



**Department of
Transportation**



National Electric Vehicle Infrastructure Formula Program (NEVI)

July 20, 2022

MEETING AGENDA

- ➔ Welcome, Agenda, Procedures for Public Comment
- ➔ NEVI Formula Program Overview
- ➔ NYS Complementary Programs/Plans
- ➔ Status of EV Alternative Fuel Corridor Build Out
- ➔ Considerations for EV Alternate Fuel Corridor Build Out and Use of NEVI funds
- ➔ Next Steps
- ➔ Questions/Feedback

Procedure for Public Comment

NYSDOT welcomes public comments and questions

➤ To submit feedback to NYSDOT staff during the meeting, meeting attendees can use the Webex Q&A function located in the right bottom corner.

- Comments and questions submitted through WebEx will be aggregated and considered during plan preparation.

➤ To submit feedback on the NEVI Plan after today's public information meeting, the Plan and a feedback form will be posted on the NEVI website in early August.

www.nyserda.ny.gov/All-Programs/ChargeNY/Charge-Electric/Charging-Station-Programs/National-Electric-Vehicle-Infrastructure-Program



NEVI Formula Program Overview

PROGRAM PURPOSE

The purpose of the NEVI formula program is "to provide funding to states to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access and reliability."

NEVI Formula Program Overview

FUNDING/TIMELINE

- \$26 million apportioned to New York State in Federal Fiscal Year 2022; \$175 million anticipated over the period of the Infrastructure Investment and Jobs Act (through September 30, 2026).
- The Federal Highway Administration (FHWA) issued initial guidance in February 2022. FHWA proposed draft technical standards, which are open for public comment until August 22, 2022.
- States required to submit electric vehicle (EV) Infrastructure Plans (NEVI Plans) by August 1, 2022.
- FHWA plan approval expected in September 2022.
- NEVI funds available for use after NEVI Plan approval.

NEVI Formula Program Overview

FUNDING REQUIREMENTS

- ⇒ No change in existing law. FHWA rules apply to program deployment, including:
 - ❑ Commercial service prohibition on interstates built after 1960
 - ❑ Americans with Disabilities Act (ADA) requirements
 - ❑ Buy America
 - ❑ Uniform Relocation Assistance and Real Property Acquisition Policy Act
 - ❑ National Environmental Policy Act (NEPA)

- ⇒ Funding restricted to FHWA the designated EV Alternative Fuel corridors (EV Corridors) with preference to interstate corridors.

- ⇒ Funding may be used "off" designated EV Corridors only after the FHWA determines that all these corridors are "fully built out."

NEVI Formula Program Overview



What does "built out" mean?



1. Charging station opportunities at least every 50 miles along designated EV Alternate Fuel corridors and no more than one travel mile off the designated EV corridor
2. Charging station infrastructure must have at least four 150 kW direct current (DC) fast chargers with combined charging system (CCS) ports capable of simultaneously charging four EVs
3. Charging infrastructure must have a minimum station power capability at or above 600kW

