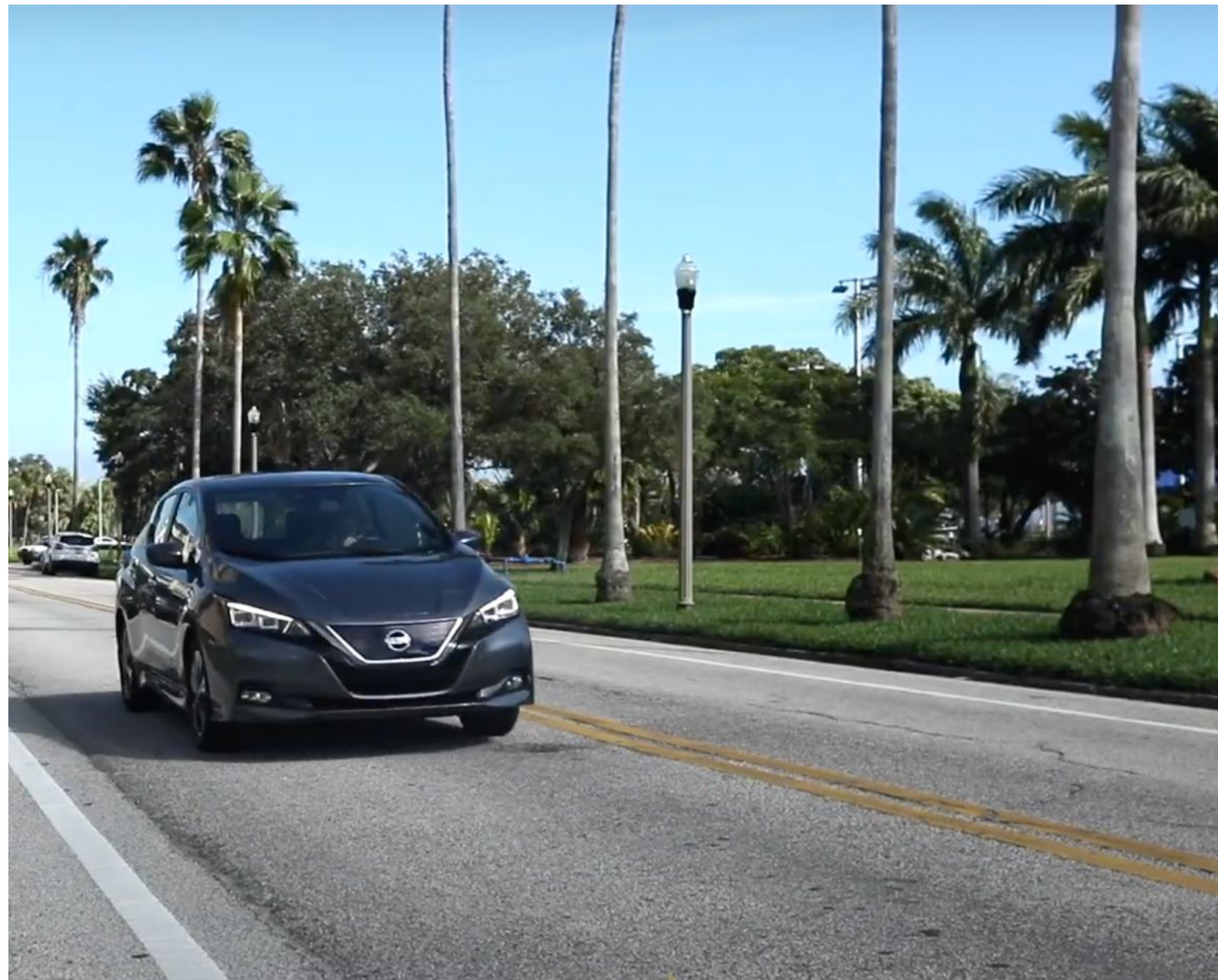


ELECTRIC TRANSPORTATION, FEDERAL FUNDING, AND YOUR COMMUNITY



ABOUT SACE + ELECTRIFY THE SOUTH



Southeast Sustainability Directors Network

- Peer-to-Peer Networking and Knowledge Sharing

- Member Network Focused on:

- Peer Learning
- State Networks
- State Policy
- Technical Expertise
- Equity
- Community Grants
- **Southeast Sustainable Recovery Center**

Over 90
members

SSDN's 10 State Region

Alabama

Arkansas

Georgia

Florida

Louisiana

Mississippi

North Carolina

South Carolina

Tennessee

Virginia

We connect local government sustainability professionals throughout the region to accelerate, scale, and implement sustainable best practices so that communities are equipped to equitably adapt to and mitigate climate change.

