

# WVDOT/DOH NEVI Status

National Electric Vehicle Infrastructure (NEVI) Program

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1

## NEVI OVERVIEW

### PURPOSE

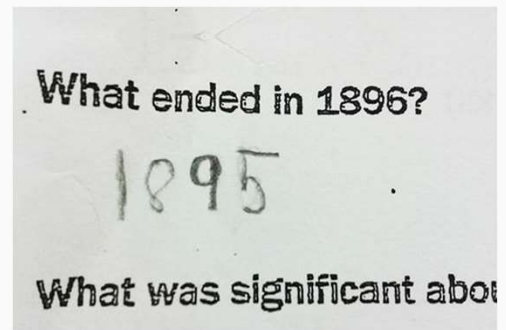
To strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Goal 500,000 EV chargers by 2030

2

## NEVI FORMULA PROGRAM funding...

- Bipartisan Infrastructure Law (2021)
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- \$5 billion total (FY 2022-26)
- WV Share ~ \$6.8M per year / 5 years
- 80/20 cost share

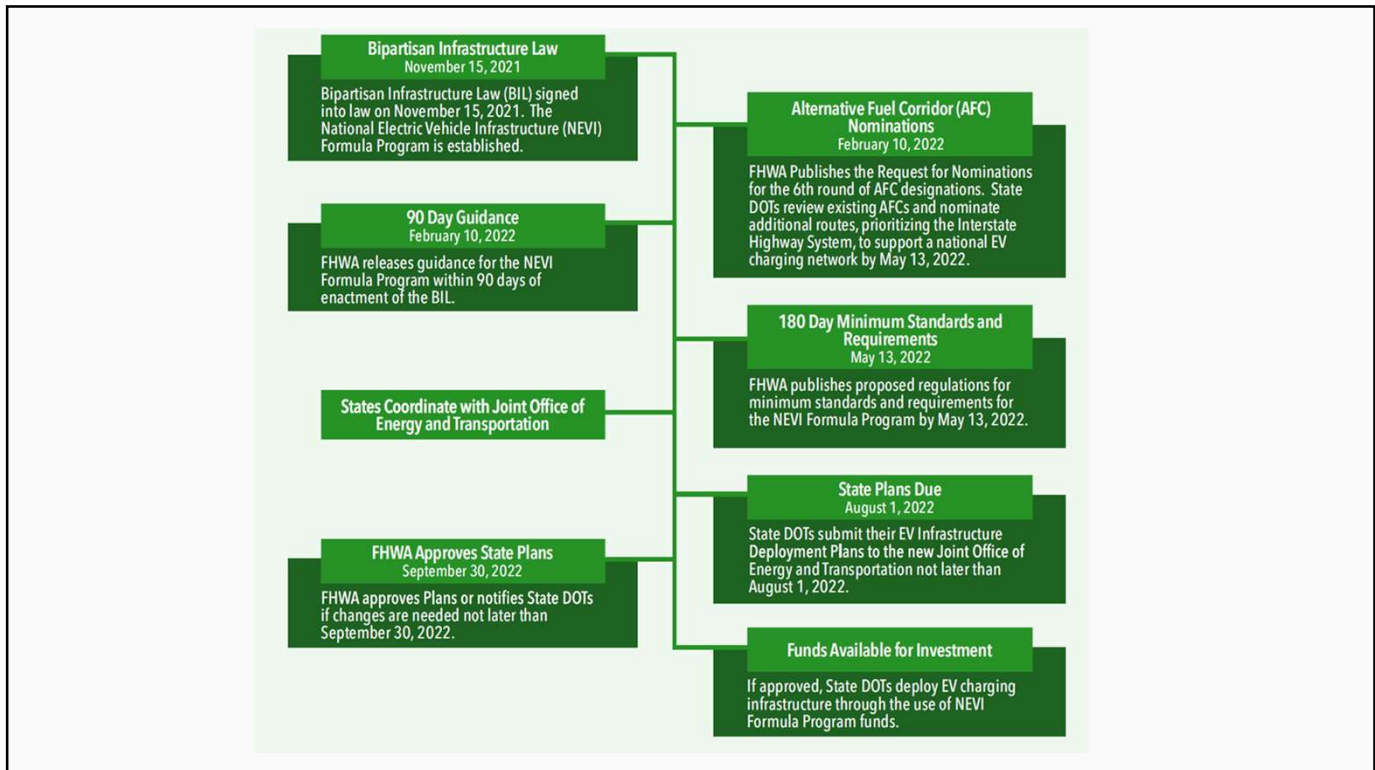


3

## Strings are attached, of course...

- Alternative Fuel Corridors (Round 6 RFN - 5/22)
  - “EV-Pending” corridors must be built out first to fully “EV-Ready”
- State Plan for Electric Vehicle Infrastructure Deployment