NEVI Formula Program Overview



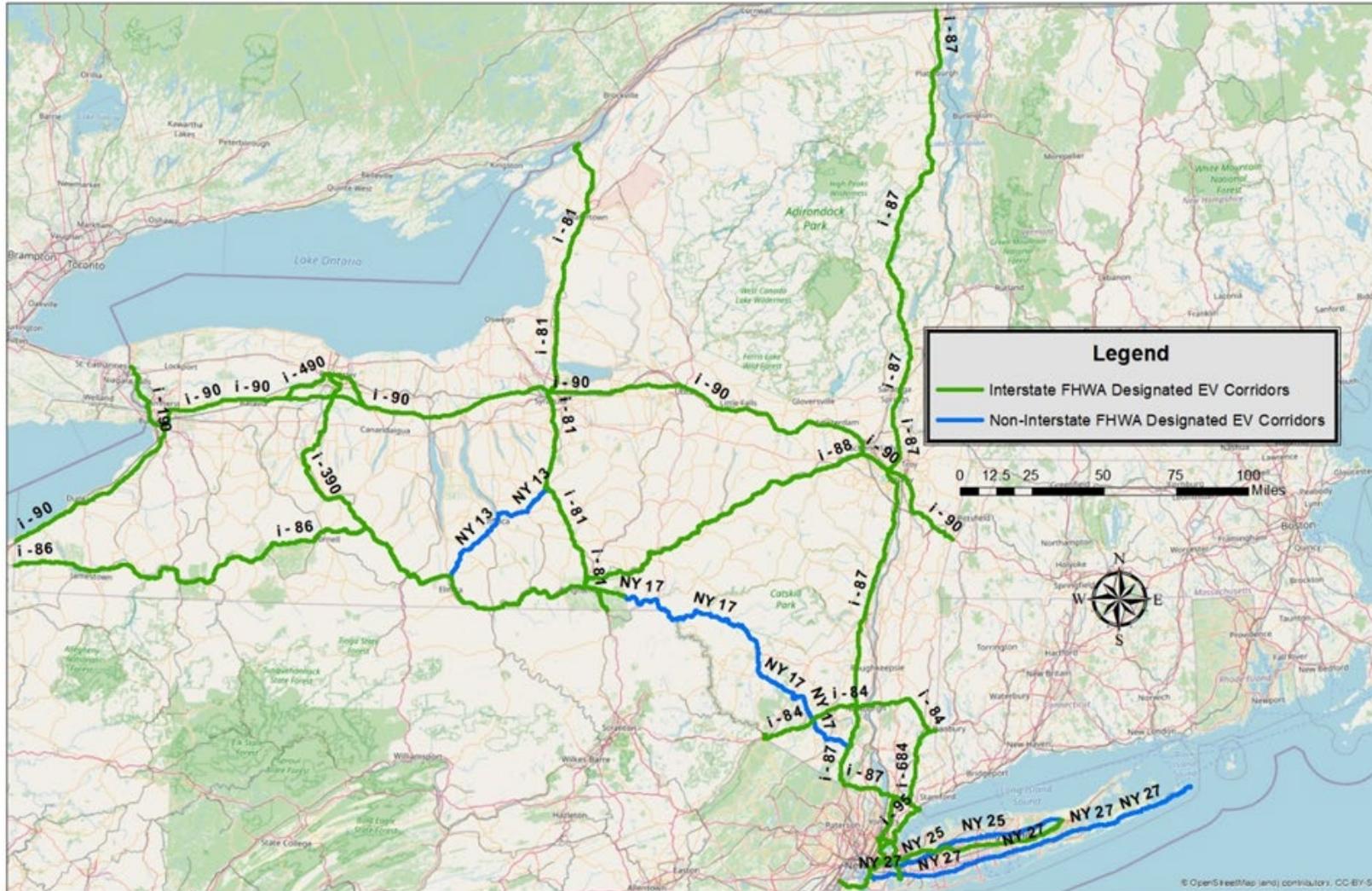
How are EV Alternative Fuel Corridors Designated?



- ➔ The FHWA Alternative Fuel Corridors (AFC) designations began in 2016.
- ➔ Fuels covered by the program are:
 - Electricity
 - Hydrogen
 - Compressed Natural Gas (CNG)
 - Propane
 - Liquid Natural Gas
- ➔ FHWA has focused recent AFC designations on Interstates to support a connected national network of alternative fuel corridors.
- ➔ Annual requests for corridor nominations (all fuels) have occurred since 2016.
- ➔ NYSDOT has been an active participant in these opportunities.

NEVI Formula Program Overview

Designated EV Alternative Fuel Corridors in New York State



NEVI Formula Program Overview

CREATING NEW YORK'S NEVI PLAN

- ➔ Interagency group formed to support plan development
- ➔ Participating agencies/authorities:
 - New York State Department of Transportation (NYSDOT) (lead)
 - New York State Energy Research and Development Authority (NYSERDA)
 - New York State Department of Environmental Conservation (DEC)
 - New York Power Authority (NYPA)
 - Department of Public Service (DPS)
 - Long Island Power Authority (LIPA)
 - New York State Thruway Authority



