



# Transition to Zero-Emissions

*IIJA Implementation, Subgroup Kickoff Meeting*

**March 1, 2022  
9:00 – 10:30 AM**

# Agenda

- Welcome & Opening Remarks
- Overview of IIJA Zero-Emission Provisions
- Proposed Sub-Working Group Scope
- National Electric Vehicle Infrastructure (NEVI) Program – Implementation Concept
- Next Steps

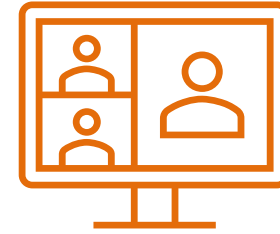
# Ground Rules



*One conversation  
at a time*



*Parking lot for  
other topics*



*Webcam when  
possible*



*Participate, participate,  
participate*

# Welcome & Opening Remarks



# Sub-working Group Survey Results and Trends



# Transition to Zero Emission Sub Working Group Survey Results & Themes

## 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

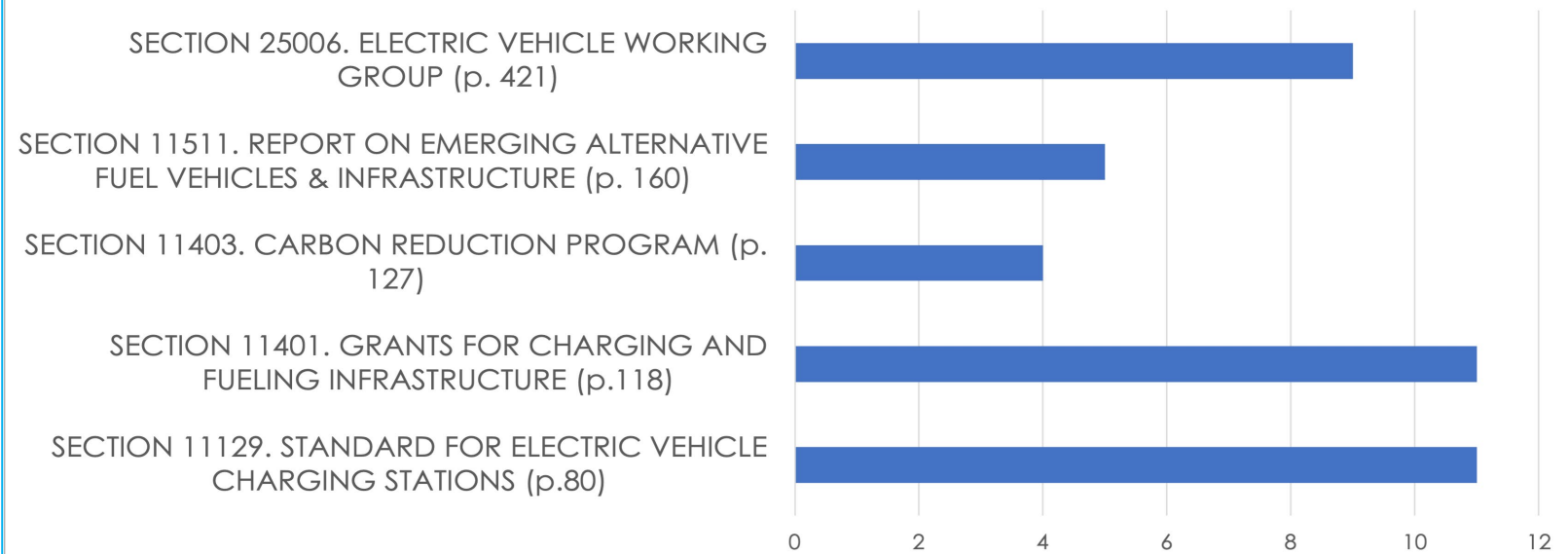
## Priority IIJA/BIL Topics

- ✓ Charging Infrastructure
- ✓ EV and Workforce Development
- ✓ Freight/Transit Sector Electrification
- ✓ Redundancy and Reliability Standards
- ✓ Defining Underserved Communities