  - Submit to Legislature 7/22
  - Submit to FHWA 8/22
- Federal-Aid Apportioned (FFY2023 - 10/22)
  - NO NEVI capital expenditures until State Plan approval
- STIP, TIP, NEPA all required (typical)

4



5

## State Plan for Electric Vehicle Infrastructure Deployment

- State Agency Coordination
- Stakeholder & Public Engagement
- Plan Vision & Goals
- Contracting Plan
- Existing vs. Future Conditions Analysis
- EVSE Deployment Strategy
- EVSE Operation/Maintenance Strategy
- Cybersecurity
- More

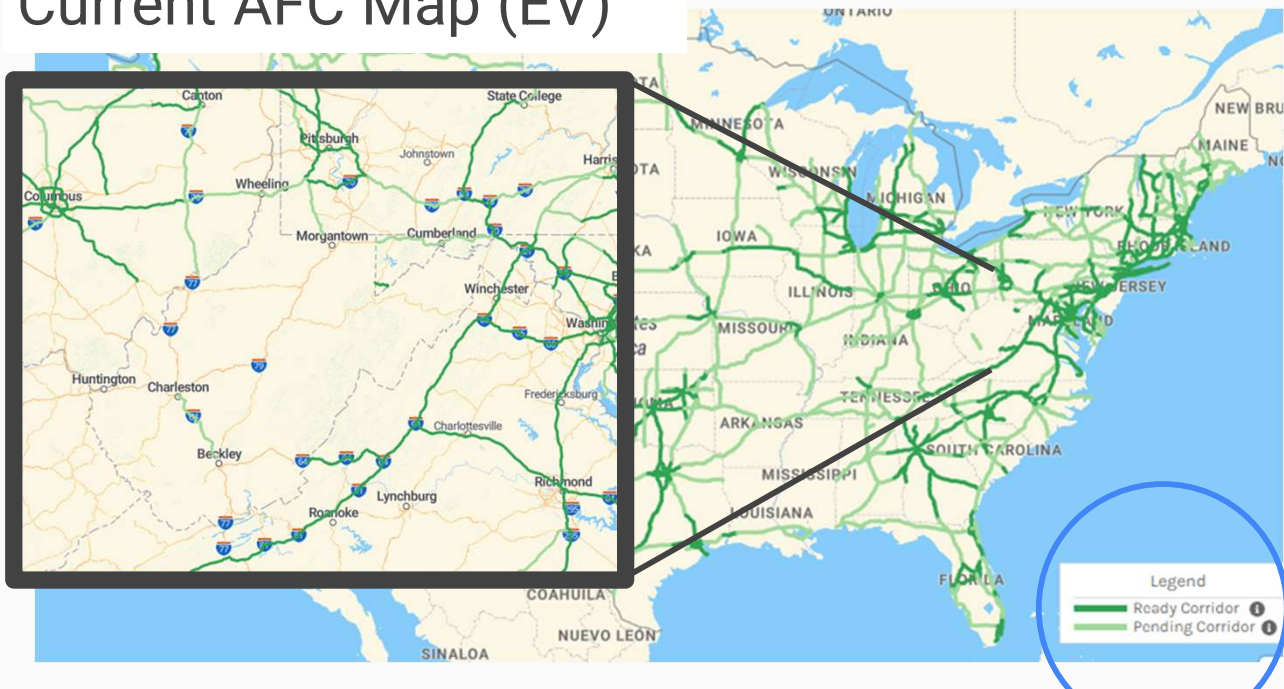
6

## Alternative Fuel Corridors (AFC)...

- Round 5 (last year)
- Round 6 (May 2022)
- WV Office of Energy coordination
- Types of AFCs
  - EV, Hydrogen, CNG, Propane
- Coordination with neighboring States