NYS Complementary Programs/Plans

BUILDING ON EXPERIENCE

- ➔ DPS Make-Ready and Utility Relief Programs
- ➔ NYPA EVolve NY
- ➔ DEC/NYSERDA Direct Current Fast Charging (DCFC) Volkswagen Settlement Funding Program Opportunity
- ➔ New York State Thruway Authority Service Plaza Upgrades

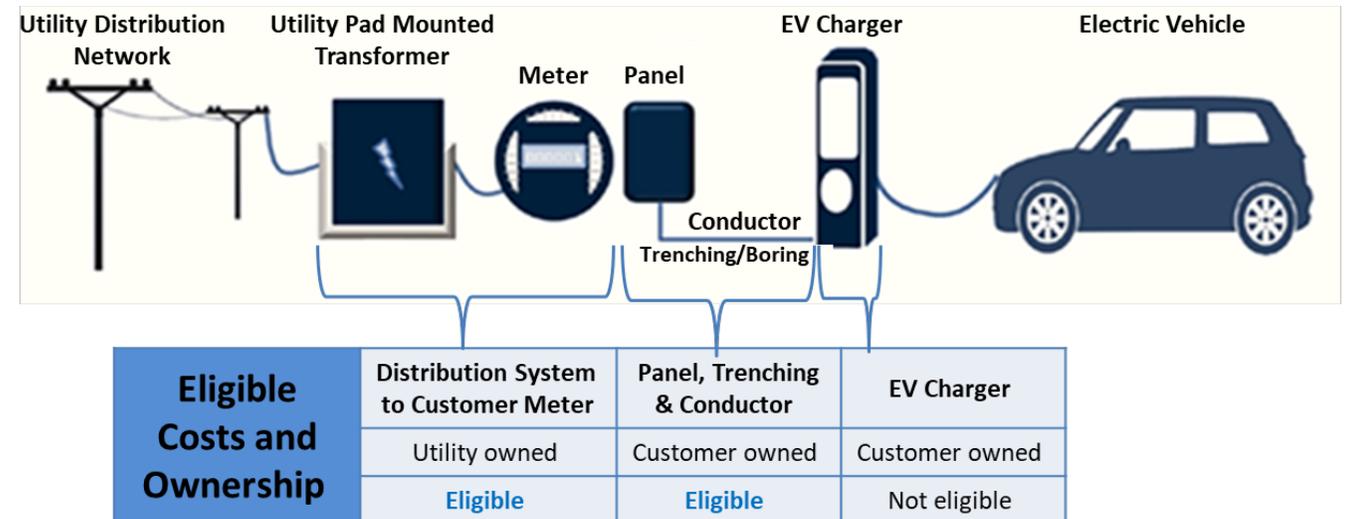
NYS Complementary Programs/Plans

EV Make-Ready Program Helps with Up-Front Costs

EV Make-Ready Program Details

- \$701 million budget statewide; \$206 million dedicated to disadvantaged communities
- Funds >50,000 level 2 and 1,500 DCFC new stations through 2025
- Fleet Assessment Services provides fleet owners with site feasibility and rate analysis
- \$85 million dedicated to prize competitions in disadvantaged communities
- \$34 million for other Medium/Heavy Duty Vehicle make-ready programs

Eligible EV Make-Ready Equipment



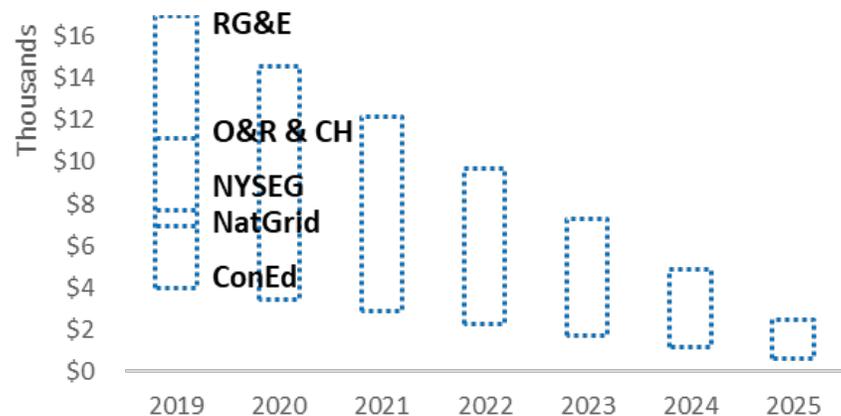
Up to 90% funding for publicly accessible, non-proprietary stations; 50% support for others station types

