

Appendix C – NEVI Requirements

The requirements from the NEVI Formula Program Final Rule (23 CFR Part 680) that are applicable to this NOFO are listed below. These requirements must be followed to ensure compliance with the Final Rule that went into effect starting March 30, 2023.

Definitions [23 CFR 680.104]

- **AC Level 2** means a charger that operates on a circuit from 208 volts to 240 volts and transfers alternating-current (AC) electricity to a device in an EV that converts alternating current to direct current to recharge an EV battery.
- **Alternative Fuel Corridor (AFC)** means national EV charging and hydrogen, propane, and natural gas fueling corridors designated by FHWA pursuant to [23 U.S.C. 151](#).
- **CHAdEMO** means a type of protocol for a charging connector interface between an EV and a charger (see www.chademo.com). It specifies the physical, electrical, and communication requirements of the connector and mating vehicle inlet for direct-current (DC) fast charging. It is an abbreviation of “charge de move”, equivalent to “charge for moving.”
- **Charger** means a device with one or more charging ports and connectors for charging EVs. Also referred to as Electric Vehicle Supply Equipment (EVSE).
- **Charging network** means a collection of chargers located on one or more property(ies) that are connected via digital communications to manage the facilitation of payment, the facilitation of electrical charging, and any related data requests.
- **Charging network provider** means the entity that operates the digital communication network that remotely manages the chargers. Charging network providers may also serve as charging station operators and/or manufacture chargers.
- **Charging port** means the system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time.
- **Charging station** means the area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. A charging station could comprise only part of the property on which it is located.
- **Charging station operator** means the entity that owns the chargers and supporting equipment and facilities at one or more charging stations. Although this entity may delegate responsibility for certain aspects of charging station operation and maintenance to subcontractors, this entity retains responsibility for operation and

maintenance of chargers and supporting equipment and facilities. In some cases, the charging station operator and the charging network provider are the same entity.

- **Combined Charging System (CCS)** means a standard connector interface that allows direct current fast chargers to connect to, communicate with, and charge EVs.
- **Community** means either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as individuals with disabilities, migrant workers, or Native Americans), where either type of group experiences common conditions.
- **Connector** means the device that attaches an EV to a charging port in order to transfer electricity.
- **Contactless payment methods** means a secure method for consumers to purchase services using a debit card, credit card, smartcard, mobile application, or another payment device by using radio frequency identification (RFID) technology and near-field communication (NFC).
- **Cryptographic agility** means the capacity to rapidly update or switch between data encryption systems, algorithms, and processes without the need to redesign the protocol, software, system, or standard.
- **Direct Current Fast Charger (DCFC)** means a charger that enables rapid charging by delivering direct-current (DC) electricity directly to an EV's battery.
- **Disadvantaged communities (DACs)** mean census tracts or communities with common conditions identified by the U.S. Department of Transportation and the U.S. Department of Energy that consider appropriate data, indices, and screening tools to determine whether a specific community is disadvantaged based on a combination of variables that may include, but are not limited to, the following: low income, high and/or persistent poverty; high unemployment and underemployment; racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities; linguistic isolation; high housing cost burden and substandard housing; distressed neighborhoods; high transportation cost burden and/or low transportation access; disproportionate environmental stressor burden and high cumulative impacts; limited water and sanitation access and affordability; disproportionate impacts from climate change; high energy cost burden and low energy access; jobs lost through the energy transition; and limited access to healthcare.
- **Distributed energy resource** means small, modular, energy generation and storage technologies that provide electric capacity or energy where it is needed.
- **Electric Vehicle (EV)** means a motor vehicle that is either partially or fully powered on electric power received from an external power source. For the purposes of this regulation, this definition does not include golf carts, electric bicycles, or other micromobility devices.