7

## Current AFC Map (EV)



8

## NEVI: FHWA Guidance...

- State Plan development is an eligible direct cost for reimbursement
- AFC Stations to be DCFC-only
- Private sector contracts are eligible (PPP)
- EVSE does not need to revert to State ownership
- Simultaneous 4-vehicle 150kW charging at each station (600kW total)
- STIP, TIP, NEPA requirements apply
- MINIMUM STANDARDS HAVE NOT BEEN ESTABLISHED YET

9

## Typical Site Cost

Estimated cost of a typical 4-bay charging station: \$600,000

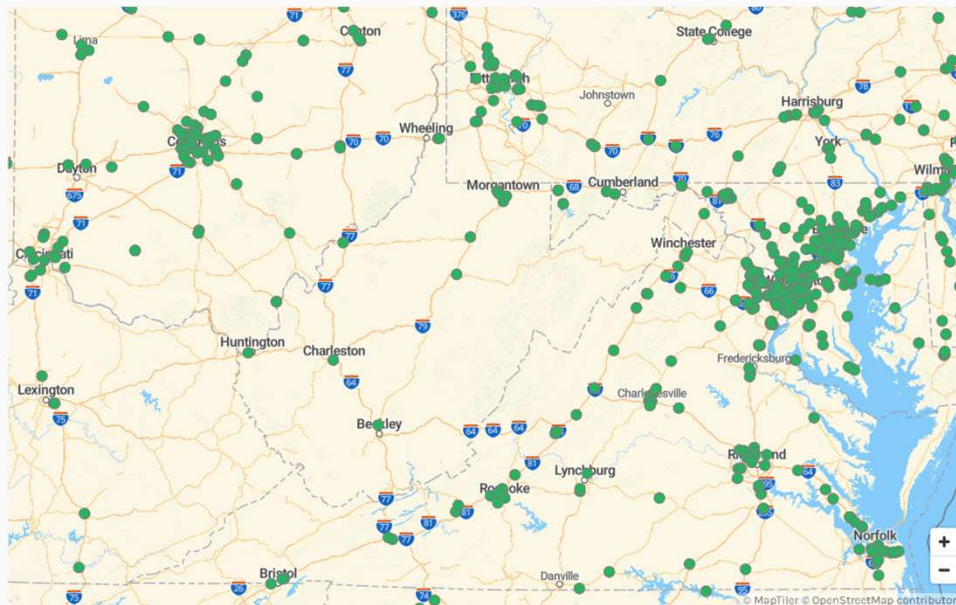
10

## Required Spacing

- Minimum corridor spacing: 50 travel miles
- Maximum travel distance from interchange: 1 mile
- AFC requirement (FHWA may issue a discretionary waiver)

