

# National Electric Vehicle Infrastructure (NEVI) Program

## Expanding California's Fast-Charging EV Network

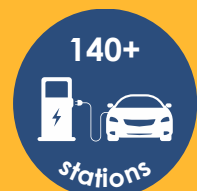
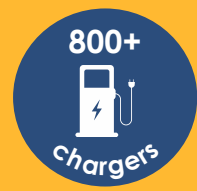
### Program Overview

This innovative program was established through the Infrastructure and Investment and Jobs Act (IIJA) to create a nationwide network of publicly available, fast electric vehicle (EV) chargers along state and federal highways. Led by Caltrans and the California Energy Commission (CEC), the \$384 million IIJA-funded NEVI Program will allow California to at least double the number of fast-charging sites along highway corridors over the next five years. Furthermore, the program will benefit underserved communities by requiring 50% of stations be installed in disadvantaged and low-income communities and 40% in Justice40 communities, many of which overlap.

California's NEVI Program is one component of the state's investments in transportation electrification. Ultimately, by expanding charging infrastructure, we will increase the availability and improve the reliability of zero-emission vehicle (ZEV) charging and allow California to continue leading the nation in ZEV market metrics and exports.

California's most recent NEVI Deployment Plan was approved by the Federal Highway Administration (FHWA) in September 2023. Caltrans and the CEC are currently deploying NEVI funding and developing future solicitations for the state's NEVI funding.

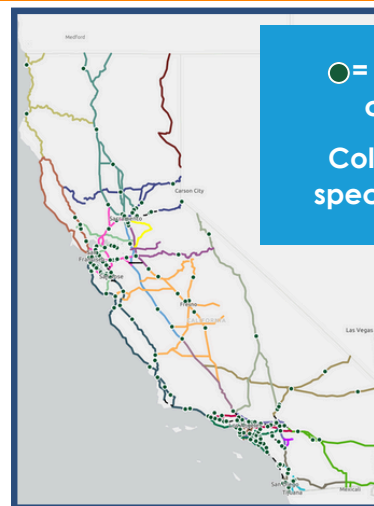
### Program Goals



### Corridor Groups & Host Sites

The CEC and Caltrans have identified approximately 23 corridor groups for charging infrastructure along state-nominated and federally-designated Alternative Fuel Corridors (AFC). [Learn more about AFCs using the online locator tool.](#)

Interested site hosts and other potential NEVI project partners can submit their contact and additional relevant information to the NEVI matchmaker tool to facilitate partnerships. All contact information and facility locations will be posted publicly on the CEC's website for partners to connect.



● = NEVI-compliant charging station  
Colors correspond to specific corridor groups

Matchmaking Tool





Available Partners

Interactive Map







# Program Criteria

<b>Applicants</b> 	<b>Charging Sites</b> 	<b>Eligible Expenses</b> 	<b>Operational Requirements</b> 
<p>Applicants must be private entities.</p> <p>Project team must include an "experienced" charging network provider.</p> <p>Projects will be bid for each designated corridor group (approx. 20 groups).</p>	<p>Each station must be less than 50 miles from next nearest station.</p> <p>Host sites can be on federal, city, tribal, county, and non-Caltrans state lands.</p> <p>Sites must be available 24/7/365, have adequate lighting, and restroom(s).</p>	<p>Upgrades to existing infrastructure.</p> <p>Charging station operation and maintenance costs.</p> <p>Workforce development and training.</p> <p>Community engagement.</p> <p>Related mapping and signage.</p>	<p>Conduit runs must be sized for 350 kW chargers.</p> <p>Additional stub-outs required at some sites for future-proofing.</p> <p>Connector must be CCS connector compatible.</p> <p>Each connector must achieve 97% uptime annually for five years.</p> <p>Each location must have at least four chargers capable of simultaneously providing 150 kW.</p>

## Learn more about NEVI

[California's NEVI Deployment Plan](#)

[FHWA NEVI Program](#) | [Frequently Asked Questions](#) | [Standards & Guidance](#)

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