ADVANCED ENERGY ECONOMY

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NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM FACT SHEET

OVERVIEW

The National Electric Vehicle Infrastructure (NEVI) Formula Program, created by the Infrastructure Investment and Jobs Act (IIJA), provides background, guidance, and funding to help the U.S. reach its goals of 500,000 electric vehicle (EV) chargers by 2030. The NEVI Program includes $5 billion in funding for a formula program alongside another $2.5 billion for a competitive grant program.

The $5 billion NEVI Formula Program aims to establish an interconnected network of EV charging infrastructure and Alternative Fuel Corridors, particularly along the Interstate Highway System. $1 billion of this funding will become available each year from 2022 - 2026. The competitive grant program funding will focus on installing EV chargers in rural and disadvantaged communities. To receive NEVI funding, states must develop and submit EV Infrastructure Deployment Plans no later than August 1, 2022.

NEVI FORMULA PROGRAM FUNDING FEATURES

Requirements

- The federal cost-share for the NEVI Program is 80%. The funds can be combined with other eligible U.S. Department of Transportation (USDOT) funding for EV charging infrastructure projects if the eligibility requirements are met for both programs and the total federal cost-share does not exceed 80%.
- Any EV charging infrastructure acquired or installed with the NEVI Formula Program funds must be located along a designated Alternative Fuel Corridor.
- Alternative Fuel Corridors are a state-designated national network of roadways that provide alternative fueling and charging infrastructure (electric vehicle charging and hydrogen, propane and/or natural gas fueling).
- If a state determines that the designated Alternative Fuel Corridors for EVs in the State are fully built out, then the state may use funds for EV charging infrastructure on any public road or in other publicly accessible locations that are open to the general public or to authorized commercial motor vehicle operators from more than one company.
- A state's Alternative Fuel Corridor may be considered "built out" if EV charging infrastructure is installed every 50 miles along the Interstate Highway System within 1 travel mile of the Interstate; EV charging infrastructure includes at least four 150kW Direct Current (DC) Fast Chargers capable of simultaneously charging four EVs; and EV charging infrastructure has minimum station power capability at or above 600kW.
- NEVI Program funds may be used to contract with a private entity for acquisition, installation, operation, and maintenance of publicly accessible EV charging infrastructure.

STATE EV INFRASTRUCTURE DEPLOYMENT PLANS

Deadlines

- By August 1, 2022 – Each state is required to submit a plan to the Joint Office.
- By September 30, 2022 – Each state will be notified if their plan is approved.

Key Plan Requirements

State Agency Coordination: Describe how the State DOT has coordinated with the State's energy and/or environmental department in the development of the Plan.

Public Engagement: Discuss the involvement or stakeholder groups in the Plan's development to include the general public, government entities, federally recognized Tribes, labor organizations, private sector/industry representatives, representatives of the transportation and freight logistics industries, state public transportation agencies, and urban, rural, and underserved or disadvantaged communities.

Plan Vision and Goals: Describe how the plan supports a convenient, affordable, reliable, and equitable statewide and national EV network. The plan should be updated on an annual basis to reflect the state funding plans for that fiscal year. The plan should also include 5-year goals for the duration of the program with at least one quantitative target.

Contracting: Detail whether the state intends to contract with third-party entities for the installation, operation, and/or maintenance of EV charging infrastructure. The plan should also discuss how states will ensure that the contracting entities will engage communities where the EV charging infrastructure will be installed.

Existing and Future Conditions Analysis: Identify the existing conditions within the study area as it pertains to EV charger deployment. Including: existing state of EV charging, current and projected EV ownership, location of existing EV charging, public transportation and freight needs, grid capacity necessary to support additional EV charging Infrastructure, electric utilities that service the area, etc. This section should also include a discussion on known risks and challenges for EV deployment.

EV Charging Infrastructure Deployment: Discuss the overall strategy for installing EV charging infrastructure as well as maps that include the general locations of existing and planned EV charging infrastructure. The plan should also address how a state will coordinate regionally with other states and adjoining charging networks.

Implementation: Identify installation, maintenance, and ownership responsibilities for the charging infrastructure long-term.

