



NARUC

National Association of Regulatory Utility Commissioners

National Electric Vehicle Infrastructure Formula Program (NEVI) Brief for State Public Utility Commissions



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Photo: An operational NEVI charging station built in Ohio, Source: Ohio Department of Transportation: <https://www.flickr.com/photos/ohiodot/albums/72177720313245726/>

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Summary

The National Electric Vehicle Infrastructure (NEVI) Formula Program (NEVI program) is a funding opportunity for all 50 U.S. states, the District of Columbia, and Puerto Rico, established by the Bipartisan Infrastructure Law (BIL). The NEVI program instructs states to “strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.” The NEVI program allocates more than \$5 billion to states from Fiscal Year (FY) 2022 to 2026 on a formula basis. NEVI funds are available to private entities, including utilities, to build EV Supply Equipment (EVSE)¹ and associated EV grid infrastructure.

State Public Utility Commissions (PUCs) will play a critical role in NEVI as they oversee utility investments in this new national charging network, ideally ensuring that utilities deploy infrastructure and technology that is efficient, reliable, safe, and supports the scale and timeframe required to benefit consumers. State PUCs use their regulatory power to review, approve, and deny utility investments and programs to support the new NEVI charging network. As key conveners, PUCs are also providing forums for detailed planning within their states to ensure NEVI-funded EVSEs and related customer and utility investments benefit customers and the grid.

This NEVI Brief provides:

- A concise explanation of the NEVI funding process, charger requirements, and alternative fuel corridors (AFCs).²
- A description of potential PUC roles in the NEVI process in the context of other state agencies, utilities, and stakeholders.
- Key considerations for state PUCs and how Commissions enable NEVI charging infrastructure.
- A discussion of how NEVI charger buildouts could broadly influence technical requirements and standards for the EV charging industry and utilities.

Overview of the NEVI Funding Opportunity

NEVI is a federal funding opportunity to build public DC Fast Chargers (DCFC)³. The Federal Highway Administration (FHWA) administers NEVI with support from the Joint Office of Energy and Transportation (Joint Office or JOET). All 50 states, DC, and Puerto Rico began submitting annual statewide NEVI plans to the Joint Office/FHWA for review and approval starting in FY2022. State Departments of Transportation (state DOTs) or, occasionally, State Energy Offices lead the development of NEVI plans, often in collaboration with other state or local government entities.⁴ The plans detail how the state will implement and meet all federal requirements to build out NEVI charging infrastructure. The FHWA has approved all states’ NEVI plans for FY2023; annual updates are due on August 1 of each year through FY2026.⁵ For FY2024, \$885 million in funding is available for the NEVI program.

1 For the sake of this document, EV charger, NEVI charger, and EVSE are synonymous. The federal government refers to EVSE and EV chargers using the same notation.

2 The FHWA uses the term “alternative fuel” for EV charging and other alternative fuels, such as hydrogen. For the sake of this brief, only EV charging is the focus.

3 States may install NEVI AC Level 2 chargers with NEVI Formula Program funds only after the State’s Alternative Fuel Corridors for EV charging are certified as fully built out. For more information on the differences between level 2 and DCFCs and for details on charging port vs charging station, see this explainer from the DOE Alternative Fuels Data Center https://afdc.energy.gov/fuels/electricity_infrastructure.html.

4 The approved NEVI Plan for each state includes more details on how the agencies collaborated and which agency is the lead: <https://driveelectric.gov/state-plans/>. In Alabama, Alaska, and Colorado, the State Energy Office is the lead agency, in collaboration with the state DOT. Multiple state agencies in Arkansas and Michigan work closely on the development of the plans, though the state DOT is the lead agency.

5 The Joint Office State NEVI Plans Dashboard contains more information on approved state NEVI plans and funding amounts for each state: <https://driveelectric.gov/state-plans/>.

States have three more years to allocate the NEVI formula funding. The maximum federal cost share for a project funded under the NEVI Formula Program is 80%. Eligible private and state funds must provide the remaining 20% cost share. Further, agencies may combine NEVI funds with other suitable federal US DOT funding for EV charging infrastructure projects.

NEVI funds are used to pay for a variety of a state's eligible project costs, such as:⁶

- The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability.
- Upgrading existing charging stations.
- Proper operation and maintenance of EV charging stations.
- On-site distributed energy resource (DER) equipment (e.g., solar arrays, stationary batteries) related to vehicle charging.
- Small grid improvements.
- Long-term EV charging station data sharing.