11

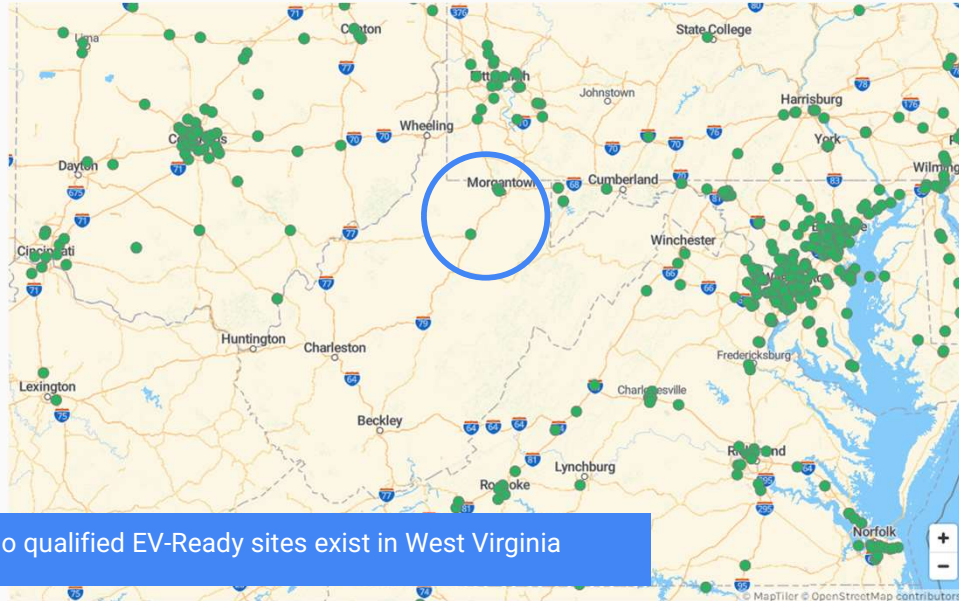
## Current DCFC Sites (All connectors)



12

## Current DCFC Sites (CCS connectors ONLY)

\* no Tesla



13

## Third-party (PPP) expectations...

- States may contract with third-party vendors to site, construct, operate, maintain and report on DCFC EVSE
- FHWA still undecided about “Buy American” provisions

14

## Foreseeable obstacles...

- Power availability
  - 3-phase power availability
  - Grid capacity
- Customer usage viability
- Amenities
  - Restrooms, dining, recreational, shopping, etc.
- No standardized collection of fuel tax (state or federal)
- Neighboring State coordinations

