

National Electric Vehicle Infrastructure (NEVI) Formula Program and Plan Development



NEVI Program

- Part of Infrastructure Investment and Jobs Act (IIJA), or Bipartisan Infrastructure Law
- Provides estimated \$63 million over five years in formula funds for buildout of electric vehicle (EV) charging network in MA*
- Requires MassDOT to prepare and submit EV Infrastructure Deployment Plan to receive funds

*There are additional sources of funds in IIJA for alternative fueling infrastructure outside of NEVI



Source: *Curbed Boston*

NEVI Program Requirements

- Funds are for Direct Current Fast Chargers, or DCFC
 - “Designed to provide at least four CCS ports capable of simultaneously charging four EVs”
 - Maximum charge power per port should not be below 150kW
 - Must be able to supply 600kW of power simultaneously
- Funds must be used for publicly accessible EV chargers
- Funds must be used on Alternative Fuel Corridors (AFCs) until FHWA determines they are ‘fully built out’
 - FHWA will not certify corridors as ‘fully built out’ in NEVI’s first year

NEVI Plan Development

- NEVI guidance establishes Plan content
- MassDOT is currently procuring a consultant to assist with EV charging analysis and Plan development
 - Analysis will assess current and future demand for corridor DCFC on Alternative Fuel Corridors
 - Analysis will include preliminary economic analysis for DCFC
 - Plan will prioritize corridor segments for investment
 - Plan will not identify specific sites for investment
- FHWA will issue additional guidance on May 13th regarding “minimum standards and requirements”

NEVI Plan Development

- Very short August 1st deadline for Plan submission to Joint Office of Energy and Transportation
 - Formula funds can be withheld if deadline not met
- Timelines/deadlines unclear for addressing FHWA and Joint Office comments on submitted Plan