- **Electric Vehicle Infrastructure Training Program (EVTIP)** refers to a comprehensive training program for the installation of electric vehicle supply equipment. For more information, refer to <https://evitp.org/>.
- **Electric Vehicle Supply Equipment (EVSE)** See definition of a charger.
- **Open Charge Point Interface (OCPI)** means an open-source communication protocol that governs the communication among multiple charging networks, other communication networks, and software applications to provide information and services for EV drivers.
- **Open Charge Point Protocol (OCPP)** means an open-source communication protocol that governs the communication between chargers and the charging networks that remotely manage the chargers.
- **Plug and Charge** means a method of initiating charging, whereby an EV charging customer plugs a connector into their vehicle and their identity is authenticated through digital certificates defined by ISO-15118, a charging session initiates, and a payment is transacted automatically, without any other customer actions required at the point of use.
- **Power Sharing** means dynamically limiting the charging power output of individual charging ports at the same charging station to ensure that the sum total power output to all EVs concurrently charging remains below a maximum power threshold. This is also called automated load management.
- **Private entity** means a corporation, partnership, company, other nongovernmental entity, or nonprofit organization.
- **Public Key Infrastructure (PKI)** means a system of processes, technologies, and policies to encrypt and digitally sign data. It involves the creation, management, and exchange of digital certificates that authenticate the identity of users, devices, or services to ensure trust and secure communication.
- **Secure payment method** means a type of payment processing that ensures a user's financial and personal information is protected from fraud and unauthorized access.
- **Smart charge management** means controlling the amount of power dispensed by chargers to EVs to meet customers' charging needs while also responding to external power demand or pricing signals to provide load management, resilience, or other benefits to the electric grid.
- **State EV infrastructure deployment plan** means the plan submitted to the FHWA by the State describing how it intends to use its apportioned NEVI Formula Program funds.

Installation, Operation, and Maintenance [23 CFR 680.106]

Number of charging ports [23 CFR 680.106(b)]

- Charging stations must have at least four (4) network-connected DCFC charging ports and be capable of simultaneously charging at least four (4) EVs.

Connector type [23 CFR 680.106(c)]

- All charging connectors must meet applicable industry standards.
- Each DCFC charging port must be capable of charging any CCS-compliant vehicle.
- Each DCFC charging port must have at least one permanently attached CCS Type 1 connector.
- Each AC Level 2 charging port (if any) must have a permanently attached J1772 connector and must charge any J1772-compliant vehicle.
- Permanently attached CHAdeMO connectors can be provided but must be reimbursed using FY2022 NEVI Funds. This may limit the amount of funding available for these types of connectors.

Power level [23 CFR 680.106(d)]

- DCFC charging ports must support output voltages between 250 volts and 920 volts DC.
- DCFCs must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV's power delivery request up to 150 kW, simultaneously from each charging port at a charging station.
- DCFC charging stations may conduct power sharing so long as each charging port continues to meet an EV's request for power up to 150 kW.
- **Applicable if the application includes AC Level 2 chargers:** Each AC Level 2 charging port must have a continuous power delivery rating of at least 6 kW and the charging station must be capable of providing at least 6 kW per port simultaneously across all AC ports.
- **Applicable if the application includes AC Level 2 chargers:** AC Level 2 chargers may conduct power sharing and/or participate in smart charge management programs so long as each charging port continues to meet an EV's demand for power up to 6 kW unless the EV charging customer consents to accepting a lower power level.

Availability [23 CFR 680.106(e)]

- All EVSE must be available for use and sited at locations physically accessible to the public 24 hours per day, 7 days per week, year-round.
- This section does not prohibit isolated or temporary interruptions in service or access because of maintenance or repairs or due to the exclusions outlined in **BELOW**.
- All EVSE must be ADA compliant.
- All EVSE must provide access for limited English proficiencies.

Payment methods [23 CFR 680.106(f)]

- All charging stations must have contactless payment methods accepting all major debit and credit cards and *Plug and Charge payment capabilities using the ISO 15118 standard*.
- All charging stations must have either an automated toll-free phone number or a short message/messaging system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit payment.
- Charging stations must not require a membership for use.
- Charging stations must not delay, limit, or curtail power flow to vehicles on the basis of payment method or membership.
- Charging stations must provide access for users that are limited English proficient and accessibility for people with disabilities. Automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations.

Equipment certification [23 CFR 680.106(g)]

- All chargers must be certified by an Occupational Safety and Health Administration (OSHA) Nationally Recognized Testing Laboratory.
- DCFC chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.
- **Applicable if the application includes AC Level 2 chargers:** All AC Level 2 chargers must be ENERGY STAR certified.
- **Applicable if the application includes AC Level 2 chargers:** AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.

Security [23 CFR 680.106(h)]

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

of operation when communication between the charger and charging network is disrupted.

Long-term stewardship [23 CFR 680.106(i)]

- Charging stations must be maintained in compliance with NEVI requirements for a period of not less than 5 years from the initial date of operation.

