

The National EV Infrastructure Program

How You Can Make a Difference

Transportation is the largest source of global warming emissions in the United States, and passenger cars and trucks are the largest contributor in this sector. These vehicles are also a significant contributor to poor air quality, the effects of which disproportionately burden communities of color. Transitioning gas-powered cars and trucks to electric models is an essential strategy to reduce climate and air pollution from transportation.

To enable more drivers to switch to electric vehicles (EV), the U.S. needs widely available public charging. Thanks to the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law, federal programs now provide funding to create a comprehensive national network of public charging. This fact sheet provides information about one of these programs—the National EV Infrastructure (NEVI) Formula Program—and how you can help ensure it is implemented effectively and equitably.

The National EV Infrastructure Formula Program

The NEVI Formula Program was created in 2021. The \$5 billion program supports charging for EVs, with a focus on highway corridors. Funds are distributed to states annually, according to a pre-established formula, for fiscal years 2022-2026. Notably, the NEVI Program is part of the [Justice40](#) initiative, which means the program has a goal of delivering at least 40% of its benefits to communities that are marginalized, underserved, and overburdened by pollution.

Under the NEVI Program, each of the 50 states, plus Washington, D.C. and Puerto Rico, are required to submit a [plan for spending NEVI funds](#) annually to the Federal Highway Administration (FHWA).

State Departments of Transportation (DOTs) officially hold the responsibility for submitting NEVI plans, receiving federal funds upon plan approval, awarding those funds to selected projects, and reporting project data to FHWA. Many states have also involved other state agencies, such as energy and economic development offices. States may contract with private entities to acquire, build, operate, and maintain chargers under the NEVI program.

In February 2022, FHWA provided [guidance to states](#) about the planning process and contents of the plans, and that guidance was updated in June 2023. To date, all states' first two NEVI [plans have been approved](#). States undertook a variety of methods to gather stakeholder input for their plans, including workshops, community meetings, surveys, and more. Importantly, states are required to update their plans each year, which means there will be repeated opportunities to shape them.

In February 2023, the FHWA released [minimum standards and requirements](#) for NEVI Program-funded infrastructure, and charging infrastructure funded under other Department of Transportation programs. The standards and requirements include: signage, accessibility, minimum uptime (percent of time the charger is available for use and operational), interoperability (hardware/software compatibility and standardization of communication), minimum power output, maintenance, network connectivity, pricing transparency, and more—each intended to ensure an accessible and reliable driver experience when using EV chargers installed through the program.

In addition to the FHWA guidance to states and minimum standards and requirements, the [Joint Office for Energy and Transportation](#) (Joint Office) has developed and compiled many [tools and resources](#) to assist states, grant applicants, and advocates as they navigate the NEVI Program, and other programs supported by that office.

You Can Make an Impact

As states carry out their current plans and prepare to update their plans for the years ahead, you can help ensure that the buildout of EV charging infrastructure is successful and equitable by engaging in program implementation in your state. You can push state DOTs and supporting agencies to do meaningful community outreach—as it's imperative that states continue to incorporate input from community stakeholders. You can share your own expertise and perspective on charging in your community. And you can help hold states accountable to delivering and transparently tracking benefits to communities under the Justice40 initiative.

Your engagement could include giving written comments to a docket, providing verbal feedback in a meeting on annual plan updates, and/or weighing in on requests for charging project proposals. Each state will do things a little bit differently. Your [state's NEVI plan](#) and the state NEVI website are great places to start to see what engagement opportunities are coming up.

An equitable state plan will solicit community feedback and transparently incorporate that feedback into the plan and the project criteria, particularly from communities in areas where state DOTs have identified a need for a charging station. That feedback should include input on potential locations and physical configurations of charging stations, as well as other elements of the project that affect the community. There are many dimensions of [equity considerations for charging projects](#) that can deliver benefits to communities. Those considerations could include project workforce agreements, community ownership of stations, partnership with local, women, minority, and veteran-owned businesses, and more.

States must address topics specified by FHWA in their plans, and most states have followed a [template](#) for organizing those topics provided by the Joint Office. The coming year's plans must also provide a community engagement outcomes report. You can review plans with [an eye for the issues](#) most important to you and your community, making sure that your state is providing meaningful content for those issues, accounting for community input.

With NEVI Program implementation taking place in annual iterations over the next four years, you can push for stronger plans and project selection criteria, year after year—and help create a national electric charging network that works for all drivers and generates benefits for the communities where chargers are located.