Civil Rights: Discuss how the state planning and implementation will ensure compliance with state and federal civil rights laws.

Equity Considerations: Describe how the plan will be developed through engagement with rural, underserved and disadvantaged communities and stakeholders.

Labor and Workforce Considerations: Consider the training, experience level, and diversity of the workforce that is installing and maintaining EV charging infrastructure.

Cybersecurity: Discuss how the state will address the cybersecurity of the charging infrastructure to ensure the station or vehicle is not compromised by malicious code or that a vehicle infects other stations during future charges.

Program Evaluation: Describe the state's schedule and plan for evaluating performance in its 5-year goals and the performance and usage of the EV charging infrastructure.

Discretionary Exceptions: In very limited circumstances, a state may submit a request for discretionary exceptions for the placement of EV charging infrastructure every 50 miles along the Interstate Highway System within 1 travel mile of the Interstate. Exceptions must be clearly identified and justified in state plans. Additional coordination with FHWA and the Joint Office may be necessary before any exception is approved.

PROJECT ELIGIBILITY

NEVI Formula Program funds may be used for:

- The acquisition and installation of EV charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability.
- This includes upgrades to existing public charging stations and on-site distribution energy resources (e.g. solar arrays, energy storage).
- Operating assistance for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under this program, for a period not to exceed five years.
- Development phase activities relating to the acquisition of stations and equipment as well as installation of EV charging infrastructure.
- Traffic control devices and on-premise signs to provide information about EV charging infrastructure acquired, installed, or operated.
- Data sharing about EV charging infrastructure to ensure the long-term success of investments
- The acquisition or installation of traffic control devices located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated under the NEVI Formula Program.
- Mapping and analysis activities to evaluate in an area in the United States designated by the eligible entity.

Considerations for the Strategic Deployment of EV Charging Infrastructure

States should develop their plans under the NEVI Formula Program consistent with these considerations and with the overarching goal for construction, installation, or upgrade of EV charging infrastructure to be completed no later than six months from procurement.

1. The distance between publicly available EV charging infrastructure.
2. Connections to the electric grid, including electric distribution upgrades; vehicle-to-grid integration, including smart charge management or other protocols that can minimize impacts to the grid; alignment with electric distribution interconnection processes, and plans for the use of renewable energy sources to power charging and energy storage.
3. The proximity of existing off-highway travel centers, fuel retailers, and small businesses to EV charging infrastructure acquired or funded through NEVI.
4. The need for publicly available EV charging infrastructure in rural corridors and underserved or disadvantaged communities.
5. The long-term operation and maintenance of publicly available EV charging infrastructure to avoid stranded assets and protect the investment of public funds in that infrastructure.
6. Existing private, national, state, local, tribal, and territorial government EV infrastructure programs and incentives.
7. Fostering enhanced, coordinated, public-private or private investment in EV charging infrastructure.
8. Meeting current and anticipated market demands for EV charging infrastructure, with regard to power levels and charging speed, and minimizing the time to charge current and anticipated vehicles.

OTHER CONSIDERATIONS & RECOMMENDATIONS

- If a state fails to submit a plan consistent with this guidance by August 1, 2022, or if FHWA determines that a State has failed to take action to carry out its Plan, FHWA may withhold or withdraw, as applicable, funds made available under the Program for the fiscal year from the State and award such funds on a competitive basis to local jurisdictions within the State for use on projects that meet the eligibility requirements.
- States should identify a NEVI Formula Program point of contact within their department of transportation as soon as possible, and once identified that individual should contact the DOT/DOE Joint Office.
- The Joint Office will provide technical assistance to states as they achieve a convenient, reliable, and equitable national network of EV chargers, regardless of where they are in the electric charging deployment process.
- The IIJA also creates new requirements under section 111(d) of the Public Utility Regulatory Policies Act (PURPA) for state energy regulatory agencies to promote transportation electrification, including through establishing affordable rates for EV charging.

OTHER RESOURCES

FHWA NEVI Guidance
Advanced Energy Economy IIJA State Implementation Toolkit
5-year NEVI funding totals by state
https://www.DriveElectric.gov