI grant applicants identify potential host sites and prime locations for EV charging infrastructure investments along the highway corridors.

## Physical Security and Cybersecurity Strategies

Consistent with the guidelines of 23 CFR 680.106, WSDOT is working diligently to attract – and protect -- investments in NEVI assets. WSDOT is participating in an EVSE property crime working group, with industry and other subject matter experts, to identify best practices and adopt state-of-the-art technologies to protect EV assets and charging sites and consumer data from cybersecurity and physical threats, disruptions and/or overall harm. This working group is showcasing beta products and introducing anti-tamper techniques and the use of cutting-edge technology, such as retractable cords, to physically protect EVSE assets. The Washington State Legislature directed the state's Interagency EV Coordinating Council, which is co-chaired by WSDOT, to assemble a committee of public and private organizations to focus on security and make policy recommendations on how to address station vandalism.

### Physical Security

In January 2025, WSDOT began working with the Electric Vehicle Investment Council -- a working group of ten state agencies – to standardize physical security guidelines and adopt best practices to protect electric vehicle supply equipment (EVSE) against vandalism.

WSDOT will require grant recipients to include strategies to physically secure NEVI sites into their proposals such as (1) using special lighting methods to thwart vandalism; (2) siting and strategic use of station design to ensure visibility from onlookers; (3) installing video surveillance; (4) mounting emergency call boxes; and (5) installing charger locks. We are eager to utilize other proven security methods to protect EV assets.

### Cybersecurity Strategies

WSDOT is adopting State and national cybersecurity standards to ensure that EV assets are protected against cyberattacks because of their connections to the electrical grid, or due to payment processing and [system] networking.

WSDOT is committed to working under the guidance of WaTech and other relevant state agencies, to align development of NEVI cybersecurity requirements with statewide priorities, policy developments and emerging security technologies. We will incorporate policy recommendations from WaTech's [Washington State Enterprise Security Strategy](#) and Department

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of Commerce's Energy Resilience and Emergency Management Office (EREMO) requirements, to ensure the continuous and resilient operation of NEVI infrastructure and assets.

WSDOT will update our Notice of Funding Opportunities and Requests for Proposals (NOFO/RFP) to reference [WaTech's Washington State Enterprise IT Security Strategic Plan for 2025-2027](#) and incorporate their SEC-01-01-G Security Principles Guidelines. We will require NEVI Applicants to develop cybersecurity strategies focusing on (1) privacy-first service design, with security and transparency elements embedded into all levels of service delivery; (2) mandated cybersecurity training for IT staff, to learn about emerging security technologies, stay ahead of evolving threats and meet new developments such as artificial intelligence. In short, we will ensure that NEVI Grantees execute cybersecurity strategies that align with state standards, and develop controls to protect confidentiality, integrity, and availability of data.

Further, as NEVI Program Administrator, WSDOT is committed to collaborating with State, local, Tribal and federal entities and private sector cybersecurity experts, to share best practices, improve information sharing, and provide a coordinated response to cyber threats.

At a national level, WSDOT will ensure that all services implemented in Washington on state energy systems and networks are compliant with the National Institute of Standards and Technology Cybersecurity Framework Profile for Electric Vehicle Fast Charging Infrastructure, International Standard 15118-20:2022, and third-party contractor approval. In addition to WaTech standards, NEVI awardees will also be required to represent and warrant that they will comply with all applicable elements of the State Energy Resilience and Emergency Management Office (EREMO) cybersecurity and physical security program. We look forward to additional EREMO guidance, which will be included in the State's updated Energy Assurance Plan.

WSDOT continues to work with State agencies and the private sector. In January 2025, WSDOT, along with the EV Council, adopted standardized State cybersecurity requirements from industry-accepted best practices, such as multi-factor authentication for credit card payments, use of Payment Card Industry (PCI) Data Security Standard (DSS), limitations on collection of personal data to what is necessary, and other standards.

WSDOT is committed to aligning NEVI cybersecurity requirements to emerging security technologies, to protect NEVI assets and meet ongoing and evolving threats. Physical and cybersecurity strategies to protect NEVI charging stations will help promote lower operating and maintenance costs and increased uptime at charging sites. This will translate into a more, cost-effective, reliable and safe charging experience for EV users throughout the State.

## Plan Summary

WSDOT is committed to providing EV charging along all of Washington's Alternative Fuel Corridors by leveraging NEVI funding to drive investment interest to fully build out the state's network of fast charging infrastructure. WSDOT has developed robust physical security and cybersecurity strategies, which NEVI grant recipients are required to adopt, ensuring the

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protection of investments in EV infrastructure. WSDOT utilizes data analytics to optimize outreach, assess benefits, and maximize the impact of the NEVI program. WSDOT is requesting NEVI Federal Fiscal Year (FFY) 2026 funding to deploy more charging infrastructure to fill any remaining gaps in the state's highway corridor charging network and to support the growing market of battery electric medium and heavy-duty trucks.

WSDOT intends to utilize the operational framework provided through August 11, 2025 NEVI Formula Program Interim Final Guidance for the flexibility on the distance between stations and from the highway to reach the fully built out status of the state's network.

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*For questions about the FY 2026 NEVI Plan Update,  
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