



NEVI & Rhode Island EV Infrastructure Program FAQs

Where can I find the RI NEVI Plan?

[Click here to open or download the approved RI EV Infrastructure Deployment Plan.](#)

Who is managing the NEVI RI EV Infrastructure Program?

The RI Office of Energy Resources is the lead agency in charge of managing the NEVI RI EV Infrastructure Plan in partnership with the RI Department of Transportation (RIDOT) and the RI Department of Environmental Management (RIDEM).

How much NEVI funding will RI receive?

Of the \$5 billion in NEVI formula funds, Rhode Island is expected to receive \$23 million (split into five annual allotments) between federal fiscal years 2022 and 2026.

Eligible entities may also apply to competitive discretionary grant programs that will allocated another \$2.5 billion in funds nationally for charging and fueling infrastructure along designated alternative fuel corridors and within communities. [The Federal Highway Administration has not yet announced rules for these competitive discretionary grant programs.](#)

How can the public stay up to date on engagement opportunities?

[RI NEVI Webpage](#) has several opportunities to get involved, including a [sign up link to receive newsletters and program updates](#) for the RI NEVI Program.

What can NEVI formula funding be used for?

NEVI formula funding can initially be used to deploy EV charging infrastructure that establishes an interconnected charging network at locations within one travel mile of a designated EV corridor. A network of designated corridors was established over the past 6 years through a [Federal Highway Administration \(FHWA\) program](#).

What is required for an Alternative Fuel Corridor (AFC) for electric vehicles to be “built out”?

Federal NEVI formula fund guidance requires EV charging facilities to be built within one mile of the designated EV corridor, no more than 50 miles apart along the entire length of a designated EV corridor. The guidance indicates that NEVI-funded charging facilities must each have at least four 150kW Direct Current (DC) Fast Chargers with Combined Charging System (CCS) ports capable of simultaneously DC charging four EVs. EV charging infrastructure must have a minimum station power capability at or above 600kW and must support charging at a rate of at least 150 kW per port simultaneously across four ports.

What is Rhode Island’s Alternative Fuel Corridor?

I-95 is Rhode Island’s [FHWA approved Alternative Fuel Corridor](#).



What is Phase 1 of the RI NEVI Program?

Phase 1 includes upgrading and installing additional DC Fast Chargers at:

- Park and Ride, Rte.117, Warwick, and
- Park and Ride, Ashaway, Hopkinton

Will the State of RI own or operate any of the new fast charging stations?

Yes, RIOER will own and operate the charging stations that will be installed during Phase 1. Once Phase 2 opens, RIOER does not anticipate owning or operating any fast-charging infrastructure. RIOER's role will be to manage NEVI fund distribution, select projects, and coordinate with private sector companies, other entities, and hosts to assure the new charging stations adhere to federal requirements.

How will RI ensure federal funding is spent in a way that is consistent with the Justice 40 Standards?

The FHWA NEVI Guidance asks states to identify in their plans how they will address the [Justice40 initiative](#) by targeting at least 40% of NEVI program benefits to disadvantaged communities. RI is committed to ensuring that the benefits of the NEVI program reach these communities. The agency will use [federal guidance on how to define Justice40 communities](#), input from RIOER's and RIDEM's Energy Justice Program Managers, and will work with stakeholders to build a program that works with and for communities.

The specific locational requirements of Phase 1 of NEVI, to build out stations at 50-mile maximum intervals along, and within 1 mile of, Alternative Fuel Corridors, limits the state's discretion on locations of charging stations; however, after Phase 1 is complete, Phase 2 will allow for greater flexibility to deliver on the Justice40 initiative for the NEVI program.

What is the process for a business or other entity to become a charging site host? How do individuals or businesses learn about those opportunities?

RI submitted its NEVI Program Plan to FHWA by the August 1, 2022, deadline and FHWA approved RI NEVI Plan on September 14, 2022. The next step is to complete its preparation of NEVI materials and procedures for Phase 1 (which is focused on Alternative Fuel Corridor build-out).

Once FHWA certifies that the I-95 EV corridor is compliant (“**built out**”) RIOER will open Phase 2 of the NEVI program. As part of the state's stakeholder engagement efforts, RIOER will conduct general and targeted outreach to spread awareness of NEVI funding, using tools like webinars, public comment engagement, websites, and public service announcements. Interested parties who want to host a site can also make their intentions known by reaching out to RIOER via email address Energy.RINEVI@energy.ri.gov

Who is eligible for Phase 2 of the RI NEVI Program?

Phase 2 will be focused on community-based public EV charging. Criteria for site selection during this phase will be based on community input and priority setting.

The NEVI program requirements for Phase 2 include a station must be 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. Applicants, or partners of Phase 2 Program will be expected to provide a financial commitment.



Does the funding cover upgrades to existing stations, installing new stations, or both?

Both new stations and upgrades to existing stations are eligible uses of funds under the NEVI program, provided all final stations meet the minimum requirements of the program.

How will charging fees at the new stations be determined?

Private owner/operators of the stations will determine charging fees. However, NEVI guidance says that stations should be designed to maintain cost of charging at a price that is “reasonable” (competitive to the local market), and that additional demand charges should be minimized. Owners/operators must also clearly display pricing on all chargers.

Will there be any federal or state rule about charger maintenance, protection from vandalism, or other “charger uptime” issues?

Yes, RIOER expects requirements regarding operation and maintenance of chargers, including station design, minimum reliability, remote diagnosis, and problem resolution standards to be part of federal guidance shared with states in the coming weeks.

Can the NEVI formula funding be used for EV chargers in communities?

The NEVI funding is focused on building out a national network of fast charging stations along the interstate and national highway system to ensure a consistent and reliable EV charging experience throughout the United States.

Per federal requirements, charging stations built with NEVI dollars must be located within one mile of a federally approved EV Alternative Fuel Corridor during Phase 1 of the program. Once FHWA certifies that the I-95 EV corridor is compliant (“**built out**”) then funds can be used at other publicly accessible locations. RIOER will encourage private sector applicants to prioritize installing charging infrastructure near apartment and townhomes, particularly in underserved communities, where feasible.

FHWA will also open a separate competitive grant program (discretionary funding) for alternative fuel stations, including EV charging, in the future, potentially later in 2023. Eligible entities will include local and regional governments, plus other entities.

Where can I find existing charging stations?

There are many resources available to drivers to find existing EV charging infrastructure. You can use any of the following links to locate existing charging stations.

[Electric Vehicles Map \(arcgis.com\)](https://arcgis.com)

[PlugShare - EV Charging Station Map - Find a place to charge your car!](#)

[Alternative Fuels Data Center: Electric Vehicle Charging Station Locations \(energy.gov\)](https://energy.gov)

If your company is an Electric Vehicle Supply and Equipment vendor, or in a related field and would like to become a vendor for the State of Rhode Island, please visit the RI State Division of Purchases [website](#).