AGENDA

- Welcome and introductions
- Presentations on the Federal Infrastructure Investment and Jobs Act
 - **Alex Kolpakov**, Center for Urban Transportation Research (CUTR) USF
 - **April Combs**, Florida Department of Transportation
 - **Anne Blair**, Electrification Coalition
 - **Michael Dexter**, Southeast Sustainability Directors Network
- Q+A

PRESENTERS



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**Senior Research
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*Center for Urban
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APRIL COMBS

**Statewide Planning
Coordinator**

*Florida Department of
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**Senior EV Policy
Manager**

Electrification Coalition



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Infrastructure Investment & Jobs Act Overview

Alexander Kolpakov
December 7, 2021

- Bipartisan Infrastructure Deal will invest **\$7.5 billion** to build out the first-ever national network of EV chargers in the United States.
- Accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs.
- Provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop.
- Funding will have a particular focus on **rural, disadvantaged, and hard-to-reach communities.**

- Sec. 11401 - Grants for Charging and Fueling Infrastructure for Corridors and Communities
 - **\$2.5B for Alternative Fuels (EV, CNG, LNG, LPG, H2)**
 - ❑ \$300M – FY2022; \$400M – FY2023; \$500M – FY2024; \$600M – 2025; \$700M – 2026
- National Electric Vehicle Formula Program
 - **\$5.0B for EV Corridors**
 - ❑ \$1B/year for FY 2022-2026
- Joint USDOT/USDOE Deployment Support Program to provide tools & technical assistance to funding recipients

- Discretionary Grant Program
 - **\$2.5B** for all alternative fuels
 - Eligible Fuels: EV, CNG, LNG, LPG, Hydrogen
 - ❑ Propane fueling for MD and HD vehicles only
- Focus on Alternative Fuel Corridors and Community Fueling/Charging
 - 50% of funding for designated Alternative Fuel Corridors
 - 50% of funding for Communities
- Eligible Entities:
 - State, Local Governments, MPO/TPO, Transit/Port Authorities, Tribal
- Local match requirement: 20%

- Corridor Fueling/Charging Requirements:
 - Publicly accessible sites along FHWA **designated alternative fuel corridors**
 - Improve alternative fueling along corridor by:
 - ❑ Converting corridor-pending corridors to corridor-ready corridors
 - ❑ For corridor-ready corridors, provide redundancy
 - To meet excess demand for charging or fueling infrastructure, or
 - To reduce congestion at existing charging or fueling infrastructure in high-traffic locations

- Community Fueling/Charging Requirements:
 - Project may be located on any public road or in other publicly accessible locations:
 - ❖ Parking facilities at public buildings
 - ❖ Public schools
 - ❖ Public parks
 - ❖ Publicly accessible parking facilities owned or managed by private entity
 - Priority will be given to projects in:
 - ❖ Rural areas
 - ❖ Low-income neighborhoods
 - ❖ Communities with low ratio of private parking spaces to households or high ratio of multi-unit dwellings to single family homes

- **\$5.0 Billion** for EV Corridors (\$1B/year for FY 2022-2026)
- Program will provide states and localities funding for:
 - ☐ Acquisition and installation of EV charging infrastructure to serve as a catalyst for the deployment of such infrastructure and to connect it to a network to facilitate data collection, access, and reliability;
 - ☐ Proper operation and maintenance of EV charging infrastructure
 - ☐ Data sharing about EV charging infrastructure to ensure the long-term success of investments made

- Shall be located along a **designated alternative fuel corridor**
- If a State determines, and USDOT certifies, that the designated alternative fuel corridors in the States are “**fully built out**”, then the State may use funds provided for EV charging infrastructure on any public road or in other publicly accessible locations, such as:
 - Parking facilities at public buildings,
 - Public schools & parks
 - Publicly accessible parking facilities owned or managed by a private entity
- States are required to develop **EV Infrastructure Deployment Plan** and submit to USDOT by deadline established
- If States fail to submit a plan, USDOT may award funds **on a competitive basis to local jurisdictions within a State**
- Equity Provisions under Justice-40 will be included