Both private and public entities may own and operate these eligible NEVI investments, including utilities, and states are eligible to utilize public-private partnerships to build the infrastructure. As of January 2024, the JOET reports that two states have opened stations; construction has begun in five states; 13 states have issued contracts; and 17 states are soliciting proposals for new stations. On October 18, 2023, Ohio was the first state in the nation to break ground on a NEVI station,⁷ which began operating on December 13, 2023.⁸

NEVI is the first federal effort to establish an interconnected network of electric vehicle charging capabilities. The FHWA has detailed essential requirements and standards for NEVI charging station locations, charger capabilities, interoperability, and data sharing standards.⁹ These standards and requirements also apply to other BIL or federally funded charging programs, such as the Charging and Fueling Infrastructure (CFI) Discretionary Grant program.¹⁰

NEVI Alternative Fuel Corridors

Among FHWA requirements is the placement of NEVI charging stations near Alternative Fuel Corridors (AFCs) along national highway systems. The AFC designation process is separate from NEVI and was established in 2015 under Title 23, United States Code, Section 151. The BIL amended Section 151 to update the requirements for the designation of national AFCs. This amendment also uses AFCs for other federal charging programs like the CFI program. FHWA must solicit nominations for corridors from state and local officials and involve multiple stakeholders. FHWA provides the following guidance to state agencies on how to designate AFCs in the Request for Nominations (RFN) for Alternative Fuel Corridors:

If designated as an AFC, FHWA will classify highway corridors as “corridor ready” or “corridor pending.” Corridor-ready segments provide sufficient fueling facilities to allow corridor travel with the applicable alternative fuel. Corridors that do not have sufficient alternative fuel facilities to support alternative fuel vehicle travel are classified as corridor pending.

6 For more information on eligible uses of NEVI funds, see the Eligible Expenditures section of the NEVI FAQ: https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.cfm.

7 Ohio First in the U.S. to Begin EV Fast Charger Construction Under NEVI Plan, October 18, 2023. <https://drive.ohio.gov/about-driveohio/news/nevi-groundbreaking>

8 The JOET shares periodic updates on NEVI rollout at: <https://driveelectric.gov/news/nevi-progress-update>.

9 The federal rule for NEVI is Title 23 CFR 680, available at: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680>.

10 More information on the CFI program is available at: <https://www.fhwa.dot.gov/environment/cfi/>.

The FHWA AFC Memorandum on Requests for Nominations (RFN) states that EV charging infrastructure in an AFC must meet the following requirements to be corridor-ready:

- Publicly available.
- Distance: Any point along the corridor must be connected via an AFC to a station in each logical direction so the gap is no more than 50 miles.¹¹
- Location: No more than 1 mile from the nearest interchange exit or highway intersection along the corridor.
- Power level: charging ports need a minimum of 150 kW per port, delivered simultaneously to four ports (600 kW minimum power per station).
- Number of ports: minimum of four.
- Connector type: Combined Charging System (CCS) Type 1 connector available at each port.¹²

As of October 2023, FHWA finished its seventh round of nominations for state-designated AFCs. Each round of nominations allows states to consider designating additional corridors, mainly if an interstate highway system was undesignated in the previous round. If a state has deemed its charging network “fully built out,” the state may request a Fully Built Out Certification from the FHWA. This certification would allow a state to use NEVI funds for EV charging infrastructure on any public road or in publicly accessible locations open to the public.¹³ In many cases, PUCs are consulting with their state DOT to understand the AFC landscape and any pending changes to designated AFCs in their state. **Figure 1** shows the current AFC landscape for electric vehicles in the contiguous U.S.

Figure 1. Designated Electric Vehicle Alternative Fuel Corridors, as of January 31, 2024



Source: U.S. Department of Energy¹⁴

11 States may request exceptions to these distances following the process and criteria for exception requests in the NEVI Formula Program guidance.

12 The full Memorandum RFN guidance includes addition information on the AFC process and requirements at: https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/2023_request_for_nominations_r7.pdf

13 See page 30 of the FHWA NEVI Formula Program guidance: https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf.

14 U.S. Department of Energy Alternative Fuels Data Center. Electric Vehicle Charging Corridors. As of January 31, 2024. <https://driveelectric.gov/corridors>

NEVI Charging Station Requirements and Standards

For years, charging station standards have been inconsistent across the country and from utility to utility. This variability has contributed to issues like range anxiety and inconsistency in charger buildout in a changing market. The new federal NEVI standards and requirements are the first nationwide charging standards and will lead to uniformity in charging station buildout among federally funded stations.

