Transition to Zero-Emissions

IIJA Implementation, Subgroup Kickoff Meeting

March 1, 2022
9:00 – 10:30 AM
Agenda

- Welcome & Opening Remarks
- Proposed Sub-Working Group Scope
- National Electric Vehicle Infrastructure (NEVI) Program – Implementation Concept
- Next Steps
Ground Rules

- One conversation at a time
- Webcam when possible
- Parking lot for other topics
- Participate, participate, participate
Welcome & Opening Remarks
Sub-working Group Survey Results and Trends
Support for State Implementation
- Funding for priority ZEV projects
- Direct discretionary funds through MPOs to distribute investments in alignment with regional transportation plans (RTP)
- Geographic equity and DAC prioritization
- Clear and well-defined guidelines and scoring criteria
- Dedicated staff time and resources to ensure successful transition to ZEV

Sub-Working Group Outcomes
- Funding for priority ZEV projects
- Direct discretionary funds through MPOs to distribute investments in alignment with regional transportation plans (RTP)
- Geographic equity and DAC prioritization
- Clear and well-defined guidelines and scoring criteria
- Dedicated staff time and resources to ensure successful transition to ZEV

Potential Challenges
- Limited resources and heavy reliance on private sector to build-out ZEV infrastructure
-Definitions of equity and equity metrics
- Differing application/requirements
- State versus regional priorities
- Funding time frame, technical assistance, capacity building, education and outreach, and local/regional “buy in”

Priority IIJA/BIL Sections
- Sec. 11129 Standard for EV Charging Stations
- Sec. 11401 Grants for Charging and Fueling Infrastructure
- Sec. 11115 Congestion Mitigation & Air Quality Improvement Program
- Sec. 11403 Carbon Reduction Program
- Sec. 11511 Report on Emerging Alternative Fuel Vehicles & Infrastructure

Priority IIJA/BIL Topics
- Charging Infrastructure
- EV and Workforce Development
- Freight/Transit Sector Electrification
- Redundancy and Reliability Standards
- Defining Underserved Communities

11 out 16 Respondents Indicated Sec. 11129 & Sec. 11401 are Top Priority
Transition to Zero Emission
Sub Working Group
Survey Results

Priority Sections

- SECTION 25006. ELECTRIC VEHICLE WORKING GROUP (p. 421)
- SECTION 11511. REPORT ON EMERGING ALTERNATIVE FUEL VEHICLES & INFRASTRUCTURE (p. 160)
- SECTION 11403. CARBON REDUCTION PROGRAM (p. 127)
- SECTION 11401. GRANTS FOR CHARGING AND FUELING INFRASTRUCTURE (p. 118)
- SECTION 11129. STANDARD FOR ELECTRIC VEHICLE CHARGING STATIONS (p. 80)

Priority Topics

- Redundancy Standards
- Reliability Standards
- Defining Underserved Communities
- Charging Infrastructure Spacing
- EV and Workforce Development
- Freight Sector Electrification
Overview of IIJA
<table>
<thead>
<tr>
<th>Grant Program</th>
<th>Funding Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low or No Emission (Bus) Grants</td>
<td>($5.6 billion, discretionary)</td>
</tr>
<tr>
<td>Electric or Low Emitting Ferry Pilot Program</td>
<td>($250 million, discretionary)</td>
</tr>
<tr>
<td>Public Transportation Technical Assistance and Workforce Development</td>
<td>($62 million, discretionary)</td>
</tr>
<tr>
<td>Capital Investment Grants</td>
<td>($8 billion, discretionary)</td>
</tr>
<tr>
<td>Research, Development, Demonstration, and Deployment Projects</td>
<td>($132 million, discretionary)</td>
</tr>
<tr>
<td>State of Good Repair Grants</td>
<td>($21.6 billion, formula)</td>
</tr>
</tbody>
</table>
Federal Railroad Administration

Consolidated Rail Infrastructure and Safety Improvement Grants ($5 billion, discretionary):  

Federal-State Partnership for Intercity Passenger Rail Grants ($36 billion, discretionary):
U.S. Department of Transportation Multimodal Programs