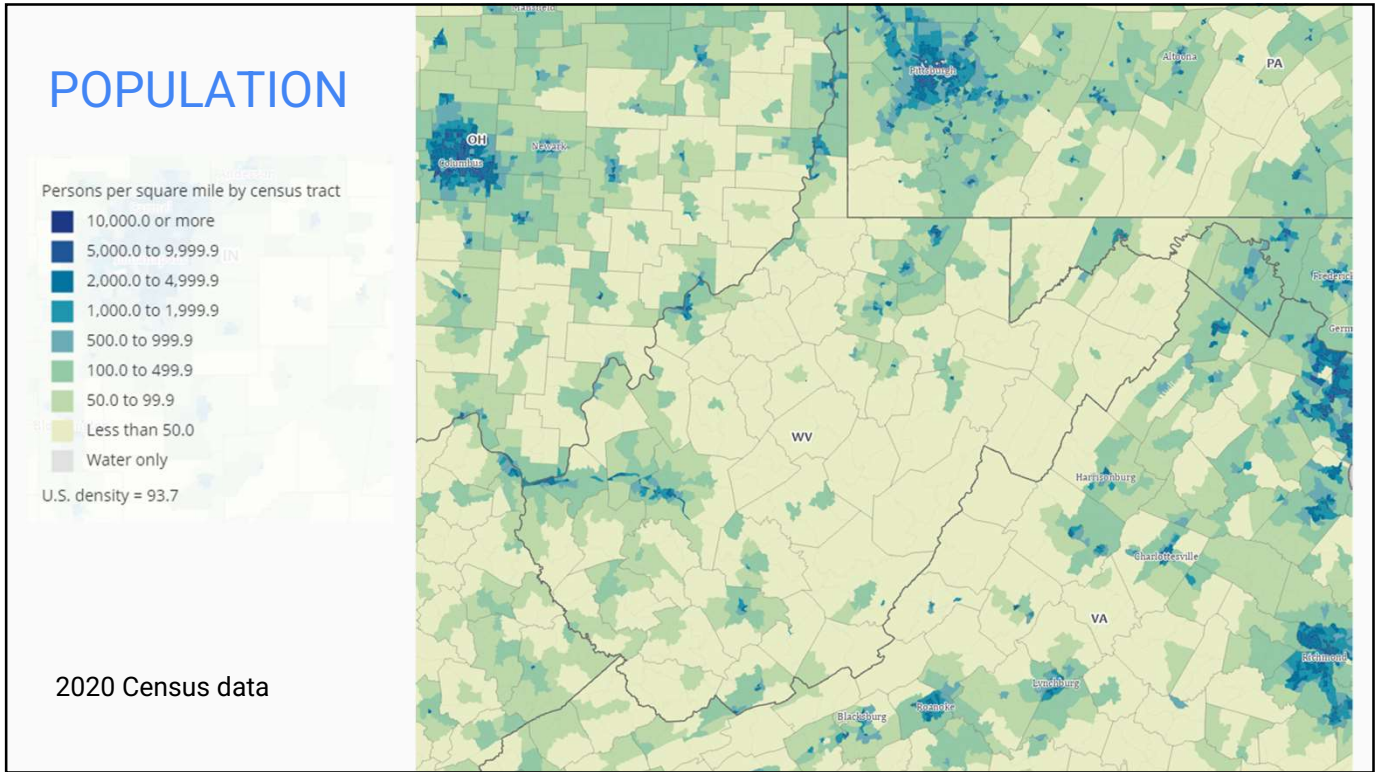
15

## NEVI discretionary funding...

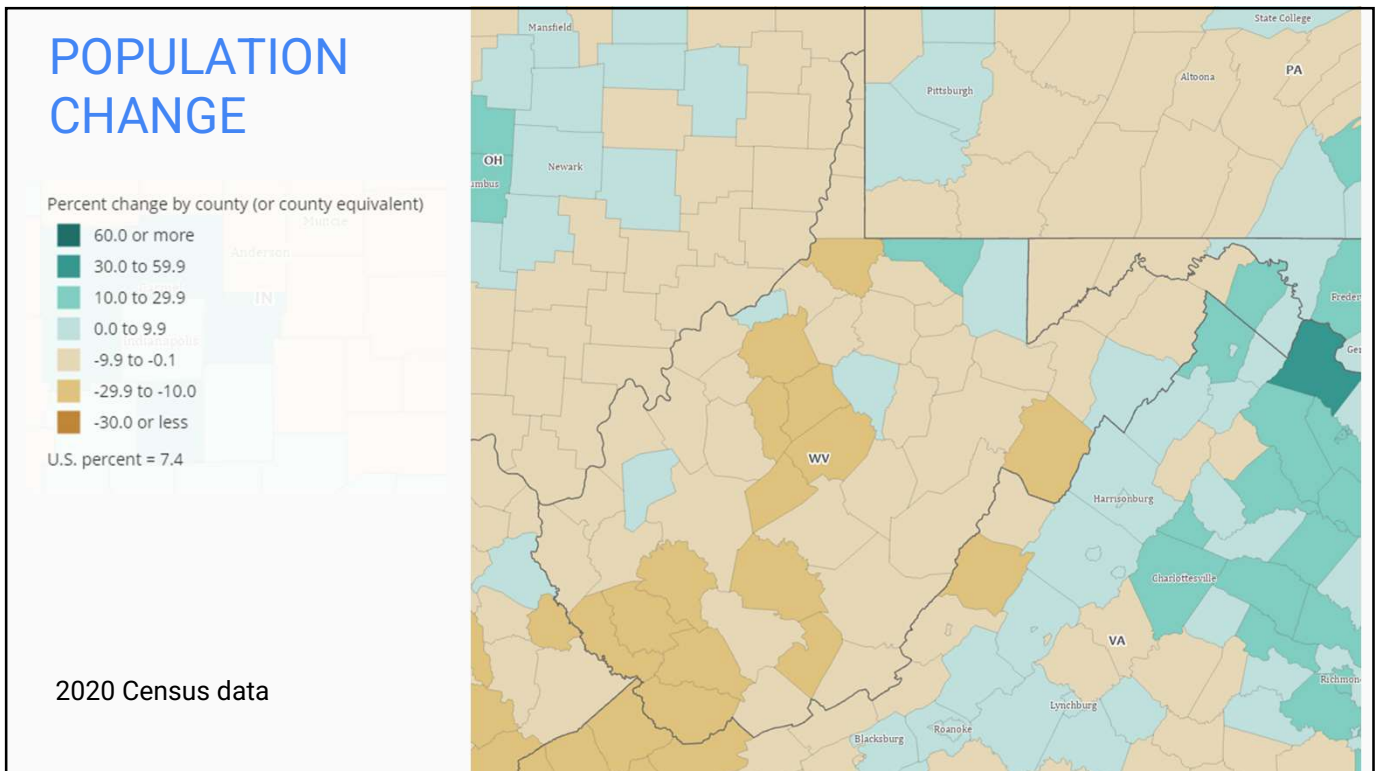
- Guidance due within 1 year
- Competitive grant programs
  - Expanded alternative corridors development
  - Community-oriented development of EVSE

