



# National Electric Vehicle Infrastructure (NEVI) Program: Frequently Asked Questions (FAQs)

## General Questions

1. How many public EV charging stations/ports are in RI?.....Page 3
2. How many EVs are currently registered in RI? .....Page 3
3. Where can I find existing charging stations? .....Page 3
4. How can my company or related service get involved? .....Page 3

## NEVI Overview

1. Who is managing the NEVI RI EV Infrastructure Program? .....Page 3
2. Where can I find the RI NEVI Plan? .....Page 4
3. What is Rhode Island’s Alternative Fuel Corridor? .....Page 4
4. What is required for an Alternative Fuel Corridor (AFC) for .....Page 4  
electric vehicles to be “built out”?
5. How will RI ensure federal funding is spent in a way that is .....Page 4  
consistent with the Justice40 Standards?
6. Does the funding support upgrades to existing stations, installation.....Page 4  
new stations, or both?
7. How much NEVI funding has Rhode Island been allocated? .....Page 5

## NEVI Phase 1

1. What is Phase 1 of the RI NEVI Program? .....Page 5
2. Who installed the Phase 1 NEVI chargers? .....Page 5
3. What type of charging stations were installed in Phase 1? .....Page 5
4. What type of EVs can these stations charge? .....Page 5
5. How fast can these stations charge an Electric Vehicle? .....Page 5
6. Is there a cost for using these newly installed chargers, .....Page 6  
as well as future NEVI-funded ones?
7. How much did Phase 1 cost? .....Page 6
8. Will the State of RI own or operate any new EV charging stations? .....Page 6

## NEVI Phase 2

1. What is NEVI Phase 2? .....Page 6
2. What public outreach has been done for NEVI Phase 2? .....Page 7
3. How much funding will be available for Phase 2 of NEVI? .....Page 7
4. Who is eligible for Phase 2 of the RI NEVI Program? .....Page 7
5. When will Phase 2 of the NEVI Program begin in RI? .....Page 7
6. How can the public stay up to date on engagement opportunities? .....Page 7

## Incentives for Electric Vehicles

1. Are there any state incentives for Rhode Islanders to purchase or lease EVs? .....Page 8
2. Are there any federal incentives for Rhode Islanders to purchase or lease EVs? .....Page 8



## Reference Material and Background

The Rhode Island Office of Energy Resources (OER), in collaboration with the Rhode Island Department of Transportation (DOT) and the Rhode Island Department of Environmental Management (DEM), is proud to announce Rhode Island's groundbreaking achievement as the first state in the nation to submit a request for fully built-out status and complete Phase 1 of the National Electric Vehicle Infrastructure (NEVI) Formula Program. This significant milestone marks a crucial step forward in our efforts to enhance electric vehicle (EV) infrastructure across the state.

This document aims to answer frequently asked questions (FAQs) related to these projects and the overall program.

## Definitions

- **Electric Vehicle (EV):** An EV is a vehicle that operates entirely on electricity. Unlike conventional vehicles, EVs use one or more electric motors powered by rechargeable batteries. EVs produce zero tailpipe emissions.
- **Zero-Emission Vehicle (ZEV):** produces no tailpipe emissions of greenhouse gases during operation. This includes battery electric vehicles (BEVs) and hydrogen fuel cell vehicles (FCVs). Plug-in hybrid electric vehicles (PHEVs) also qualify as ZEVs because they can operate in electric mode, producing no emissions.
- **Level 2 Charging Stations:** Level 2 charging stations provide medium-speed charging for EVs. They typically use a 240-volt system and can charge most EVs faster than standard household outlets.
- **Level 3 Charging Stations (DCFC - Direct Current Fast Charger):** Level 3 charging stations, also known as DCFC, provide high-speed charging for electric vehicles.
- **National Electric Vehicle Infrastructure Formula Program (NEVI):** NEVI, part of the bipartisan Infrastructure Investment and Jobs Act signed in November 2021, is managed by the Federal Highway Administration. It funds states to deploy EV charging infrastructure, aiming to create an interconnected network that enhances data collection, access, and reliability for EV charging funding and development.
- **The Infrastructure Investment and Jobs Act (IIJA):** The IIJA is bipartisan legislation enacted in the United States to invest in and improve the nation's physical and digital infrastructure, including transportation, broadband, water systems, and more. It aims to create jobs, enhance economic competitiveness, and address critical infrastructure needs across the country.
- **Justice40 Initiative:** Introduced by the Biden administration, the Justice40 Initiative addresses environmental and economic injustice by directing at least 40% of the benefits from federal investments in climate and clean energy to disadvantaged communities.
- **Federal Highway Administration (FHWA):** An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation's highway system (Federal Aid Highway Program) and various federally and tribal-owned lands (Federal Lands Highway Program).



## General Questions

### How many public EV charging stations/ports are in RI?

As of July 1, 2024, Rhode Island has 284 locations equipped with Level 2 EV charging stations, offering a total of 650 Level 2 charging ports. Additionally, there are 41 locations in Rhode Island with DC fast charging (DCFC) EV charging stations providing 94 DCFC ports.

