Joint Office of
Energy and Transportation

Joint Office Overview

DOE 4th Annual Service-Disabled Veteran-Owned Small Business Opportunity Day
November 9, 2022

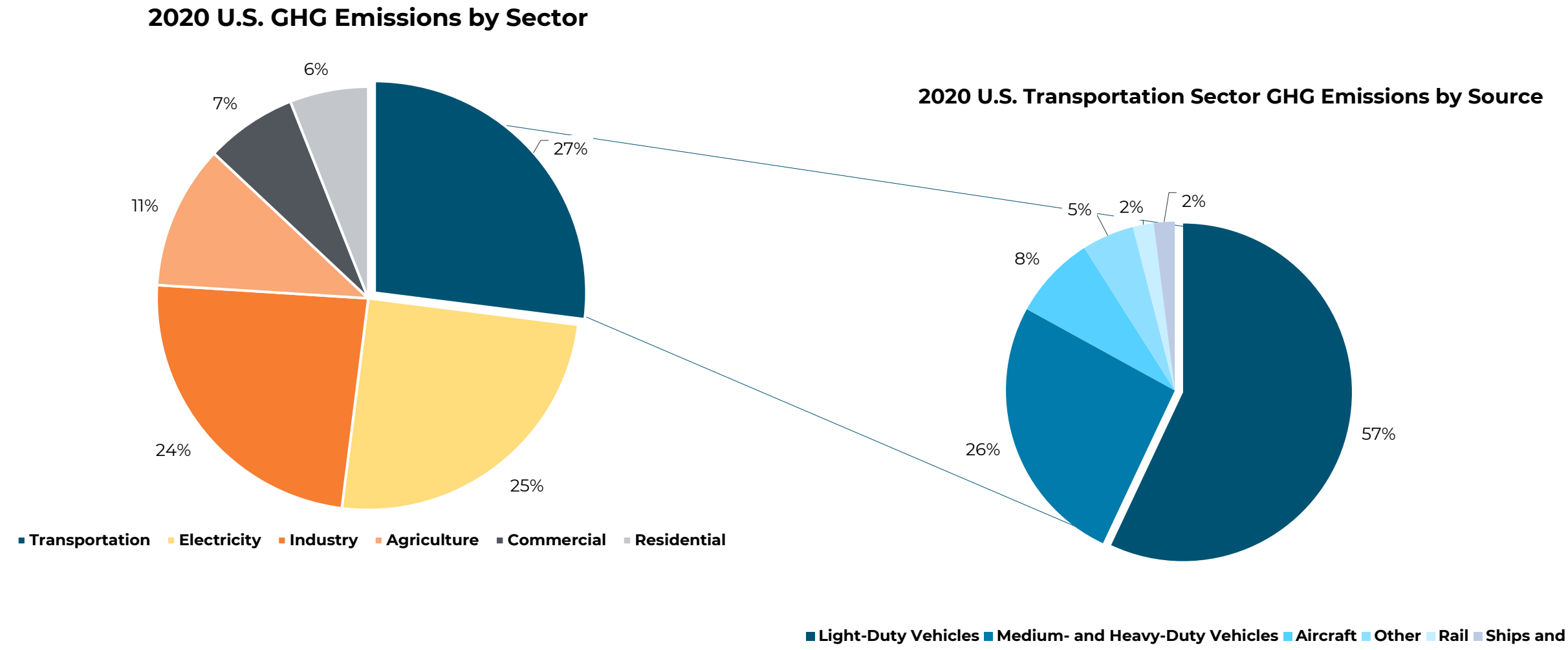
driveelectric.gov

Agenda

- The Motivation
- Background
- Immediate-Term Priorities
- Progress to Date and Looking Ahead
- Stay in Touch