16





17

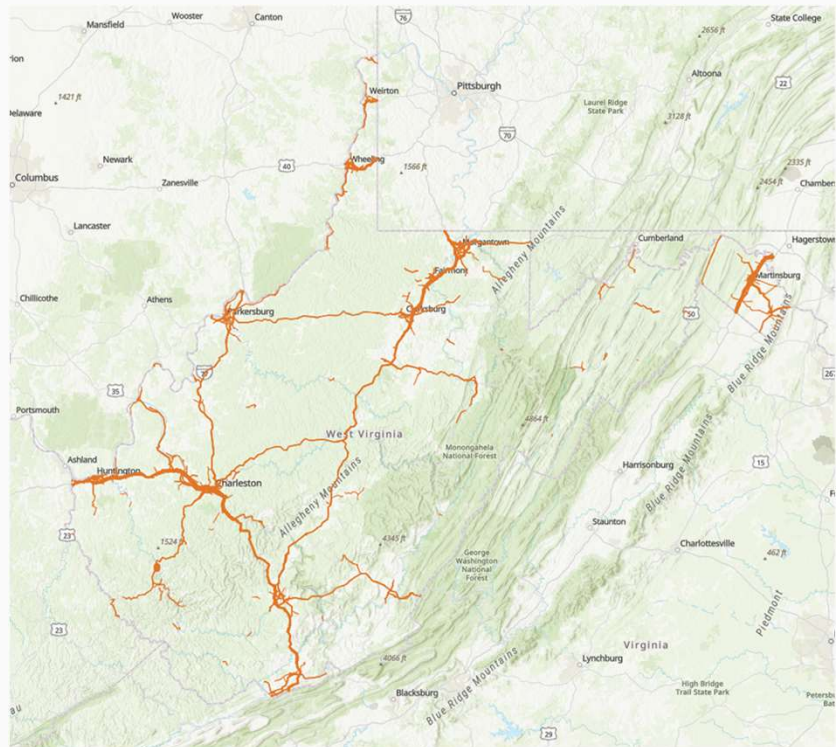
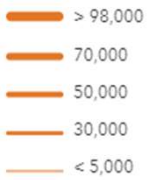