### How many ZEVs are currently registered in RI?

As of July 1, 2024, there are 12,272 zero-emission vehicles registered in Rhode Island.

### Where can I find existing charging stations?

Drivers have many resources available to locate existing EV charging infrastructure. You can use any of the following links to locate existing charging stations:

#### **Electric Vehicles Map (arcgis.com)**

- <https://ridemgis.maps.arcgis.com/apps/webappviewer/index.html?id=f164da525c77463b98cf55b72950beb7>

#### **PlugShare - EV Charging Station Map**

- <https://www.plugshare.com/>

#### **Alternative Fuels Data Center**

- <https://afdc.energy.gov/fuels/electricity-locations#/analyze>

### How can my company or related service get involved?

Phase 2 will offer additional opportunities for contract procurement and advertisements. If your company operates as an Electric Vehicle Supply and Equipment (EVSE) vendor, or a vendor in a related field and is interested in becoming a vendor for the State of Rhode Island, please visit the RI State Division of Purchases website at <https://ridop.ri.gov/>.

Entities can also visit the OER website at <https://energy.ri.gov/rinevi> for the latest Rhode Island NEVI program announcements and advancements.

## NEVI Overview

### Who is managing the NEVI RI EV Infrastructure Program?

The OER is the lead agency responsible for managing and administering the RI NEVI Program in partnership with the DOT and the DEM.



## Where can I find the RI NEVI Plan?

Each year, the State of Rhode Island uploads its NEVI Plan to share with the public. The current and past plans can be found at <https://energy.ri.gov/rinevi> under State Resources.

## What is Rhode Island's Alternative Fuel Corridor (AFC)?

Interstate 95 is Rhode Island's FHWA-approved Alternative Fuel Corridor (AFC).

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

*With the completion of Rhode Island's Phase 1 of the NEVI Program, Rhode Island's Alternative Fuel Corridor (AFC) is now fully-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 charging four EVs. EV charging infrastructure must have a minimum station power capability at or above 600kW and support charging at least 150 kW per port simultaneously across four ports.

## How will RI ensure federal funding is spent in a way that is consistent with the Justice40 Standards?

The FHWA NEVI Guidance asks states to identify how to 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 defining Justice40 communities and input from OER's and DEM's Energy Justice Program Managers. It 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, limited the state's discretion on locations of charging stations; however, now that Phase 1 is complete, Phase 2 will allow for greater flexibility to deliver on the Justice40 initiative for the NEVI Program.

## Does the funding support upgrades to existing stations, installation of new stations, or both?

Under the NEVI program, both new stations and upgrades to existing stations are eligible uses of funds, provided all final stations meet the program's minimum requirements.



## How much NEVI funding has Rhode Island been allocated?

Rhode Island has been allocated \$22.9 million of federal funds, which is matched with \$5.7 million of state funding, for a total program of \$28.6 million for fiscal years 2022 to 2026. This funding will support various aspects of the NEVI program, including program management, stakeholder engagement, administration costs, engineering, hardware, software, and support.

## NEVI Phase 1

### What is Phase 1 of the RI NEVI Program?

Phase 1 of NEVI saw the installation of four new Direct Current Fast Chargers (DCFC), also known as Level 3 stations, at two locations along I-95:

- Rte. 117 Warwick Park and Ride
  - 292 Centerville Rd, Warwick, RI 02866
- Ashaway Park and Ride
  - 400 Main St, Hopkinton, RI 02833

### Who installed the Phase 1 NEVI chargers?

The State of Rhode Island awarded a construction contract to Maverick Corporation for the construction and installation of two electric vehicle charging stations at each Park and Ride location. Maverick also updated the location's striping and signage for the impacted parking spots. The project is jointly managed by the OER and the DOT. This collaboration includes strategic coordination with Maverick Corporation, Rhode Island Energy, ChargePoint, and Jacobs Consulting.

### What type of charging stations were installed in Phase 1?

The model of DC Fast chargers (DCFC) installed were ChargePoint Express Plus Power Link PL2000 series chargers. Each DCFC can simultaneously charge two electric vehicles.

### What type of EVs can these stations charge?

DC Fast Chargers efficiently charge Battery Electric Vehicles (BEVs) compared to Level 2 chargers. While some Plug-In Hybrid Vehicles (PHEVs) can use DC Fast Chargers, not all are equipped to do so. Each charging port is equipped with CCS Type 1 connectors.

### How fast can these stations charge an Electric Vehicle?

The recently constructed stations at the Warwick and Ashaway Park and Ride locations are equipped with four 150 kW DC Fast Chargers with CCS Ports, capable of simultaneously charging four EVs at 150 kW or above. The total station power capacity exceeds 600 kW, ensuring our infrastructure meets current and future demand. Depending on the vehicle, DCFC



can charge an Electric Vehicle to 80% in 20-40 minutes. Charging times can vary due to the differences in rated charging capacity between electric vehicles.