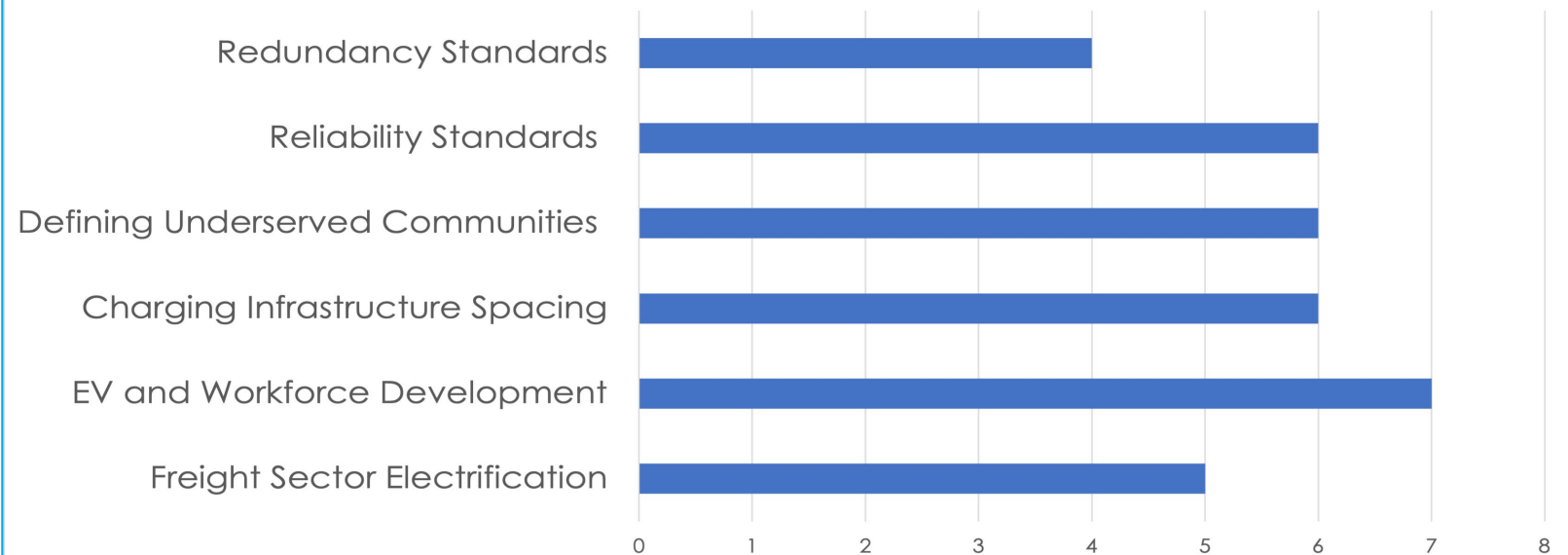
**11 out of 16** Respondents  
Indicated Sec. 11129 &  
Sec. 11401 are **Top Priority**

# Transition to Zero Emission Sub Working Group Survey Results

## Priority Sections



## Priority Topics



# Overview of IIJA Zero-Emission Provisions



# Federal Transit Administration

Low or No Emission (Bus) Grants (\$5.6 billion, discretionary)

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Electric or Low Emitting Ferry Pilot Program (\$250 million, discretionary):

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Public Transportation Technical Assistance and Workforce Development (\$62 million, discretionary)

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Capital Investment Grants (\$8 billion, discretionary)

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Research, Development, Demonstration, and Deployment Projects (\$132 million, discretionary)

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State of Good Repair Grants (\$21.6 billion, formula)

# Federal Railroad Administration

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

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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)

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

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

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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)
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## STATE PROGRAMS & COORDINATION

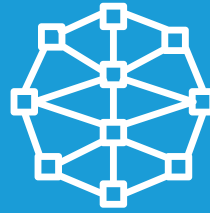
Energy Commission, Air Resources Board, Public Utilities Commission

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## 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

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

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Limited to battery electric vehicle charging infrastructure

# Funds Can Be Used For:



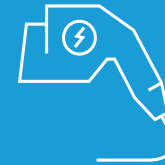
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Development  
phase activities



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Mapping,  
Analysis,  
Modeling



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EV charger  
purchase and  
installation



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Signage



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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

# Poll

*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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## Transit + Rail Electrification

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## Freight Electrification

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