18

# ADT MAP

## Lane Information

### AADT



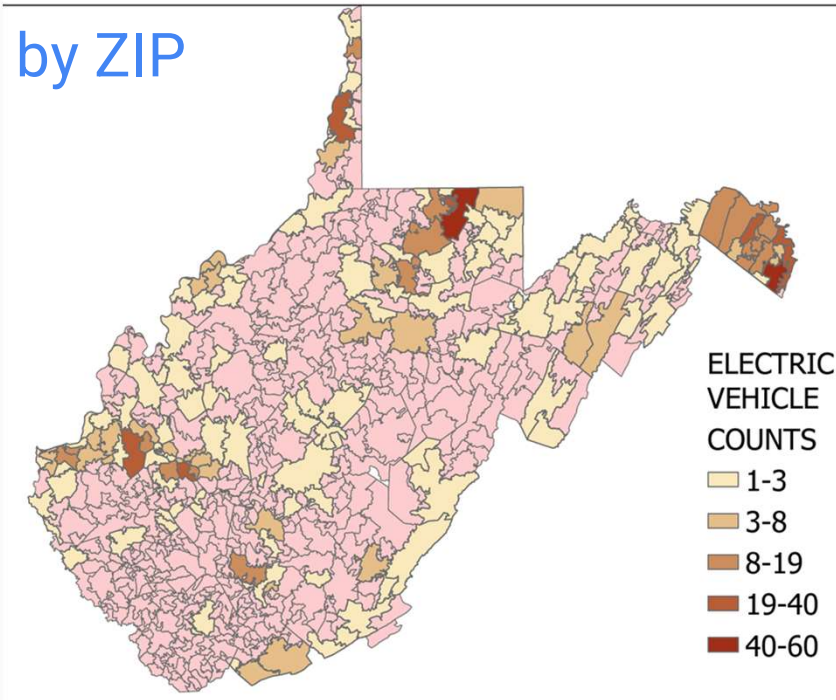
19

# EV Registration by ZIP

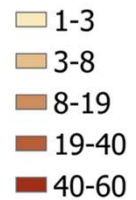
## Stats

953 in-state ownership  
1,017 total

(64 out-of-state ownership)



## ELECTRIC VEHICLE COUNTS



20

## Volkswagen Settlement DCFC

- VW dollars used to match Federal NEVI funds?? No, not likely
- Rolling VW sites into the NEVI Formula Program as TOP PRIORITY
- Same \$605K from the VW Settlement still committed to EVSE
- Probably to be re-focused on Level 2 charging in support of public transit or school buses

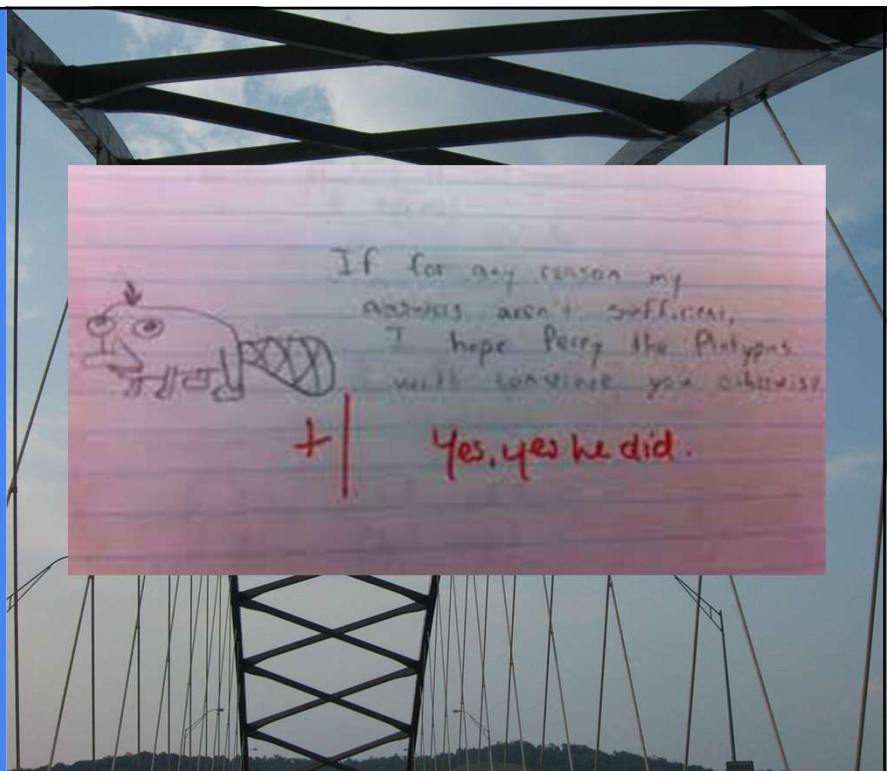
21

## Thanks!

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22