- Formula Program may be used for:
 - **Acquisition or installation** of EV charging infrastructure;
 - **Operating assistance** for costs allocable to operating and maintaining EV charging infrastructure acquired or installed under this program, for a period not to exceed five years;
 - Acquisition or installation of **traffic control devices** located in the right-of way to provide directional information to EV charging infrastructure;
 - **On premises signs** to provide information about EV charging infrastructure acquired, installed, or operated under this program;
 - **Development phase activities** relating to the acquisition or installation of EV charging infrastructure, as determined by DOT; or
 - **Mapping and analysis activities** to evaluate, in an area in the United States designated by the eligible entity

- USDOE and USDOT will develop **guidance for state and localities** – no later than **90 days** after enactment of IIJA:
 - Distance between EVSE
 - Connection to electric grid
 - Proximity to highways, fuel retailers
 - Rural corridors and underserved or disadvantaged communities, etc.
- All Funding will flow through State DOTs
 - Timeline: TBD (probably withing 6-12 months)
 - Opportunities for Clean Cities to help State with Plan and proposal Development

- Per IIJA, USDOT will:
 - Update and redesignate alternative fuel corridors – no later than **180 days** after enactment of IIJA
 - Designate **national EV charging corridors to support freight and goods movement** at strategic locations along major highways – no later than **1 year** after enactment of IIJA
- New round (Round 6) of corridor designation is likely in the near future

Thank You!



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Infrastructure Investment and Jobs Act (H.R. 3684)

April Combs

Purpose

- Reauthorization of the FAST Act
- Federal fiscal years 2022-2026
- \$973 billion in total funding
 - \$550 billion for new investments in transportation, water, energy, broadband, public lands
 - Formula and discretionary funds

Formula Funding

- \$16.7 billion in total formula funding to Florida
 - \$13.5 billion for FDOT
- New Formula Programs:
 - National Electric Vehicle Formula Program (\$198M)
 - PROTECT Resilience Formula Funding (\$349M)

National Electric Vehicle Formula Program

- \$5 billion for new EV charging along Alternative Fuel Corridors
 - FHWA Round 6?
- Florida is estimated to receive \$198 million
- Charging stations must provide access to restrooms and food

Discretionary Programs

- 13 existing and 21 new transportation-related, competitive grant programs
- \$187 billion in potential funding
- New Programs
 - Charging and Refueling Grant Program (\$2.5B)
 - Clean School Bus Program (\$5B)
 - Congestion Relief Program (\$250M)

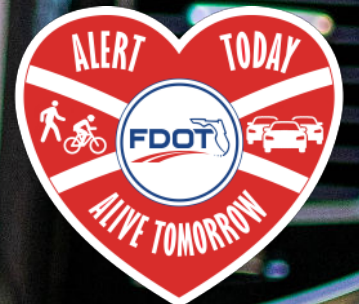
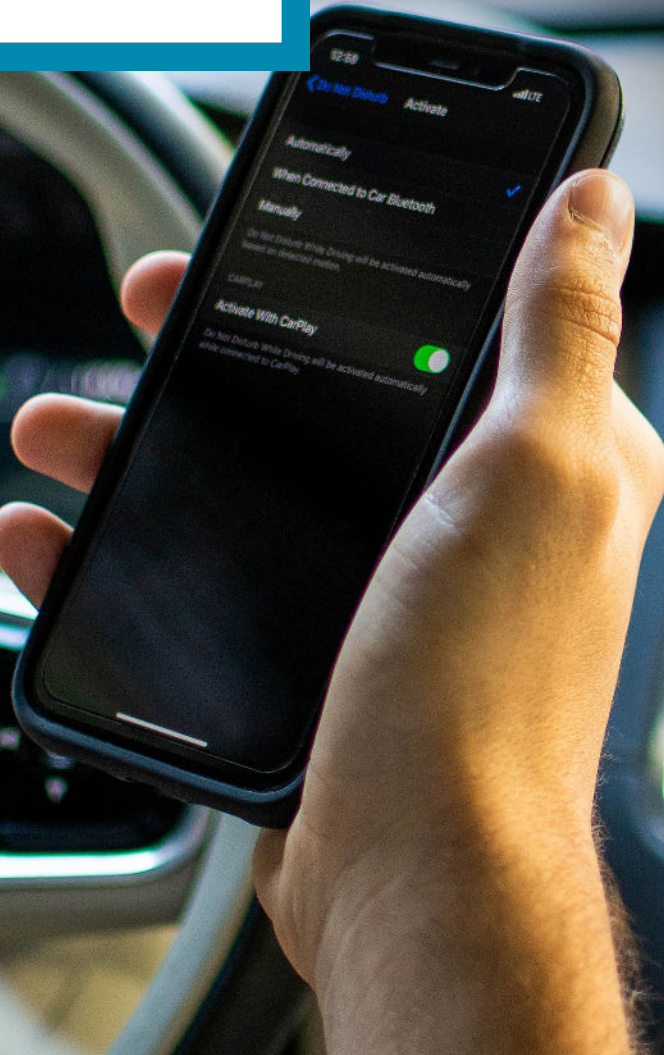
April Combs
Statewide Planning Coordinator