Title 23 of the Code of Federal Regulations 680 (CFR 680) lays out essential federally mandated standards and requirements for publicly accessible EV charging stations funded under the NEVI formula program. These standards also apply to other federal BIL programs that use AFCs. **Table 1** summarizes the essential requirements and standards most relevant to PUCs. **Figure 2** provides a graphical representation of the points of NEVI interoperability specified under title 23, CFR 680(108 & 114).

Table 1: Key NEVI Charging Station Requirements and Standards¹⁵

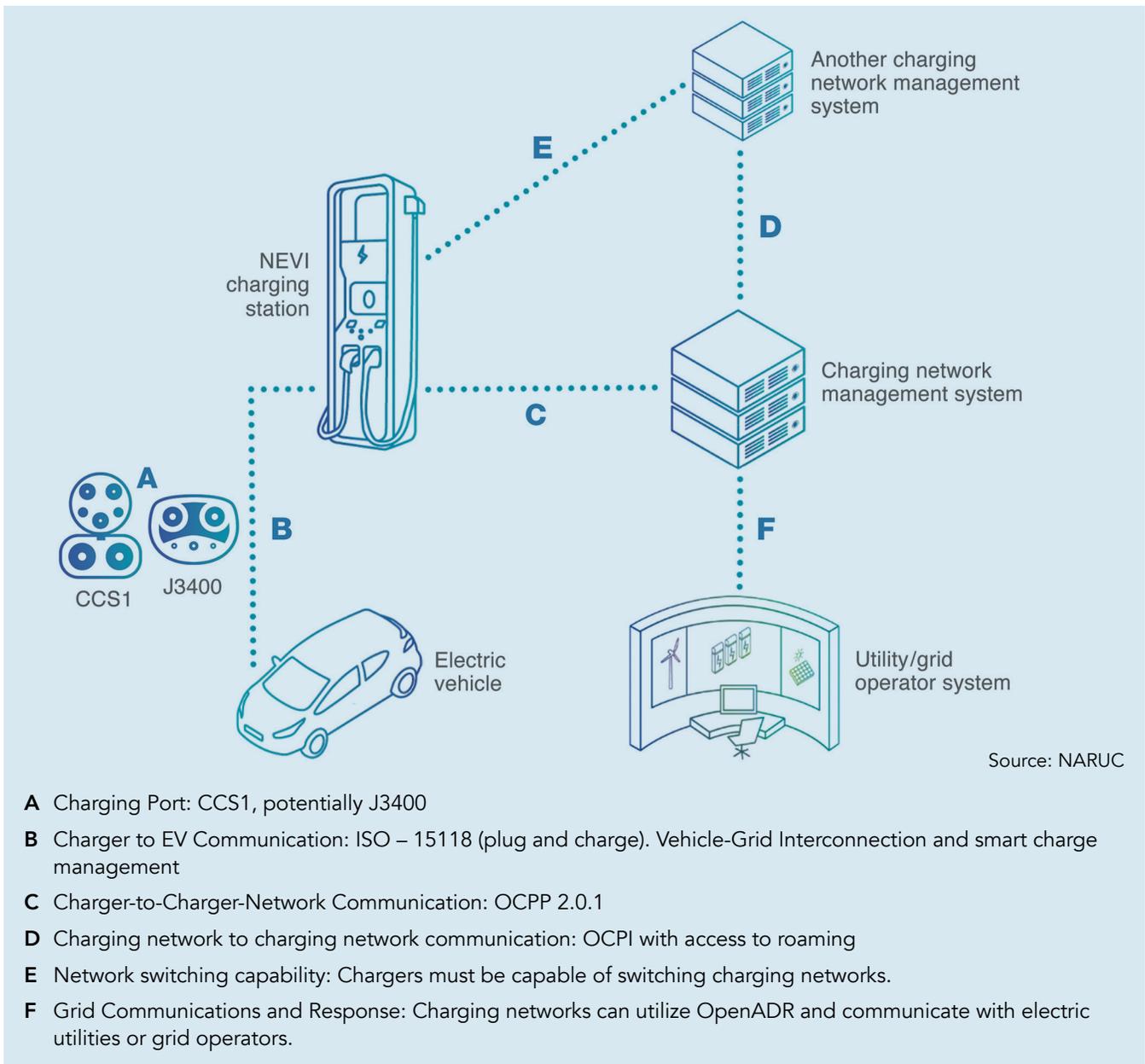
Category	Requirement or standard
Connector port	Each NEVI station needs at least one Combined Charging System (CCS) Connector. Charging network operators or owners may install NACS/J3400 charging ports or adapters as an eligible expense if there is one CCS port and the charging station operator meets the requirements of CFR 680. ¹⁶
Procurement process	States must be transparent with the procurement of charging stations and associated infrastructure.
Availability	NEVI-funded stations should be publicly available 24 hours per day, seven days per week.
Long term stewardship	The charging station operator or installer must maintain the station for at least five years after receiving funds.
Price	The charger must communicate the price to consumers beforehand and be based on the price for electricity in \$/kilowatt-hour (kWh). Chargers must also utilize real-time pricing. The process for setting the charge for EV charging must be transparent.
Uptime	States or other direct recipients must ensure that each charging port has an average annual uptime of over 97%.
Interoperability	Starting in February 2024, the following interoperability requirements will be in place for NEVI-funded stations: <ul style="list-style-type: none"> • Charger to EV Communication: Charger software ISO 15118–2 and be capable of “Plug and Charge.” • Charger to charger: Network Communication OCPP 2.0.1. • Charging Network to Charging Network Communication: OCPI 2.2.1. • Network switching capability. • Open Access Payment available. See Figure 2 for a visual representation of these requirements.
Data sharing	CFR 680.112 shows detailed data sharing for quarterly, annual, one-time, and third-party submission requirements. States and direct recipients must report information such as: <ul style="list-style-type: none"> • Connector and charging data. • Grid and system upgrade costs. • Maintenance, installation, and operations data. • Energy data in kW/kWh.¹⁷