Qualified technician [23 CFR 680.106(j)]

- The workforce installing, maintaining, and operating chargers must have appropriate licenses, certifications, and training 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.
- Except as provided below, all electricians installing, operating, or maintaining EVSE must meet one of the following requirements:
 - Certification from the EVITP.
 - Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the US Department of Labor in consultation with the US Department of Transportation.
- For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.
- All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.

Customer service [23 CFR 680.106(k)]

- EV charging customers must have mechanisms to report outages, malfunctions, and other issues with charging infrastructure.
- Charging station operators must enable access to accessible platforms that provide multilingual services.
- Recipients must comply with the American with Disabilities Act of 1990 requirements and multilingual access when creating reporting mechanisms.

Customer data privacy [23 CFR 680.106(l)]

- Charging station operators must collect, process, and retain only that personal information strictly necessary to provide the charging service to a consumer, including

information to complete the charging transaction and to provide the location of charging stations to the consumer.

- Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS) for the processing, transmission, and storage of cardholder data.
- Charging Station Operators must also take reasonable measures to safeguard consumer data.

Use of Program Income [23 CFR 680.106(m)]

- For purposes of program income or revenue earned from the operation of an EV charging station, the State or other direct recipient should ensure that all revenues received from operation of the EV charging facility are used only for:
 - Debt service with respect to the EV charging station project, including funding of reasonable reserves and debt service on refinancing;
 - A reasonable return on investment of any private person financing the EV charging station project, as determined by INDOT;
 - Any costs necessary for the improvement and proper operation and maintenance of the EV charging station, including reconstruction, resurfacing, restoration, and rehabilitation;
 - Any other purpose for which Federal funds may be obligated under Title 23, United States Code.

Interoperability [23 CFR 680.108]

Charger-to-EV communication [23 CFR 680.108(a)]

- Chargers must conform to ISO 15118-3 and must have hardware capable of implementing both ISO 15118-2 and ISO 15118-20.
- Charger software must conform to ISO 15118-2 and be capable of Plug and Charge.
- Conformance testing for charger software and hardware should follow ISO 15118-4 and ISO 15118-5, respectively.

Charger-to-charger-network communication [23 CFR 680.108(b)]

- Chargers must conform to Open Charge Point Protocol (OCPP) 1.6J or higher. Chargers must conform to OCPP 2.0.1.

Charging-network-to-charging-network communication [23 CFR 680.108(c)]

- Charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.

Network switching capability [23 CFR 680.108(d)]

- Chargers must be designed to securely switch charging network providers without any changes to hardware.

Traffic Control Devices or On-Premises Signs Acquired, Installed, or Operated [23 CFR 680.110]

- All traffic control devices must comply with 23 CFR Part 655.
- On-property or on-premise advertising signs must comply with 23 CFR Part 750.

Data Submittal [23 CFR 680.112]

Quarterly data submittal [23 CFR 680.112(a)]

- Recipients must ensure the following data are submitted on a quarterly basis in the form prescribed by the EV ChART guidance Version 1.0 (**Consider linking**) and the EV ChART template. Any quarterly data made public will be aggregated and anonymized to protect confidential business information.
 - Charging station identifier that the data can be associated with. This must be the same charging station name or identifier used to identify the charging station in data made available to third-parties.
 - Charging port identifier. This must be the same charging port identifier used to identify the charging port in data made available to third-parties.
 - Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port.
 - Energy (kWh) dispensed to EVs per charging session by port.
 - Peak session power (kW) by port.
 - Payment method associated with each charging session.
 - Charging station port uptime, T_outage, and T_excluded calculated in accordance with the equation in § 680.116(b) for each of the previous 3 months.
 - Duration (minutes) of each outage

Annual data submittal [23 CFR 680.112(b)]

- Recipients must ensure the following data are submitted on an annual basis, on or before March 1, in a manner prescribed by FHWA. Any annual data made public will be aggregated and anonymized to protect confidential business information. This would include the following:
 - Maintenance and repair cost per charging station for the previous year.
 - Identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.

One-time data submittal [23 CFR 680.112(c)]

- Recipients must ensure the following data are collected and submitted once for each charging station, on or before March 1 of each year, in a manner prescribed by the FHWA. Any one-time data made public will be aggregated and anonymized to protect confidential business information. This would include the following:
 - The name and address of the private entity(ies) involved in the operation and maintenance of chargers.

- Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station; and
- Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost; and
- Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
 - Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines; and
 - Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.

Community engagement outcomes report [23 CFR 680.112(d)]

- Recipients must provide to the State a description of the community engagement activities, including engagement with DACs. The State will include this information in the Community Engagement Outcomes Report within the State EV Infrastructure Deployment Plan.