Email: April.Combs@dot.state.fl.us

DO NOT DISTURB

'Do Not Disturb While Driving' features are increasingly common on cell phones and are often only disabled manually. Disabling this feature for access to your texts, emails, and voicemails while driving leaves you vulnerable to temptation that results in 1.6 million crashes each year*.

Put Your Phone Down.



*Sourced from the National Safety Council

Federal Highway Administration EV Charging RFI

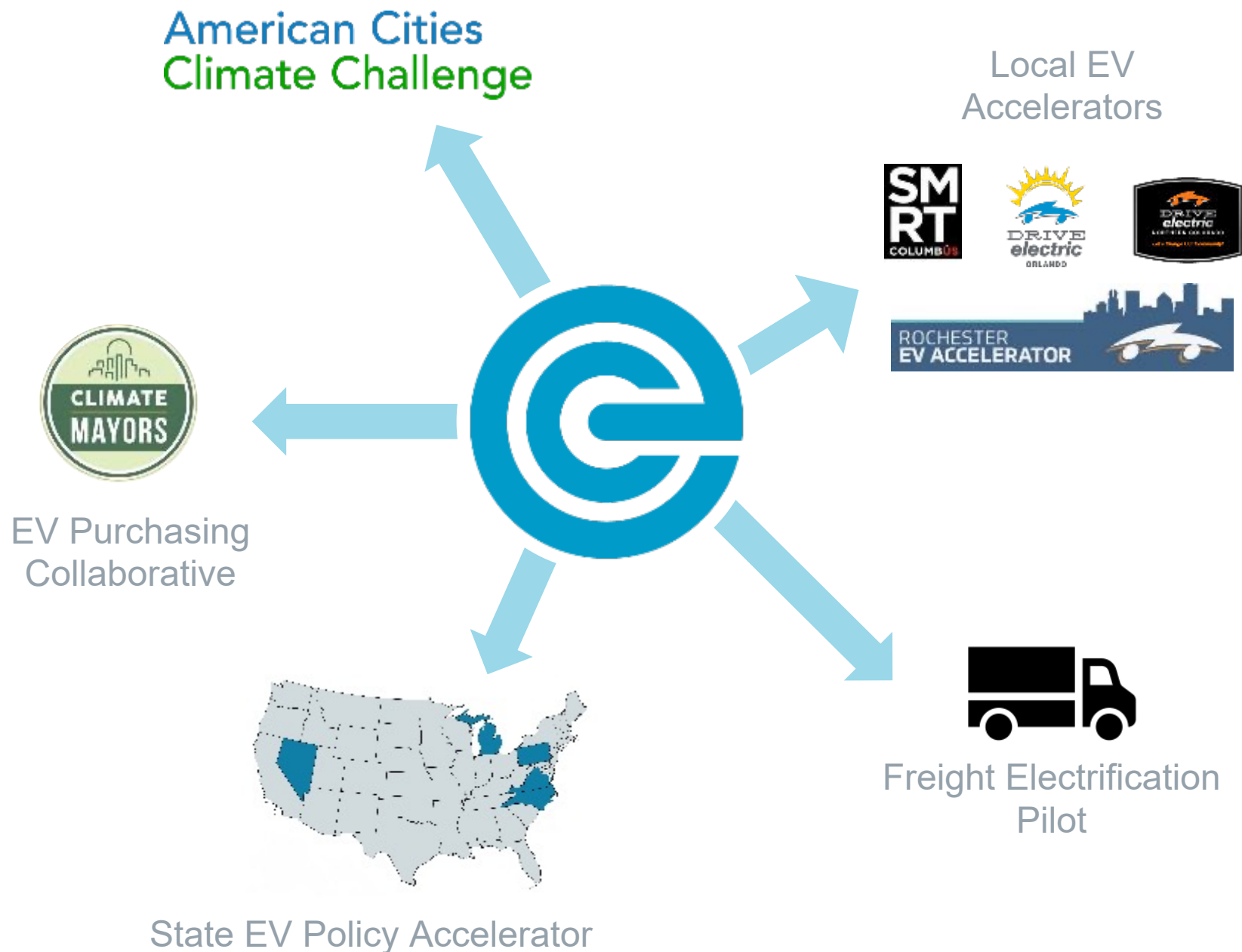
December 2021



Electrification
Coalition

Anne Blair, Sr. EV Policy Manager

The Electrification Coalition (EC) is a nonpartisan, not-for profit organization committed to promoting policies and actions that facilitate the deployment of electric vehicles on a mass scale in order to combat economic, environmental, and national security dangers caused by our dependence on oil.