15 Please note these are not the full requirements and standards laid out by Title 23 CFR 680. For more details, see the full rule: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680>.

16 For more information on CFR 680 requirements for charging ports and NACS/J3400 adapters, see the FHWA EVI Formula Program Questions and Answers: https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.cfm#gen.

17 As mentioned in the previous footnote, this is not an exhaustive list of data that needs to be submitted in the NEVI reporting process. For full requirements, see CFR 680.112.

Figure 2. Points of Interoperability Required for NEVI under Title 23, CFR 680(108 &114)



Potential Public Utility Regulator Roles in the NEVI Funding Opportunity

PUCs are working with other state agencies, utilities, and the EV industry to address gaps and challenges in building an affordable and reliable nationwide charging infrastructure. The FHWA encourages such collaboration for the development and implementation of NEVI plans. FHWA's NEVI guidance specifically names PUCs as key to "ensure charging site viability, cost-effectiveness, and timeliness of deployment" and promote "collaborative planning with electric utilities."

Table 2 outlines common topics of concern to PUCs, highlighting key excerpts from federal guidance and state examples plus considerations and questions related to utility oversight and NEVI. These topics include: charger reliability, grid improvements, affordability and rate design, data sharing, interoperability, convening, complementary state and federal EV funding opportunities and incentives, oversight and ownership, and grid impacts / make-ready infrastructure / grid interconnection.

Although state DOTs and State Energy Offices are the lead agencies for NEVI planning and funding allocations, PUC decision making around the topics reviewed in Table 2 will have a significant impact on NEVI program design and implementation. As explored in the National Council on Electricity Policy (NCEP) Mini Guide on Transportation Electrification “[State-Level Roles and Collaboration among Public Utility Commissions, State Energy Offices, and Departments of Transportation](#),” proactive engagement by PUCs can help states and stakeholders consider NEVI in the context of other important PUC issues, such as rate design, grid and long-term planning, and complementary state and federal funding opportunities.