NYS Complementary Programs/Plans

Utility Operating Cost Relief Programs in NYS

Per Plug Incentive Program

(Available today)



- \$39 million budget statewide; covers up to 1,434 publicly accessible DCFC plugs
- Declining annual incentive offsets delivery bill

Proceeding: Alternatives to Traditional Demand-Based Rates

- Public Service Law Section 66-s directs Commission to commence a proceeding to establish a commercial tariff or operating cost relief program for EV fast charging
- Commission to approve or modify Staff proposal by 12/31/2022
- Solutions must include the following criteria:
 - Tech-agnostic solutions
 - LDV, MHDV & fleets electrification
 - Existing & new customers
 - Monthly bill relief
 - In all combination gas & electric service territories

Help with utility bills further stimulates the public and commercial charging markets

NYS Complementary Programs/Plans

NYPA EVOlve NY Program

- ⇒ NYPA-owned highway and urban DC fast charging backbone network
 - ❑ Up to \$250 million through 2025
 - ❑ Up to 800 DCFC ports (150kW+)
 - ❑ Multiple ports per site

NYS Complementary Programs/Plans

EVolve NY

First Site Opening: Lagrangeville, NY



NYS Complementary Programs/Plans

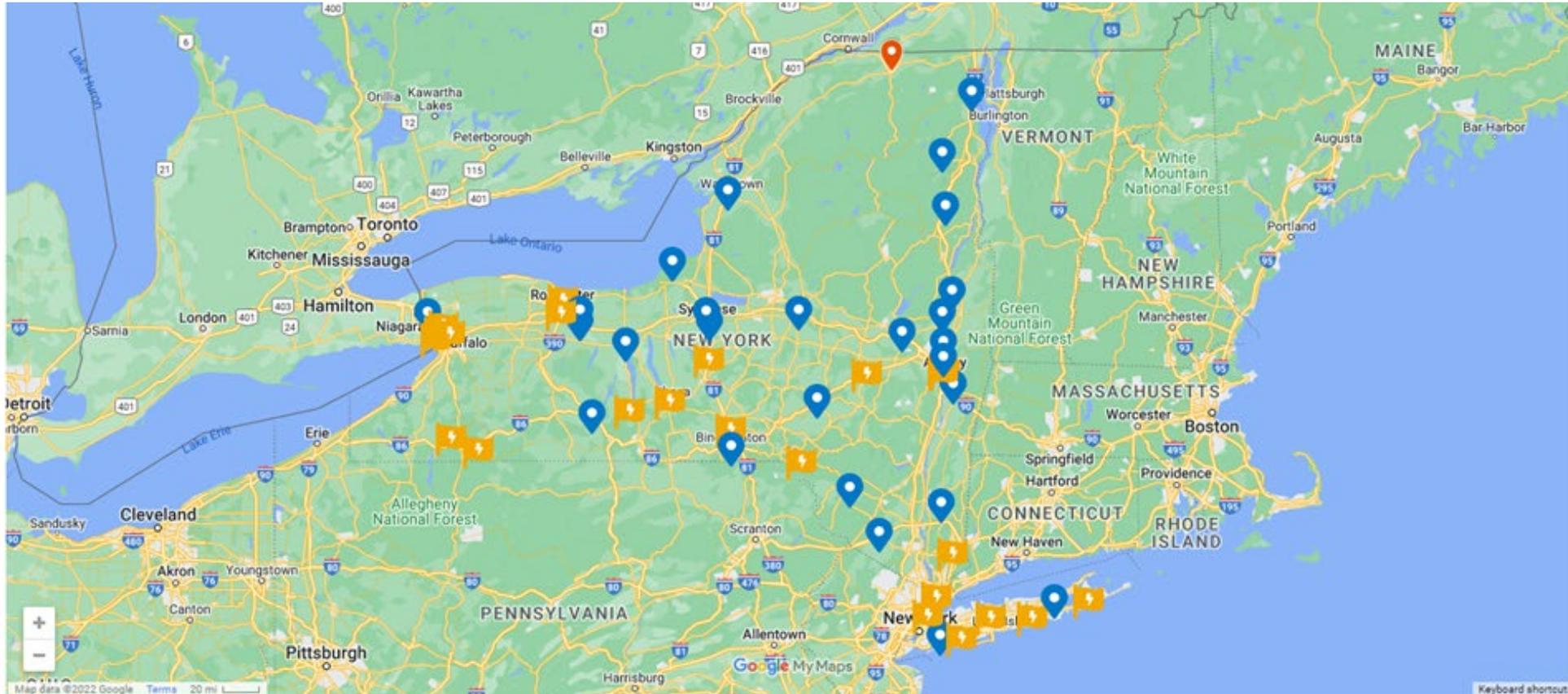
EVolve NY