ECBC Partners

AECOM

AMPLIFY
FLEET CHARGING SIMPLIFIED

*

ARRIVAL

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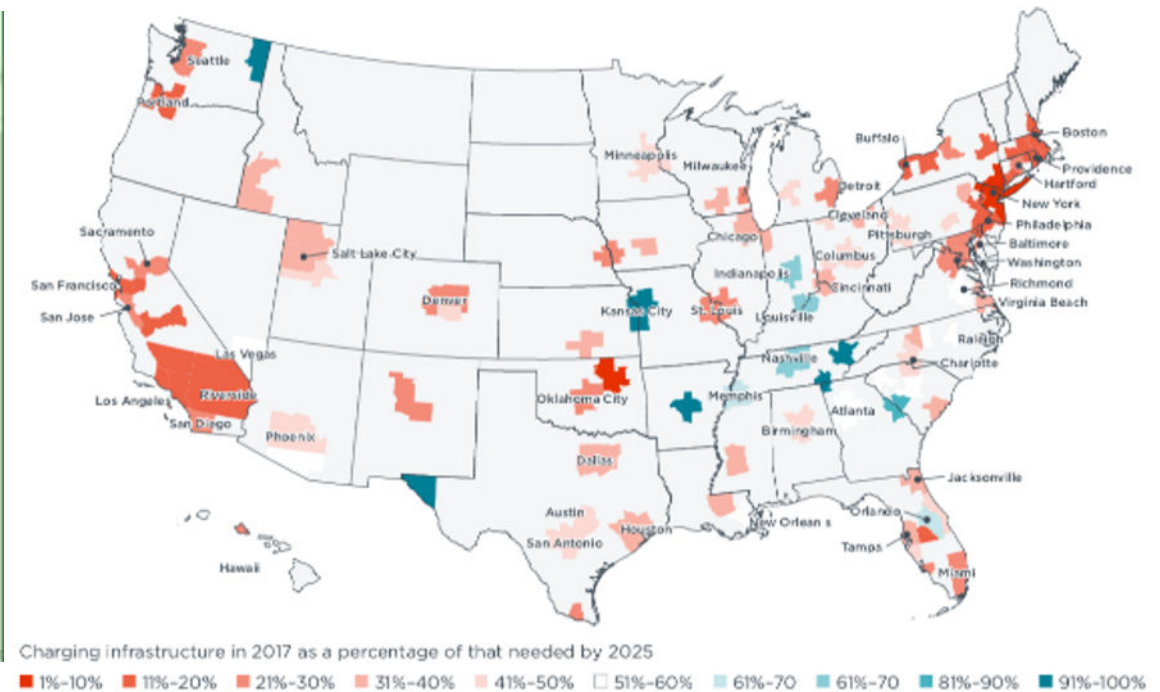
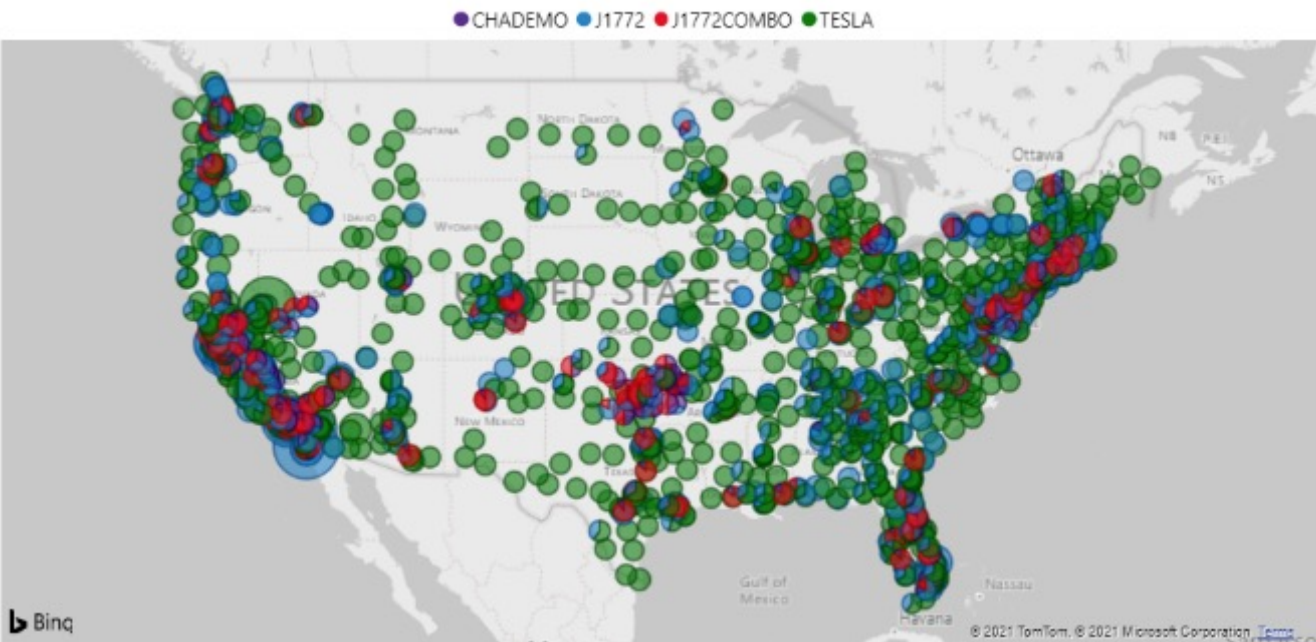
Uber

VOLVO
VOLVO GROUP



Electrification
Coalition

EVSE Growing, But Still Gaps...



46% growth in 2019-2020

Source: AtlasEV Hub

Source: ICCT Aug 2019

L2: 95,379 ports at 41,123 locations

DCFC: 18,270 ports at 5,188 locations

(As of May 2021)



Electrification
Coalition

Of the 100 most populous metro areas, 88 had less than half of the needed charging infrastructure in place for 2025 based on expected EV growth.

Request for Information (RFI)

Docket No. FWHA-2021-0022

- Comments to help shape the DOT's guidance on the National Electric Vehicle Formula Program (EV Charging Program) and the grant for Charging and Fueling Infrastructure (Charging and Fueling Infrastructure Program)
- Almost all infrastructure must be placed alongside alternative fuel corridors
- Infrastructure must be publicly available or available to more than one authorized commercial vehicle operator
- LMI communities, underserved communities, rural communities, and communities where residents would have a hard time installing in home-charging are being prioritized for discretionary funds

Timeline

- January 28th - Comment Deadline
- February 13th 2022 - DOT and DOE must submit their guidance to states
- Date TBD by DOT: States must submit a plan on how funds will be used for the all of the years funding will be available
- 120 days after States submit plans to DOT: DOT to publish a summary of submitted plans that assess how the plan will further the develop of a national EV charging network