Table 2: Key Considerations for State Public Utility Commissions

Common topic of concern to PUCs	Federal guidance and state examples ¹⁸	Considerations, questions, and opportunities for collaboration
Charger reliability	<ul style="list-style-type: none"> CFR 680.116 includes language establishing what it means for a charger to be “up” and how to calculate the charging port uptime percentage, which states and direct recipients must report each month. State NEVI Plans, such as Michigan’s, require reliability metrics during the O&M of a NEVI charger. 	<ul style="list-style-type: none"> Would it benefit the state if the metrics and indicators used to ensure that NEVI stations are reliable and meet the CFR 680 uptime and availability standards were applied to non-NEVI stations? How should regulators or utilities ensure that NEVI stations are maintained and reliable past the five-year requirement for NEVI chargers?
Grid improvements	<ul style="list-style-type: none"> According to the FHWA’s NEVI FAQ, NEVI funds are used for on-site electric equipment and minor grid improvements but not major improvements.¹⁹ Further, the FHWA NEVI FAQ encourages state DOTs to consider whether electric utilities or other programs cover the costs for grid improvements tied to EV charging and to consult with state regulators on this question. 	<ul style="list-style-type: none"> How could NEVI-authorized grid improvement funding be leveraged to improve grid reliability for customers? For example, will utilities maximize the 80/20 federal cost share requirements? How will PUCs help evaluate NEVI-related grid improvements in the context of other planned utility investments?
Affordability and rate design	<ul style="list-style-type: none"> The FHWA NEVI Guidance states that charging stations should “maintain cost of charging at a reasonable price (for example, comparable to competitive market) and minimize demand charges or other fixed utility fees.” The FHWA NEVI FAQ advises State DOTs to consult PUCs on regulations and policies restricting the use of DERs at EV charging stations in their states and incentive programs. States are encouraged to consider the magnitude of these costs and whether electric utilities or other programs could cover them. 	<ul style="list-style-type: none"> How would PUCs ensure utilities follow the requirement of recovering costs from NEVI chargers in \$/kWh in an affordable manner? Will this type of pricing apply across all utilities in the state? What rate designs and other load management strategies are appropriate to mitigate EVs’ potential negative grid impacts and maximize potential grid benefits, while maintaining charger session affordability? PUCs help educate state DOTs and other entities involved in the NEVI process on principles and tools for EV rate design (e.g., demand charges, volumetric charges, and cost-based rates). <p style="text-align: right;"><i>continued</i></p>

18 For more information on specific examples mentioned from state NEVI plans, see the Joint Office State NEVI Plans Dashboard, <https://driveelectric.gov/state-plans/>, which links to every state and U.S. territory NEVI plan.

19 According to the FHWA, examples of on-site electric equipment include a power meter, transformer, and switch gears. Minor grid improvements include the work necessary to connect a charging station to the electric grid distribution network. Examples include extending power lines or upgrading existing power lines several miles. Major grid upgrades are ineligible, such as longer line extensions or upgrades, improvements to offsite power generation, bulk power transmission, or substations.

Common topic of concern to PUCs	Federal guidance and state examples ¹⁸	Considerations, questions, and opportunities for collaboration
Affordability and rate design <i>continued</i>		<ul style="list-style-type: none"> Regulators also help ensure that programs like managed charging, TOU rates, and demand-based rates work with NEVI chargers and promote desired charging behavior through price signals. PUCs encourage utility programs that support or phase DERs into NEVI charging infrastructure in ways that help lower costs to consumers, improve reliability, and maintain the timeline for completing an EV charging station project.
Data sharing	<ul style="list-style-type: none"> Page 21 of the FHWA guidance notes that costs associated with data sharing are eligible for reimbursement. NEVI's one-time data submittal requirements include aggregate grid connection and upgrade costs paid to the electric utility as part of the NEVI project. This includes total distribution and system costs (e.g., line extensions and total service costs, poles, transformers, and meters). California and Maryland mention that other state agencies have EV-related data requirements and initiatives in their NEVI plans.²⁰ The New Jersey Board of Public Utilities has EV Charging requirements and agreements that utilities or companies must follow to receive EV-related grant funding.²¹ 	<ul style="list-style-type: none"> What data-sharing requirements are utilities following in addition to those in CFR 680? For example, are states adding additional data requirements for O&M, cybersecurity, reliability, uptime, etc.? What are the ways PUCs work with other agencies, like state DOTs and Energy Offices, to leverage federally required reporting and data sharing to support state goals? Are there pathways to augment data sharing, reporting, and standardization requirements in a streamlined way (e.g., a data-sharing platform)? For examples of questions that PUCs ask utilities and stakeholders about Grid Data Sharing and EVs, see the NARUC Grid Data Sharing Framework, including the Fleet Electrification Use Case.
Interoperability	<ul style="list-style-type: none"> See Table 1 for interoperability requirements. Washington State has its own EV charging and Signage Regulations regarding interoperability. Their NEVI plan mentions how NEVI chargers must follow all state interoperability requirements. 	<ul style="list-style-type: none"> How could utility regulators leverage the federal interoperability standards for utility-owned or operated NEVI chargers? Does a state have comparable state-specific interoperability requirements, or are there deviations that need to be resolved?
Convening	<ul style="list-style-type: none"> Each NEVI plan requires details on stakeholder engagement efforts. Michigan has convened workgroups around BIL funds, data sharing, and hosting capacity. In addition, Michigan's Public Service Commission played an integral role in developing the state's NEVI plan. Maryland's NEVI plan utilized a NEVI advisory group composed of several state agencies, industry representatives, and public and community representatives. For examples of state agency collaboration that includes PUCs, see the NCEP (2022) Mini Guide on Transportation Electrification: State-Level Roles and Collaboration among Public Utility Commissions, State Energy Offices, and Departments of Transportation. 	<ul style="list-style-type: none"> PUCs use their convening power for formal and informal collaborations to solicit feedback and connect stakeholders around charging station buildout. Key stakeholders could include: <ul style="list-style-type: none"> State agencies (e.g., DOT, SEO, DEP, Housing, General Services) Utilities Private Sector Charging station operators/providers and other private entities Environmental justice groups PUCs will add value to state plans by actively participating in any formal collaboration with state agencies on NEVI planning or broader transportation planning (e.g., advisory groups, workgroups, MOUs). <p style="text-align: right;"><i>continued</i></p>

