Community Outreach and Engagement

How can the public stay up to date on engagement opportunities?
CTDOT’s NEVI webpage has several opportunities to get involved, including a public survey and a sign up to receive email updates from CTDOT’s Office of Sustainability and Resiliency about transportation electrification.

Who are the stakeholder groups identified in the NEVI guidance?
The NEVI guidance suggests a large list of stakeholder groups for states to tailor to their planning efforts, including the general public, government entities, federally recognized tribes, labor organizations, private sector/industry representatives, members of the transportation and freight logistics industry, other state agencies, and urban, rural, and underserved or disadvantaged communities.

If you are interested in participating in plan development by sharing your ideas on grant criteria, we welcome you to complete our NEVI survey on CTDOT’s NEVI webpage or reach out via email, CT-DOTEVPlanning@ct.gov.

How will CTDOT ensure federal funding is spent in a way that is consistent with the Justice 40 Standards?
The FHWA NEVI Guidance asks states to identify in their plans how they will address the Justice40 initiative by targeting at least 40% of NEVI program benefits to disadvantaged communities. CTDOT is committed to ensuring that the benefits of the NEVI program reach these communities. The agency will use federal guidance on how to define Justice40 communities and 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, limits the state’s discretion on locations of charging stations; however, after Phase 1 is complete, Phase 2 will allow for greater flexibility to deliver on the Justice40 initiative for the NEVI program.

What is the process for a business or other entity to become a charging site host? How do individuals or businesses learn about those opportunities?
CTDOT will submit its NEVI Program Plan to FHWA by the August 1, 2022, deadline. The NEVI Guidance says that FHWA will approve (or send back for amendments) state plans by September 30, 2022. After FHWA approval, CTDOT will complete its preparation of NEVI application materials and procedures for Phase 1, will seek public input, then will finalize, and publish the full application program. At that point, businesses and other entities can apply to become a charging site host. CTDOT will review applications and make selections for Phase 1. After Phase 1 stations are built and operating, CTDOT will open Phase 2 of the NEVI program.
As part of the state’s stakeholder engagement efforts, CTDOT will conduct general and targeted outreach to spread awareness of NEVI funding, using tools like webinars, websites, and public service announcements. Interested parties who want to host a site can also make their intentions known by reaching out to CTDOT through our email address CT-DOTEVPlanning@ct.gov.

**NEVI-Funded Charging Station Details**

**What is the federal NEVI standard for the fast-charging stations?**
The NEVI program guidance calls for a minimum of four 150kW chargers to be located at one location. Connecticut is considering three 150kW chargers and one 350kW charger per location.

**Will CTDOT own or operate any of the new fast charging stations?**
No, CTDOT does not anticipate owning or operating any fast-charging infrastructure in Connecticut built with NEVI funding. CTDOT’s role is to manage NEVI fund distribution, select projects, and coordinate with private sector companies, other entities and hosts to assure the new charging stations adhere to federal requirements.

**Where can the new charging stations be built? Who owns or provides the land?**
The NEVI guidance says that charging stations must be located at a maximum of every 50 miles along a federally approved EV Alternative Fuel Corridor, and no more than one mile from the end of a corridor’s highway exit ramp during Phase 1 of the program.

The landowner may be a private or public entity.

**Does the funding cover upgrades to existing stations, installing new stations, or both?**
Both new stations and upgrades to existing stations are eligible uses of funds under the NEVI program, provided all final stations meet the minimum requirements of the program.

**Are there plans to prioritize green or renewable energy for powering the charging stations?**
Yes, the NEVI program guidance allows for spending on renewable energy if directly associated with the charging station operation. CTDOT is considering higher prioritization for sites that offer onsite renewable and energy storage technologies especially on sites expected to have complex and expensive grid-connection costs, or sites with expected low utilization rates.

**How will charging fees at the new stations be determined?**
Private owner/operators of the stations will determine charging fees. However, NEVI guidance says that stations should be designed to maintain cost of charging at a price that is “reasonable” (competitive to the local market), and that additional demand charges should be minimized. Owners/operators must also clearly display pricing on all chargers.
**Will there be any federal or state rule about charger maintenance, protection from vandalism, or other “charger uptime” issues?**
Yes, CTDOT expects requirements regarding operation and maintenance of chargers, including station design, minimum reliability, remote diagnosis, and problem resolution standards to be part of federal guidance shared with states in the coming weeks.

**Does the NEVI funding apply to installing more chargers in or near multi-unit dwellings, like apartments or townhouses? If not, are there current or future state or federal programs that will address this need?**
The NEVI funding is focused on building out a national network of fast charging stations along the interstate and national highway system to ensure a consistent and reliable EV charging experience throughout the United States.

Per federal requirements, charging stations built with NEVI dollars must be located within one mile of a federally approved EV Alternative Fuel Corridor during Phase 1 of the program. CTDOT will encourage private sector applicants to prioritize installing charging infrastructure near apartment and townhomes, particularly in underserved communities, where feasible.

Connecticut PURA also has an Electric Vehicle Charging Program that provides a combination of incentives for infrastructure, including EV charging equipment such as fast charging stations. This nine-year program began January 2022--Eversource and United Illuminating administer the program. Learn more about the [EV charging Program EVSE and make ready incentive](#)!

FHWA will also open a separate competitive grant program (discretionary funding) for alternative fuel stations, including EV charging, in the future, potentially later in 2022. Eligible entities will include local and regional governments, plus other entities.

**Will there be special consideration for Connecticut manufacturers and suppliers for charging equipment for this program?**
CTDOT aims to support Connecticut charging manufacturers and suppliers, as long as the EV charging infrastructure is consistent with Buy America requirements, and the process and criteria are consistent with all applicable federal requirements.