Process for submission of comments

- Comments will be published verbatim unless certain information is designated as CBI/ Confidential
- Must indicate which considerations are being commented on
- Comments must be submitted no later than January 28th 2022, but earlier comments are more likely to receive consideration
- <https://www.govinfo.gov/content/pkg/FR-2021-11-29/pdf/2021-25868.pdf>
- <http://www.regulations.gov/> includes a full breakdown on the submission process

Considerations for EV Charging Program

1. Distance between publicly available EV charging infrastructure
2. Grid interactions: V2G, smart charging, use of RE for EV charging infrastructure
3. Proximity of new EV charging infrastructure to existing off-highway travel centers, fuel retailers, and small business
4. Need for EV charging infrastructure in rural and underserved communities
5. Long term operation and maintenance of EV charging infrastructure
6. Existing state, city, or tribal EV charging infrastructure incentives or programs
7. Public-private investment in EV charging infrastructure
8. Meeting current and future market demands for EV charging infrastructure
9. Other factors determined by the Secretary
10. Any considerations not already listed by the DOT that would further the construction of a national EV charging network

Considerations for Charging and Fueling Infrastructure Program

- Best practices for the installation of charging and alternative fueling infrastructure at the state, tribal, and local levels
- Best practices for the administration of competitive grant funding
- Any other un-listed considerations which would aid in the development of alternative fuels guidance

DOE-DOT Joint RFI on EV Charger Manufacturing

- Comments due no later than January 10th 2022
- Five content areas of interest ensure DOT can comply with IIJA and the Buy America Requirement
- Current EV charging landscape: cost, delivery time, manufacturers...etc.
- Adherence of current EV charger manufacturing to FHWA's Buy America Requirement
- Domestic assembly capability
- Domestic component and subcomponent manufacturing capacity
- Best practices for increasing domestic production of EV chargers
- RFI link: <https://www.govinfo.gov/content/pkg/FR-2021-11-24/pdf/2021-25717.pdf>

DRVE Fleet Analysis Software

Standard fleet analysis can be costly, take weeks/months, and be difficult to interpret results.

Through the DRVE Tool, the EC has created an accessible, easy-to-use analysis tool that provides total cost of ownership and other data in minutes.

Focused on bringing light-, medium-, and heavy-duty fleet analysis under one tool; typically separated for analysis.



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DRVE Tool Analysis

Dashboard for Rapid Vehicle Electrification

Figure 6: Average Cost-Per-Mile by Use Case

Average TCO Per Mile		
	Conventional	EV Alternative
Delivery Truck	\$1.03	\$1.66
Pickup Truck	\$0.38	\$0.37
SUV	\$0.34	\$0.31
Vans	\$0.60	\$0.51
Grand Total	\$0.47	\$0.44

Figure 7: Top 5 Passenger Vehicles to Procure

Vehicle Model	Average of Percent Savings from EVs	Vehicles
2022 Ford eTransit - Cargo Van BEV	23.31%	1
2022 Ford eTransit - Passenger Van BEV	15.74%	15
2020 Ford Escape FWD PHEV PHEV	9.28%	3
2022 Ford F-150 Lightning (Standard Range) BEV	3.03%	26
Grand Total	8.13%	45

Figure 9: Top 100 Vehicles

VIN	Conventional Vehicle	EV Alternative	Average of Percent Savings from EVs
3N63M0YN6FK727109	CHEVROLET City Express	2022 Ford eTransit - Cargo Van BEV	23.31%
1GN5GCF48E1117639	CHEVROLET Express	2022 Ford eTransit - Passenger Van BEV	18.74%

Thank you!