20 See more details in the data sharing sections of Maryland and California NEVI plan.

21 See more information here: <https://dep.nj.gov/wp-content/uploads/drivegreen/pdf/datareqs.pdf>.

Common topic of concern to PUCs	Federal guidance and state examples ¹⁸	Considerations, questions, and opportunities for collaboration
Convening <i>continued</i>	<ul style="list-style-type: none"> The National Association of State Energy Officials (NASEO) published a 2023 paper on Models for Interagency Collaboration on Electric Vehicle (EV) Infrastructure Programs, which lists examples of state agency collaboration. 	<ul style="list-style-type: none"> PUCs will ask utilities how they are working with EVSE vendors / suppliers to ensure NEVI-funded chargers meet specifications, standards, interoperability requirements, and more, as set by FHWA.
Complementary federal or state EV funding opportunities and incentives	<ul style="list-style-type: none"> One example of complementary federal opportunities or incentives is the Volkswagen settlement funds, typically administered through state environment agencies. States like Tennessee, Maryland, and Michigan have identified statewide and other federal programs that complement NEVI charger funding, as noted in their respective NEVI plans. States like California, Maryland, Michigan, and New York have Commissions that have actively approved or denied IOU EV programs 	<ul style="list-style-type: none"> PUCs, in collaboration with other state agencies, will encourage complementary coordination of NEVI funds with other state and federal funding opportunities and incentives. PUCs are crucial in approving, modifying, or denying investor-owned utility EV charging programs, which affect NEVI charger buildout through rate cases, IOU transportation plans, etc.
Oversight and ownership	<ul style="list-style-type: none"> The NEVI CFR 680 rule defines an eligible private entity as any "corporation, partnership, company, other nongovernmental entity, or nonprofit organization." Thus, utilities and non-utilities alike may apply for funds, regardless of previous PUC decisions about whether utilities may or may not own EV chargers. Many states have opened dockets to subject electric utilities (and electric cooperatives, in some cases) to routine reporting on which BIL-related investments they plan to pursue (e.g., Maryland, Michigan, Iowa, Virginia, Washington, Wisconsin).²² 	<ul style="list-style-type: none"> PUCs utilize their oversight role by reviewing utility projects that utilize NEVI funds and deciding whether to approve, modify, or deny them. PUCs request or require utilities to report on NEVI investments or other BIL-related EV programs utilities plan to pursue. For information on different approaches and rationales that states have considered on utility ownership of EV assets, see NARUC's (2019) Electric Vehicles: Key Trends, Issues, and Considerations for State Regulators.
Grid impacts, make-ready infrastructure, grid inter-connection	<ul style="list-style-type: none"> FHWA Guidance advises states to collaborate with agencies, utilities, and PUCs to identify and streamline the permitting, planning, and approval of grid interconnections for EV charging infrastructure. This includes authorized energy storage and renewable energy generation to support the operations of NEVI chargers. North Carolina's NEVI plan mentions how the NC Utilities Commission approved a Duke Energy Make Ready Credit program to help defray upfront costs associated with DCFCs. 	<ul style="list-style-type: none"> State DOTs and State Energy Offices may consult with PUCs and electric utilities to understand regulations and policies restricting the use of DERs at EV charging stations and making incentive programs available. How should regulators work with utilities to ensure the timely interconnection of NEVI charging infrastructure? What are the ways that PUCs help mitigate the risk of long energizing times for DCFCs? <p style="text-align: right;"><i>continued</i></p>

