



# National Electric Vehicle Infrastructure (NEVI) Program

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April 17, 2024

# Agenda

What is NEVI?

Statewide Collaboration

Progress to Date

Public Involvement

# What is NEVI?

- National Electric Vehicle Infrastructure (NEVI) Formula Program
  - Infrastructure and Investment Jobs Act (IIJA)
- Nationally directs \$7.5B primarily toward EV charging
- Focuses on creating a national network of charging infrastructure
- Funding is available for up to 80% of eligible project costs

# Nevada State Plan

# NEVADA NEVI FOCUS

## NEVI Plan Key Elements

- ✓ Existing and Future Conditions
- ✓ State Agency Coordination
- ✓ Public Engagement
- ✓ Civil Rights
- ✓ Equity
- ✓ Physical and Cyber Security
- ✓ Implementation
- ✓ Labor & Workforce
- ✓ EV Charger Deployment
- ✓ Program Evaluation

# FUNDING AND REQUIREMENTS

## Nevada Funding

- ✓ FY 22     \$5,618,414
- ✓ FY 23     \$8,084,961
- ✓ FY 24     \$8,085,017
- ✓ FY 25     \$8,085,024
- ✓ FY 26     \$8,085,041
- ✓ Total     \$37,958,457
- \* Federal Match up to 80%

## Charging Requirements

- ✓ AFC Designation
- ✓ 1 Mile From Highway
- ✓ 50 Miles Between Stations
- ✓ Only DC Fast Chargers
- ✓ Four Ports / Power > 150 kW
- ✓ Regular Data Reporting
- ✓ Five Year Maintenance Plan

# Statewide Collaboration

- Governor's Office of Energy
- Governor's Office of Economic Development
- Senior Climate Advisor to Governor
- Washoe County Air Quality (Washoe Health District)
- Clark County Dept of Environment and Sustainability
- Public Utilities Commission of Nevada
- NV Energy
- Nevada Rural Electric Association
- Nevada Dept of Conservation and Natural Resources
- Nevada Dept of Employment, Training, and Rehabilitation (DETR)

- Federal Highway Administration
- RTC Southern Nevada
- Washoe RTC
- Tahoe Regional Planning Agency
- Carson Area MPO
- Nevada State Parks
- Nevada Dept of Tourism and Cultural Affairs
- Office of Science and Technology
- Nevada Dept of Motor Vehicles
- Nevada Dept of Administration
- Nevada Dept of Business and Industry
- Local Economic Development Groups
- Nevada Indian Commission

# Progress to Date

- Year 1 focused on establishing goals and creating a preliminary plan.
  - Infrastructure Concentration on Nevada Interstate Build Out
    - I-80, I-15, I-11, I 215, I 515, and I 580
- Year 2 focused on how to implement the program through agreements and partnerships.
  - Infrastructure Concentration on U.S. Highways
    - US 95, US 93, US 395, AND US 50



## Years 1 and 2

- Approved new station locations in collaboration with NV Energy's Transportation Electrification Programs
- Approved upgrades at 3 existing rural stations to meet "Fully Built Out" status on interstates
  - Moapa – continuing coordination with site host
  - Wells/Carlin – continuing coordination with Wells Rural Electric
- Evaluated remaining Alternative Fuel Corridors (AFCs) to identify other potential sites

# Site Criteria

Category	Description	Source Layer	Weight
Connectivity Node	Sites located at the intersection of two major highways received the highest score. Sites located at the intersection of a major and minor highway received the median score. Sites not located at an intersection of highways received the lowest score.	NDOT GeoHub	15%
Commercial Density	Sites with a high amount of adjacent commercial locations (hotels, restaurants, public restrooms, etc.) within a 1-mile buffer received higher scores. Sites with a low amount received lower scores.	Open Street Map	21%
Existing Fuel Station Density	Sites with a high amount of adjacent gas stations within a 1-mile buffer received higher scores. Sites a low amount received lower scores.	Open Street Map (modified & validated by Jacobs)	10%
Existing Alternative Fuel Station Proximity	Sites further from existing EV charging infrastructure received higher scores. Sites closer to existing EV charging infrastructure received lower scores.	Alternative Fuels Data Center	10%
Traffic Volume	Sites with high adjacent traffic volumes received higher scores. Sites with low adjacent volumes received lower scores.	Streetlight InSight	26%
Disadvantaged Community	Sites located within a Justice40 identified disadvantaged community received a score. Sites not within a disadvantaged community received no score.	Justice 40	5%
Trip End Percentage	A ratio of vehicles stopping within a 1-mile buffer of the site location vs the number of vehicles passing through the 1-mile buffer was calculated. Sites with a high ratio of stopping vehicles received higher scores. Sites with a low ratio received lower scores.	Streetlight InSight	13%

## Year 3

- Continue collaboration with key stakeholders to coordinate EV implementation in Nevada, including rural counties
- Make NEVI funds available to private partners through procurement opportunities
- Design and construction of NEVI charging stations
- Implementation strategy and processes
  - Industry outreach
  - Data collection and reporting
  - Justice 40 tracking
  - Funding reporting
- Reevaluate existing stations and submit annual plan update

# Public Involvement

<https://www.dot.nv.gov/mobility/alternative-fueling-infrastructure-plan>

- Provide input on station locations
- Sign up for NDOT's NEVI Program Partnering Directory
  - NDOT is compiling a list of partners that includes prospective applicants, hosting communities, and other relevant stakeholders who express their desire to install, own, operate, and maintain electric vehicle supply equipment (EVSE) in their respective communities.
- Visit with team members at community events

Questions?



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April 2024