Anne Blair

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**Electrification
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SSDN Southeast Sustainable Recovery Center & SACE Webinar

IIJA Charging & Fueling Infrastructure Community Grants & What to Know About Disbursement 12/07/2021



SOUTHEAST SUSTAINABILITY
DIRECTORS NETWORK

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Sec. 11401 Grants for Charging and Fueling Infrastructure

Community Grants

➤ ***Eligible Regardless of Whether Located Along Alternative Fuel Corridors***

- Eligible Recipients: State (inc. special districts), MPO, Local Gov. (inc. Multi-Jurisdictional), & Tribal Nations
- Match: 80% Federal, 20% Local
- 5% cap on Outreach and Education

➤ **Likely Application Requirements:**

- Application narrative likely to require explanation of engagement with public and private stakeholders, including: auto manufacturers, utilities, fleet owners, fuel station owners/operators, & labor organizations, among others
- Portions of the grant can go towards a private entity for *“...operating assistance for the first 5 years of operations after the installation...”*
- Important to be developing these partnerships and having discussions with these partners ASAP

➤ As covered earlier, grant is subject to interpretations within FHWA [Request for Information](#). Public Comment until 1/22/2022

- Restricts Types of Chargers (*“open to the general public or...motor vehicle operators from more than one company”*)
- Focus on Equity *“FHWA is especially interested in comments suggesting how the guidance can promote equity in deploying EV charging infrastructure”* [DOT](#)

What To Know About Disbursement:

- [Executive Order 14052](#) *Implementation of the BIL (11/15/2021)*

“Invest public dollars equitably, including through the Justice40 Initiative”

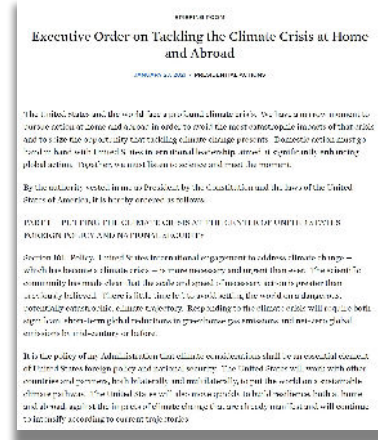
- EO [14008](#): *Tackling the Climate Crisis at Home and Abroad*
Sec. 223. **Justice40 Initiative**

- Goal that 40% of benefits from federal investment go towards **disadvantaged communities**

- Economic Distress & Persistent Poverty
- Tribal Communities
- *Transportation & Energy Cost Burden*
- Disproportionate Climate Risk

- Interim [Implementation Guidance](#) for Justice40
- Agencies notified OMB of “Covered Programs” in September

Still Awaiting Final OMB Guidance



What to Do Next:

- Engage with underserved communities & consider coordinating with organizations on proposals
- Prepare to Include Justification for J40 within future federal grant applications
 - Familiarize yourself with the federal datasets and Tools (Argonne National Lab [AFLEET Tool](#))
 - Consider how to demonstrate community engagement & climate resilience on applications
 - For EV's [DOT RFI OST-2021-0056](#) on Transportation Equity Data *provides Insight*
 - *How do electric vehicles and vehicle hybridization benefit different income and demographic groups; to improve the distribution and fairness in technologies*
 - ***How to measure the impact of vehicle electrification on the shift from mobile-source emissions to point-source emissions on disadvantaged populations***
- Stay informed of other similar opportunities:
- Cross-Reference Your Wish Lists with Anticipated Grants
 - *Have a list of potential ARPA State and Local Fiscal Recovery Fund Projects?*
 - Dust off planning documents and revisit delayed project ideas
- Stay updated on Anticipated IIJA Grants: [SSDN IIJA Tracker](#)

Questions?

Contact Michael Dexter for more information

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www.southeastsdn.org



Anticipated Grants For Local Governments: **Environmental Justice**

Sec. 11406 Healthy Streets Program

- Eligible Recipients likely include: MPO's, Local Governments, Non-profits
- Grants up to \$15,000,000
- Eligible Projects will likely include:
 - Assessing urban heat islands to identify hot spot areas,
 - conducting tree canopy inventories,
 - identifying areas where green infrastructure could mitigate flooding,
 - Conducting an environmental equity assessment
 - Hiring staff to conduct such activities (Chief Heat Officers, Urban Green Equity)
 - Deployment of Cool pavement, porous pavement, pedestrian only areas,
- *(f) PRIORITY.—In awarding grants to eligible entities under the program, the Secretary shall give priority to an eligible entity— (1) proposing to carry out an activity or project in a low income community or a disadvantaged community; (2) that has entered into a community benefits agreement with representatives of the community; or (3) that is partnering with a qualified youth or conservation corps (as defined in section 203 of the Public Lands Corps Act of 1993 (16 U.S.C. 1722)).*