Charging Network Connectivity of Electric Vehicle Charging Infrastructure [23 CFR 680.114]

Charger-to-charger-network communication [23 CFR 680.114(a)]

- Chargers must communicate with a charging network via a secure communication method. See the *Interoperability [23 CFR 680.108]* section for more information about OCPP requirements.
- Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks.
- Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management.
- Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.

Interoperability [23 CFR 680.114(b)]

- See the *Interoperability [23 CFR 680.108]* section for interoperability requirements.

Charging-network-to-charging-network communication [23 CFR 680.114(c)]

- The charging network must be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at Charging Stations that are a part of multiple charging networks. See the *Interoperability [23 CFR 680.108]* section for more information about OCPI requirements.

Charging-network-to-grid communication [23 CFR 680.114(d)]

- Charging networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.

Disrupted network connectivity [23 CFR 680.114(e)]

Chargers must remain functional if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in the *Power level [23 CFR 680.106(d)]* section.

Information on publicly available electric vehicle charging infrastructure locations, pricing, real time availability, and accessibility through mapping [23 CFR 680.116]

Communication of price [23 CFR 680.116(a)]

- The price for charging must be displayed prior to initiating a charging transaction and be based on the price for electricity to charge in \$/kWh.
- The price for charging displayed and communicated via the charging network must be the real-time price (*i.e.*, price at that moment in time). The price at the start of the session cannot change during the session.
- Price structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained.

Minimum uptime [23 CFR 680.116(b)]

- States or other direct recipients must ensure that each charging port has an average annual uptime of greater than 97%.
- A charging port is considered “up” when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level (see the *Power level [23 CFR 680.106(d)]* section).
- Charging port uptime must be calculated on a monthly basis for the previous twelve months.
- Charging port uptime percentage must be calculated using the following equation:

$$\mu = ((525,600 - (T_{\text{outage}} - T_{\text{excluded}})) / 525,600) \times 100$$

where:

μ = port uptime percentage,

T_{outage} = total minutes of outage in previous year, and

T_{excluded} = total minutes of outage in previous year caused by the following reasons outside the charging station operator's control, provided that the charging station operator can demonstrate that the charging port would otherwise be operational: electric utility service interruptions, failure to charge or meet the EV charging customer's expectation for power delivery due to the fault of the vehicle, scheduled maintenance, vandalism, or natural disasters. Also excluded are hours outside of the identified hours of operation of the charging station.

Third-party data sharing [23 CFR 680.116(c)]

Recipients must ensure that the following data fields are made available, free of charge, to third-party software developers, via application programming interface:

- Unique charging station name or identifier;
- Address (Street Address, City, State, and Zip Code) of the property where the charging station is located;
- Geographic coordinates in decimal degrees of exact charging station location;
- Charging station operator name;
- Charging network provider name;
- Charging station status (operational, under construction, planned, or decommissioned);
- Charging station access information:
 - Charging station access type (public or limited to commercial vehicles);
 - Charging station access days/times (hours of operation for the charging station);
- Charging port information:
 - Number of charging ports;
 - Unique port identifier;
 - Connector types available by port;
 - Charging level by port (DCFC, AC Level 2, etc.);
 - Power delivery rating in kilowatts by port;
 - Accessibility by vehicle with trailer (pull-through stall) by port (yes/no);
 - Real-time status by port in terms defined by Open Charge Point Interface 2.2.1;
- Pricing and payment information:
 - Pricing structure;
 - Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1; and
 - Payment methods accepted at charging station.

Other Federal Requirements [23 CFR 680.118]