Transportation Infrastructure Finance and Innovation Act ($1.3 billion, discretionary loans with $75 billion of capacity)

National Infrastructure Project Assistance/Megaprojects ($5 billion, discretionary)

Local and Regional Project Assistance Grants/RAISE ($7.5 billion, discretionary)

Congestion Mitigation and Air Quality Improvement Program ($13.2 billion, formula)
Freight & Port Electrification

FEDERAL PROGRAMS
1. Reduction of Truck Emissions at Ports ($250m)
2. Port Infrastructure Development Program (PIDP) ($2.25B)
3. Infrastructure for Rebuilding America (INFRA) ($8B)

STATE PROGRAMS & COORDINATION
Energy Commission, Air Resources Board, Public Utilities Commission

KEY CONSIDERATIONS
• Last Mile, Middle Mile, and Over-the-Road, Ports, Utilities, etc.
• Rural vs. Urban
• Workforce Development
National Electric Vehicle Infrastructure (NEVI) Formula Program

Fills gaps in the Alternative Fuel Corridors to establish an interconnected network of publicly available electric vehicle chargers.

States required to submit an EV Infrastructure Deployment Plan to federal Joint Office of Energy and Transportation for approval by August 1, 2022.

Limited to battery electric vehicle charging infrastructure.
Funds Can Be Used For:

- Development phase activities
- Mapping, Analysis, Modeling
- EV charger purchase and installation
- Signage
- Operating costs/maintenance for the first 5 years
Alternative Fuel Corridors

In CA, there are 20 interstates and 21 state routes currently designated under previous criteria.

Round 6 Nominations due May 13, 2022

No “fully built out” determinations in NEVI’s first year

Criteria for “fully built out” Alternative Fuel Corridor for electric vehicle charging:

- Public stations spaced max 50 miles apart
- Stations must be no more than 1 mile from highway
- 4 x Simultaneous DC Fast Charging (CCS Connectors Only)
  - Site power \( \geq 600 \) kW supporting \( \geq 150 \) kW per port
Charging and Fueling Infrastructure Discretionary Grant Program

$2.5 billion available via competitive awards to state, local, and public entities, including Tribal governments

50% of program dedicated to “community grants” outside of Alternative Fuel Corridors, with priority to rural, Low-to-Moderate Income, and underserved communities and multi-unit dwellings

Funds may support EV chargers, hydrogen, propane, and natural gas fueling infrastructure

Max grant amount: $15 million
Required 20% match
Up to 5% of awards may be used on educational and community engagement activities
Proposed Scope for Sub-Working Group

• **Provide input** into development of EV Infrastructure Deployment Plan

• **Inform approach** for NEVI Formula Program implementation

• **Coordinate with transit/rail** sub-working groups (dedicated sessions on electrification)

• **Develop coordinated approach** for Charging and Fueling Infrastructure Discretionary Grants
NEVI Implementation Concept

For Working Group Discussion

- State-administered program
- Funding provided through competitive solicitation(s)
- Focus initial implementation on LDV charging network buildout
NEVI Implementation Concept
For Working Group Discussion

- Identify and prioritize gap locations along current and proposed Alt. Fuel Corridors
- Bundle gap locations into corridor segments optimized for streamlined operations and responsive maintenance
- Issue competitive solicitation for third-parties to install, maintain, operate, and own EV charging infrastructure at publicly-accessible non-state sites
NEVI Implementation Concept

For Working Group Discussion

- Reward applicants with stronger match to leverage federal funds
- Advance charging for both LDV and MHDV, where possible
  - Explore MHDV set-asides in future years
Proposed Meeting Topics

• **Inform** NEVI Implementation Design Principles

• **Discuss** potential NEVI scoring criteria

• **Define priority communities** for NEVI Implementation

• **Inform** parameters for NEVI operating assistance

• **Discuss** labor and workforce considerations and requirements

• **Establish** community engagement expectations and requirements for NEVI fund recipients
1. Your desired WG meeting frequency:
   A. Every 2 weeks
   B. Every 3 weeks
   C. Once a month

2. Your desired WG meeting duration:
   A. 1-1.5 hours
   B. 2+ hours
Contacts

EV Charging Infrastructure

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