Largest Non-Tesla DCFC on the East Coast: JFK Airport



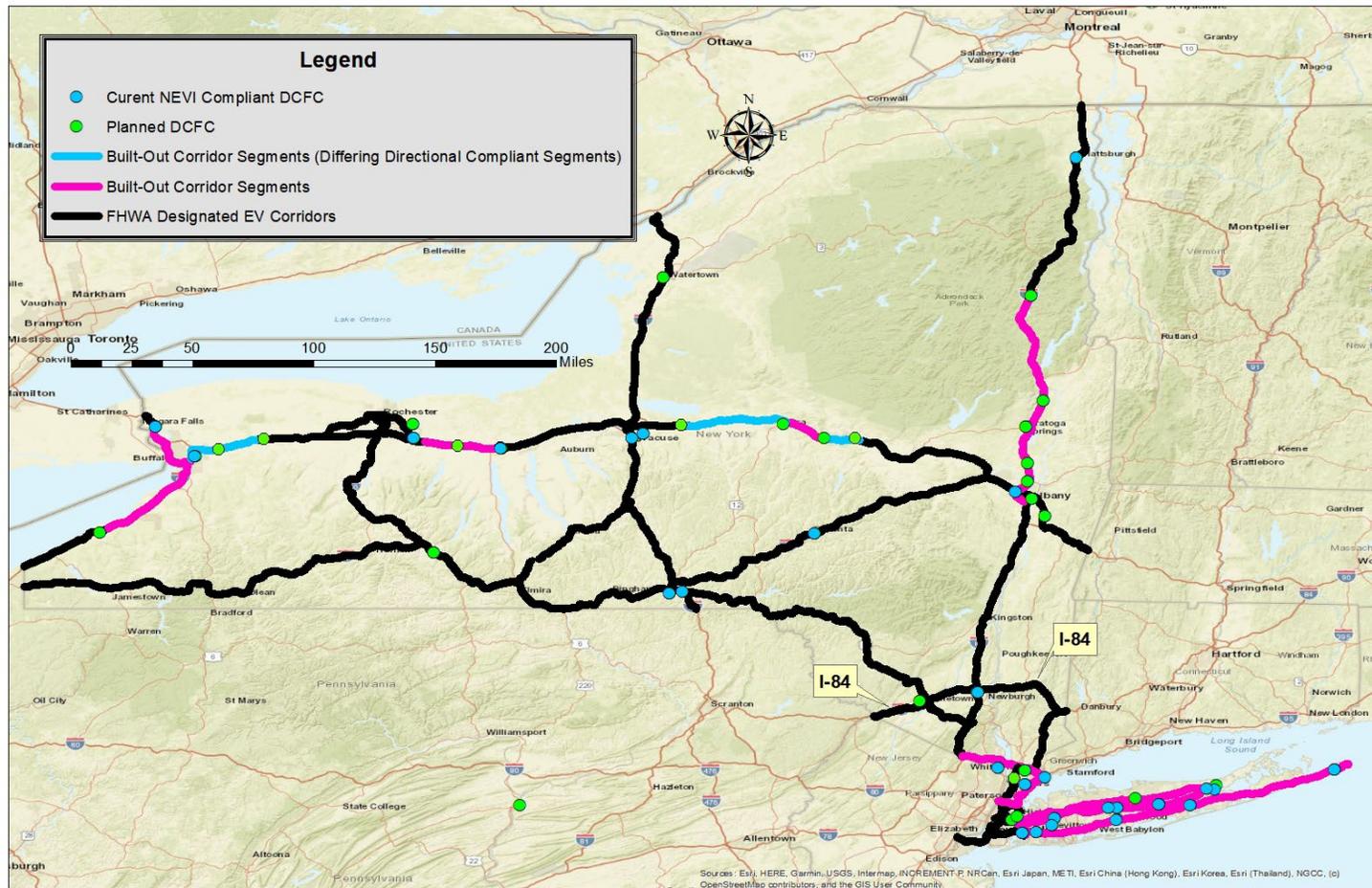
NYS Complementary Programs/Plans

EVolve NY as of July 2022: Open and Planned Sites



Status of EV Alternative Fuel Corridor Build Out

EV Alternative Fuel Corridors in New York State with NEVI Compliant Sites Anticipated by 2023



Assumes all anticipated NEVI compliant DCFC chargers are publicly available by third quarter 2023 from:

- EVOolve NY
- New York State Thruway Authority Service Plaza Reconstruction

Status of EV Alternative Fuel Corridor Build Out

Corridor Considerations and Gap Areas

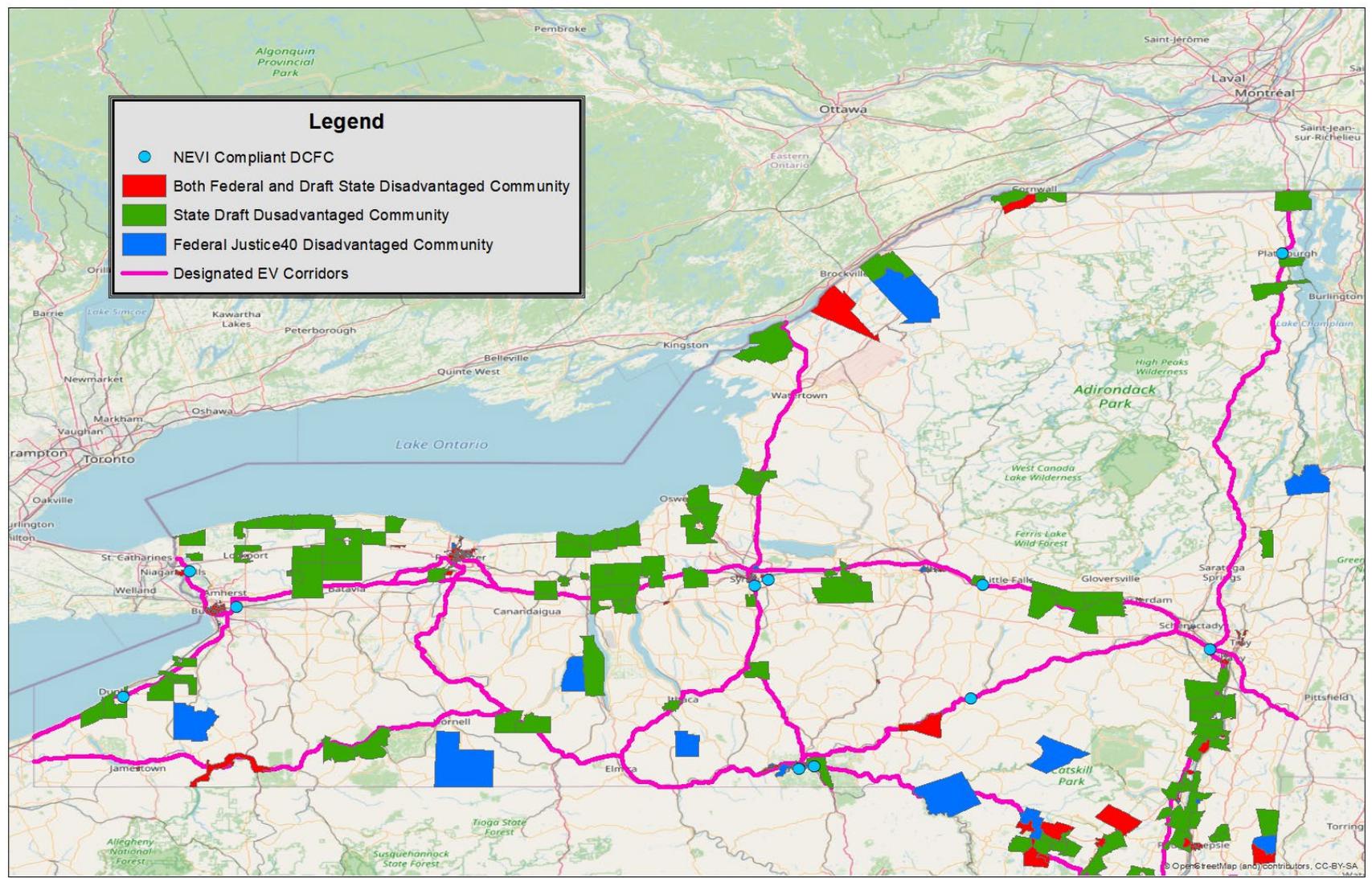
➔ Gap Areas North of I-84:

- ❑ Gaps are in more rural areas characterized by few options for fast charging, low battery electric vehicle registrations, low population density, low average annual daily traffic (AADT) volumes, and in some locations, limited availability of three-phase electric power in some locations.
- ❑ Fewer fast charging opportunities of any kind (i.e., locations that offer fast charging, but do not meet NEVI standards).

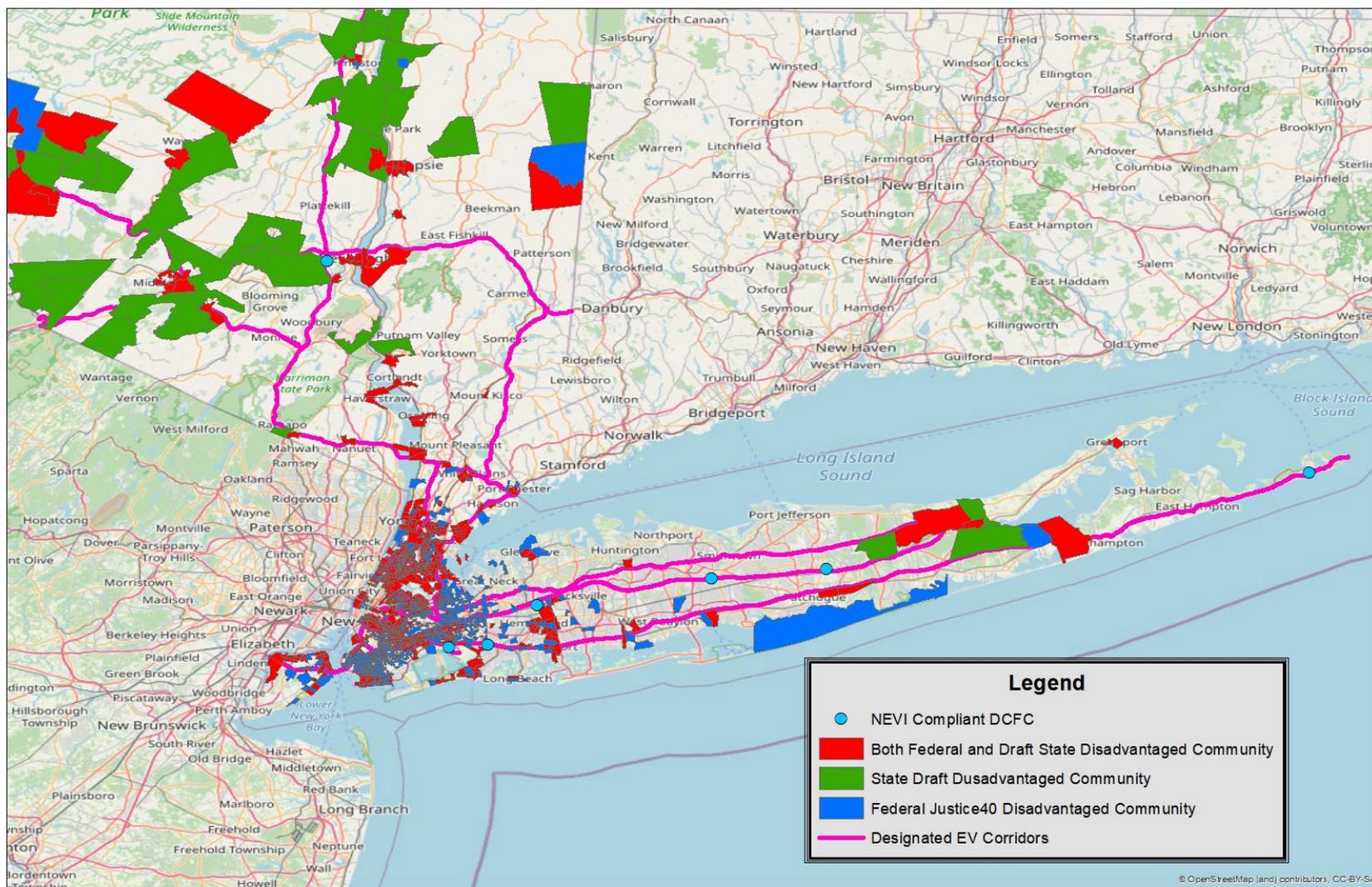
➔ Gap Areas I-84 and Points South:

- ❑ No gap areas more than 50 miles (gaps at corridor ends and State borders).
- ❑ More heavily urbanized areas characterized by a higher number of battery electric vehicle registrations, densely populated areas, high AADT volumes, and high availability of three-phase electric power with high demand on current electrical capacity and higher real estate costs.
- ❑ More existing EV fast charging sites in these areas, though they are not necessarily NEVI compliant.

Disadvantaged Communities and Justice40 Areas Outside of the New York Metropolitan Area

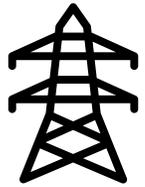


Disadvantaged Communities and Justice40 Areas New York Metropolitan Area



Considerations for EV Alternative Fuel Corridor Build Out and Use of NEVI Funds

Building out the Corridors



➔ Providing services along designated EV Corridors in rural areas. Issues to consider:

- ❑ Lower usage; adequate power/cellular service; suitable site hosts

➔ Growing demand for DCFC along designated EV corridors in urban areas. Issues to consider:

- ❑ Ensuring grid capacity; real estate/site hosts; higher demands; more DCFC currently available



➔ Future Needs:

- ❑ Medium-Heavy Duty Vehicles



- ❑ Needs beyond the designated EV corridors: e.g., Tourist locations beyond the corridors; Community Needs

Considerations for EV Alternative Fuel Corridor Build Out and Use of NEVI Funds

Options Under Consideration



- ➔ Potential use of funds for capital construction consistent with federal requirements
- ➔ Potential use of funds to complement/leverage existing programs



- ➔ Potential use of funds for operations and maintenance to support the construction of new facilities or upgrade existing DCFC sites to meet NEVI criteria (up to 5 years)



- ➔ Potential use of funds for workforce development, building on existing EV workforce-related programs

Next Steps



- New York State's Initial Infrastructure Plan is due August 1.
- Stakeholder engagement will continue and inform NEVI program development.
- Visit New York State's NEVI website:
www.nyserda.ny.gov/All-Programs/ChargeNY/Charge-Electric/Charging-Station-Programs/National-Electric-Vehicle-Infrastructure-Program
- Complete the survey on the website (also provides an opportunity to provide additional comments).
- Sign up for additional information.
- Provide comments on the New York State NEVI Plan on the NEVI website when available.





Questions/Feedback



Future feedback:

www.nyserda.ny.gov/All-Programs/ChargeNY/Charge-Electric/Charging-Station-Programs/National-Electric-Vehicle-Infrastructure-Program