## Is there a cost for using these newly installed chargers, as well as future NEVI-funded ones?

For any state-owned charging stations, a new RI law effective January 1, 2025, allows the state to establish a fee for charging. Until the implementation of this fee system, both new and existing stations will provide charging services free of charge. Advanced notice will be given to the public regarding any changes. Please refer to R.I.Gen. Laws § 42-140-11 for more information.

For any future non-state charger installations, charging fees will be determined by their private owners or operators. According to NEVI guidance, these fees should maintain a competitive and reasonable price relative to the local market, while minimizing additional demand charges. Owners and operators are required to clearly display pricing on all chargers.

## How much did Phase 1 cost?

Phase 1 incurred costs amounting to approximately \$2.0 million, not including administrative expenses. This cost total covers equipment, construction, power upgrades, devices, and ongoing support for both sites. Administrative costs related to program design, stakeholder outreach, and NEVI Phase 1 development support are not included in this amount.

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

Yes, OER currently owns and operates the charging stations installed during Phase 1. For Phase 2 and future phases, OER anticipates that entities from both the public and private sectors will own and operate the EV charging infrastructure. OER will ensure compliance with federal requirements while overseeing NEVI fund distribution and project selection.

## NEVI Phase 2

### What is NEVI Phase 2?

After Phase 1, when the designated Alternative Fuel Corridor in the State is fully built out, the State may use funds provided under the NEVI Formula Program for EV charging infrastructure 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.

Publicly accessible locations may include public parking facilities, parking at public buildings, public transportation stations, Park-and-Rides, public schools, public parks, private parking facilities available for public use, visitor centers, and other public locations on federal lands.





## What public outreach has been done for NEVI Phase 2?

The OER, in partnership with the DOT and DEM, released a Phase 2 survey on March 4, 2024, to gather public feedback and input on EV Charging Infrastructure to develop Phase 2 of the NEVI Program. The Phase 2 survey closed on May 4, 2024. The public engagement survey yielded over 500 responses regarding EVs and charging preferences.

## How much funding will be available for Phase 2 of NEVI?

Including the federal award and state match, the total NEVI program is \$28.6 million. Approximately \$2.0 million will be used during Phase 1, leaving over \$26.0 million available for Phase 2. Please note that this amount is subject to change as we receive future allocations from the NEVI program, refine program design, and comply with federal requirements.

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

Phase 2 will be focused on community-based public EV charging. The NEVI Program requirements for Phase 2 include a station on any public road or in other publicly accessible locations open to the general public or to authorized commercial motor vehicle operators from more than one company. Applicants or partners of the Phase 2 NEVI Program will be expected to provide a financial commitment.

## When will Phase 2 of the NEVI Program begin in RI?

The internal working group supporting NEVI, including the RI Office of Energy Resources (OER) in partnership with the RI Department of Transportation (DOT) and the RI Department of Environmental Management (DEM), has started developing Phase 2 of the NEVI Program. The team meets weekly and maintains regular communication with the Joint Office to plan the next steps for Phase 2. Phase 2 is expected to launch statewide in Fall 2024.

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

RI NEVI Webpage (<https://energy.ri.gov/rinevi>) has several opportunities to get involved, including a signup link to receive newsletters and program updates for the RI NEVI Program here: <https://lp.constantcontactpages.com/su/e58dGz9/NEVI>.

If your company is an EVSE vendor or a vendor 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 at <https://ridop.ri.gov/>.



## Incentives for Electric Vehicles

### Are there any state incentives for Rhode Islanders to purchase or lease EVs?

Yes. DRIVE<sup>EV</sup> is an EV rebate project administered through a partnership between OER and the Rhode Island Infrastructure Bank (RIIB). This project provides rebates to Rhode Island residents, small businesses, non-profits, and public sector entities to advance our clean transportation objectives in reducing transportation emissions and advancing the Act on Climate.

DRIVE<sup>EV</sup> offers rebates of **up to \$1,500.00** for the purchase or lease of **new** battery EVs and fuel-cell EVs and **up to \$1,000.00** for **new** plug-in hybrid electric vehicles.

The project also provides rebates of **up to \$1,000.00** for the purchase or lease of **used** battery electric vehicles and fuel-cell electric vehicles and **up to \$750.00** for **used** plug-in hybrid electric vehicles. Additional rebates are available for small businesses, non-profits, and public sector entities.

It is the applicant's responsibility to submit the application online within 120 days of vehicle purchase or lease to qualify for the DRIVE EV program. For more information about DRIVE EV, please visit [www.drive.ri.gov](http://www.drive.ri.gov).

### Are there any federal incentives for Rhode Islanders to purchase or lease EVs?

In addition to applying for the state's EV rebate program, DRIVE<sup>EV</sup>, applicants can also qualify for Federal Alternative Clean Vehicle Credits.

The Federal Alternative Clean Vehicle Credits offer up to \$7,500 for certain new EVs and up to \$4,000 for certain used EVs. **These credits can be claimed either as a tax credit or a point-of-sale credit.** For more details, please visit [www.irs.gov/clean-vehicle-tax-credits](http://www.irs.gov/clean-vehicle-tax-credits).