- All statutory and regulatory requirements that are applicable to funds apportioned under [chapter 1 of Title 23, United States Code](#), and the requirements of [2 CFR part 200](#) apply. This includes the applicable requirements of 23, United States Code, and [Title 23, Code of Federal Regulations](#), such as the applicable Buy America requirements at [23 U.S.C. 313](#) and Build America, Buy America Act (Pub. L. No 117–58, div. G sections 70901–70927). On February 21, 2023, FHWA established a temporary public interest waiver to waive Buy America requirements for steel, iron, manufactured products, and construction materials in electric vehicle (EV) chargers, effective beginning March 23, 2023. The waiver will apply to all EV chargers manufactured by July 1, 2024, whose final assembly occurs in the United States, and whose installation has begun by October 1, 2024. Beginning with EV chargers manufactured on July 1, 2024, FHWA will phase out coverage under this waiver for those previously covered EV chargers where the cost of components manufactured in the United States does not exceed 55 percent of the cost of all components.
- As provided at [23 U.S.C. 109\(s\)\(2\)](#), projects to install EV chargers are treated as if the project is located on a Federal-aid highway. As a project located on a Federal-aid highway, [23 U.S.C. 113](#) applies and Davis Bacon Federal wage rate requirements included at [subchapter IV of chapter 31 of Title 40, U.S.C.](#), must be paid for any project funded with NEVI Formula Program funds.
- The American with Disabilities Act of 1990 (ADA), and implementing regulations, apply to EV charging stations by prohibiting discrimination on the basis of disability by public and private entities. EV charging stations must comply with applicable accessibility standards adopted by the Department of Transportation into its ADA regulations ([49 CFR part 37](#)) in 2006, and adopted by the Department of Justice into its ADA regulations ([28 CFR parts 35](#) and [36](#)) in 2010.
- Title VI of the Civil Rights Act of 1964, and implementing regulations, apply to this program to ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.
- All applicable requirements of Title VIII of the Civil Rights Act of 1968 (Fair Housing Act), and implementing regulations, apply to this program.
- The Disadvantaged Business Enterprise (DBE) program does not apply to the NEVI Formula Funds; however, the DBE program may apply to other programs apportioned under [chapter 1 of Title 23, United States Code](#).
- The Uniform Relocation Assistance and Real Property Acquisition Act, and implementing regulations, apply to this program by establishing minimum standards for federally

funded programs and projects that involve the acquisition of real property (real estate) or the displacement or relocation of persons from their homes, businesses, or farms.

- The National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality's NEPA implementing regulations, and applicable agency NEPA procedures apply to this program by establishing procedural requirements to ensure that Federal agencies consider the consequences of their proposed actions on the human environment and inform the public about their decision making for major Federal actions significantly affecting the quality of the human environment.

References

Minimum Federal statutory requirements can be found in the Final NEVI Standards and Requirements Part 680 – National Electric Vehicle Infrastructure Standards and Requirements: <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements> .

Physical Security and Cybersecurity

Site requirements

Site shall be monitored by video security surveillance system with digital video recorder (DVR). The cameras shall be color and high definition. Recordings of surveillance system shall be maintained for at least 30 days.

- Site shall include security design features to remain tamper-resistant and vandalism resistant, such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant coating or paint. Vandal resistance is intended mostly to prevent, deter, and detect unauthorized physical access or incapacitating safety and operation of the equipment. Developer must submit IK impact rating in joules for touch screens (Similar to ATM standards) and ensure they are rated for the application.
- LED lighting shall be implemented, adequately placed and/or shielded as needed to avoid environmental issues. Reference the AASHTO Lighting Design Guide (for parking lots).
- Design must include for equipment protection such as curbs, bollards, retractable cords, etc.
- Placement of hydrants, standpipe systems, and other means to extinguish a fire event shall be available and adhere to all building codes and NFPA standards. Matters involving the need for police, fire, and emergency medical services shall be directed to 911 operators.
- EVSE shall have over-current protection. All components, including electrical equipment shall have adequate fault-current and other ratings appropriate for the application so as not to reduce the required safe power output capabilities of the transformers or chargers.
- EVSE shall have a Charge Circuit Interrupting Device (CCID) or Ground Fault Circuit Interrupter (GFCI) designed to shut off the flow of electric power to reduce the risk of electric shock. (See Underwriters Lab (UL) - Standard 2231).
- Contractors shall not modify components of existing or new equipment or structure in any way that will jeopardize UL or other safety ratings of the equipment or facility.

Cybersecurity Plan

A cybersecurity plan will be due before installation begins and will need to be approved by INDOT. The plan shall be updated annually throughout the contract (based on original acceptance date) and all subcontractors must comply with the plan. The plan shall include, at a minimum, a discussion of the following:

- Risk assessment and mitigation strategies

- Data management (collection, storage, sharing, destruction)
- Incident prevention, handling and notification
- Identification and access management
- Use of cryptographic agility and support of multiple Public Key Infrastructures (PKIs)
- Monitoring and Detection
- Configuration, vulnerability and software management
- Continuity of operation when communication between the charger and charging network is disrupted

Third Party Assessment/Audit

Vendor will contract for a third-party assessment/audit that will be conducted annually to ensure the cybersecurity plan is being executed. Results of the assessment/audit will be shared with INDOT.