²² For an example of a state docket on reporting for BIL related investments, see ex parte: Federal Grant Opportunities under The Infrastructure Investment and Jobs Act - Order Directing Comments <https://www.scc.virginia.gov/DocketSearch#caseDocs/143630>.

Common topic of concern to PUCs	Federal guidance and state examples ¹⁸	Considerations, questions, and opportunities for collaboration
<p>Grid impacts, make-ready infrastructure, grid inter-connection <i>continued</i></p>	<ul style="list-style-type: none"> • NEVI DCFC build-out will place significant additional demand on the grid. For example, North Carolina plans to add thirty-three charging stations in its first phase of NEVI buildout. Because each station requires a minimum of 600 kW, these stations will add the equivalent of 19.8 MW of grid capacity. • In 99% of state NEVI plans, the solicitation responses require information about available electric capacity. A number of states have worked with utilities to develop site assessment forms, which applicants are required to submit (in collaboration with their utility) at the time of application. 	<ul style="list-style-type: none"> • How should regulators best ensure NEVI charging stations mitigate adverse impacts on the electric grid while maintaining affordability? To what extent are DERs, rate design, and contractual mechanisms good options? • What are the ways that regulators ensure utilities are supporting the NEVI DCFC uptime and reliability requirements? • Commissions and stakeholders should consider how utilities establish standard processes for sharing relevant grid information to support NEVI charger siting, such as hosting capacity maps.

Additional Resources

Below are additional resources PUCs and other state agencies may find helpful for understanding the NEVI funding opportunity.

- [FHWA Updated NEVI Guidance](#): This shows the up-to-date NEVI Guidance from the FHWA (up to Round 7).
- [Joint Office State NEVI Plans Dashboard](#): This dashboard provides links to each approved state NEVI plan and funding amounts to each state in the current and previous fiscal years, as well as how many miles of EV charging corridors are designated as ready or pending in each state through Round 6.
- [FHWA NEVI Fact Sheet](#): This fact sheet from the FHWA covers basic NEVI facts, such as purpose, legal citation, apportionment of funds, eligibility, and more.
- [NEVI Standards and Requirements – Title 23 CFR Part 680](#): This part prescribes minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program and projects for the construction of publicly accessible electric vehicle (EV) chargers that are funded with funds made available under Title 23, United States Code, including any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.
- [Memorandum NEVI AFC Request for Nominations \(Round 7\)](#): The purpose of this memorandum and the attached document is to issue the Round 7/2023 Request for Nominations for State and local officials to nominate Alternative Fuel Corridors (AFC) for designation.
- [Charging and Fueling Infrastructure Grant Program](#): The Charging and Fueling Infrastructure Discretionary Grant Program provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.
- [The EV States Clearinghouse](#): This Clearinghouse is a repository for EV program documents from the states – such as model RFPs, staffing and budgetary models, and sample contracts – as well as current state-level EV roadmaps, EV infrastructure siting and assessment tools, and other resources. Atlas Public Policy administers the Clearinghouse and is a product of the NASEO and AASHTO collaboration.
- [NARUC Electric Vehicles: Key Trends, Issues, and Considerations for State Regulators](#): This issue brief provides data about the trends in EV adoption, a synopsis of the types of decisions Commissions are facing, and examples of recent State regulatory approaches to EV questions.
- [NARUC Grid Data Sharing Resources \(2023\)](#): NARUC released a Grid Data Sharing Playbook Framework and Example Use Cases to help PUCS answer grid data sharing questions. This includes an Enabling Fleet Vehicle Electrification Use Case.
- [NARUC EV Website](#): This website contains essential NARUC EV resources, such as presentations from the NARUC EV State Working Group for Public Utility Commissioners and their staff, issue briefs, and other resources.
- [The Joint Office of Electricity and Transportation \(JOET\) Webinars](#): The Joint Office of Energy and Transportation offers webinars to help states and key stakeholders build capacity for electric vehicles and plan for charging infrastructure.



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