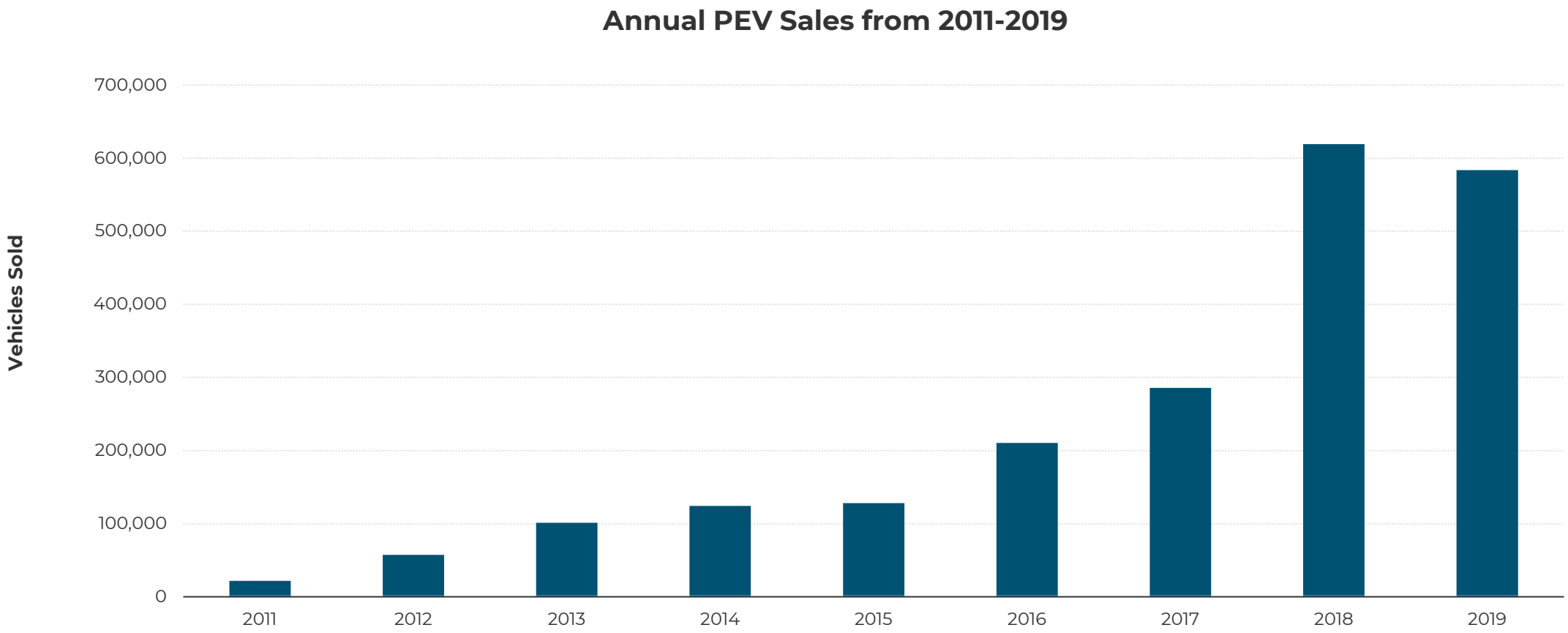
The Motivation

Transportation is the leading sector and LDV are the largest component contributor for GHG emissions in the U.S.



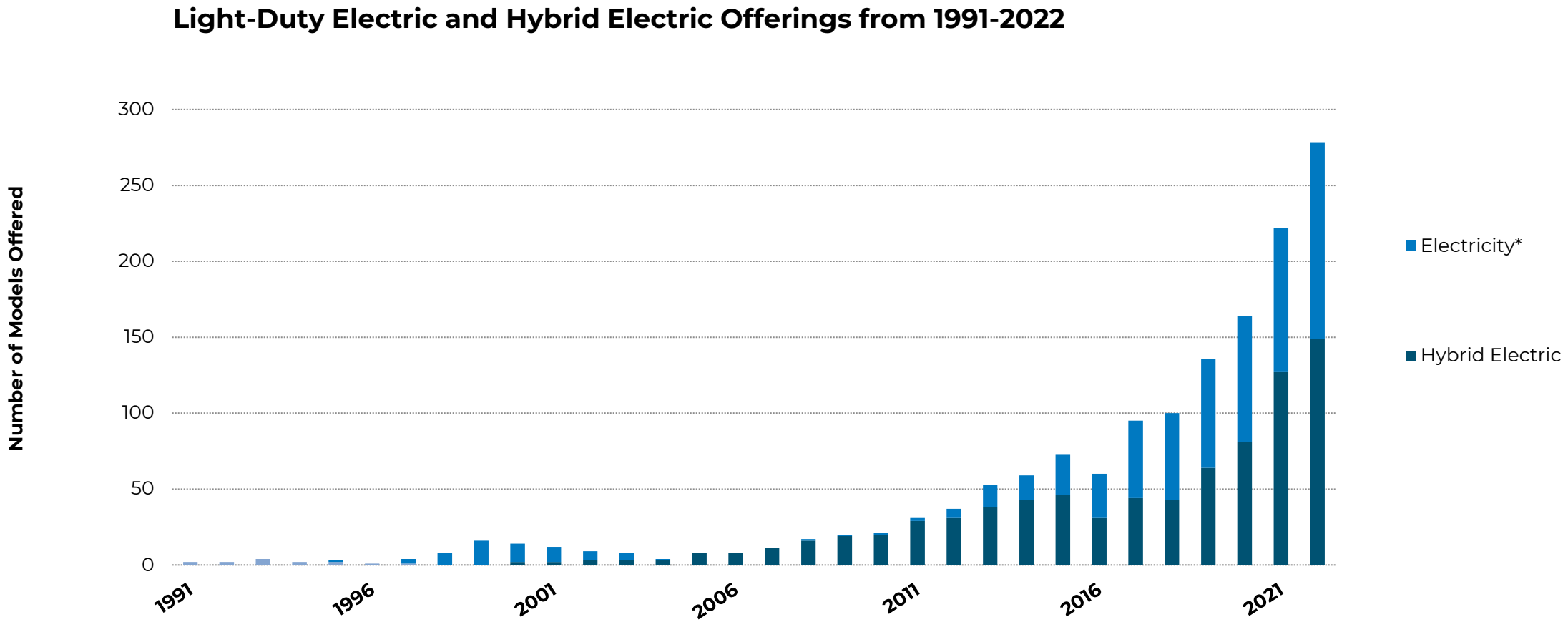
Source: EPA Emissions Inventory

Annual PEV Sales in U.S. Market



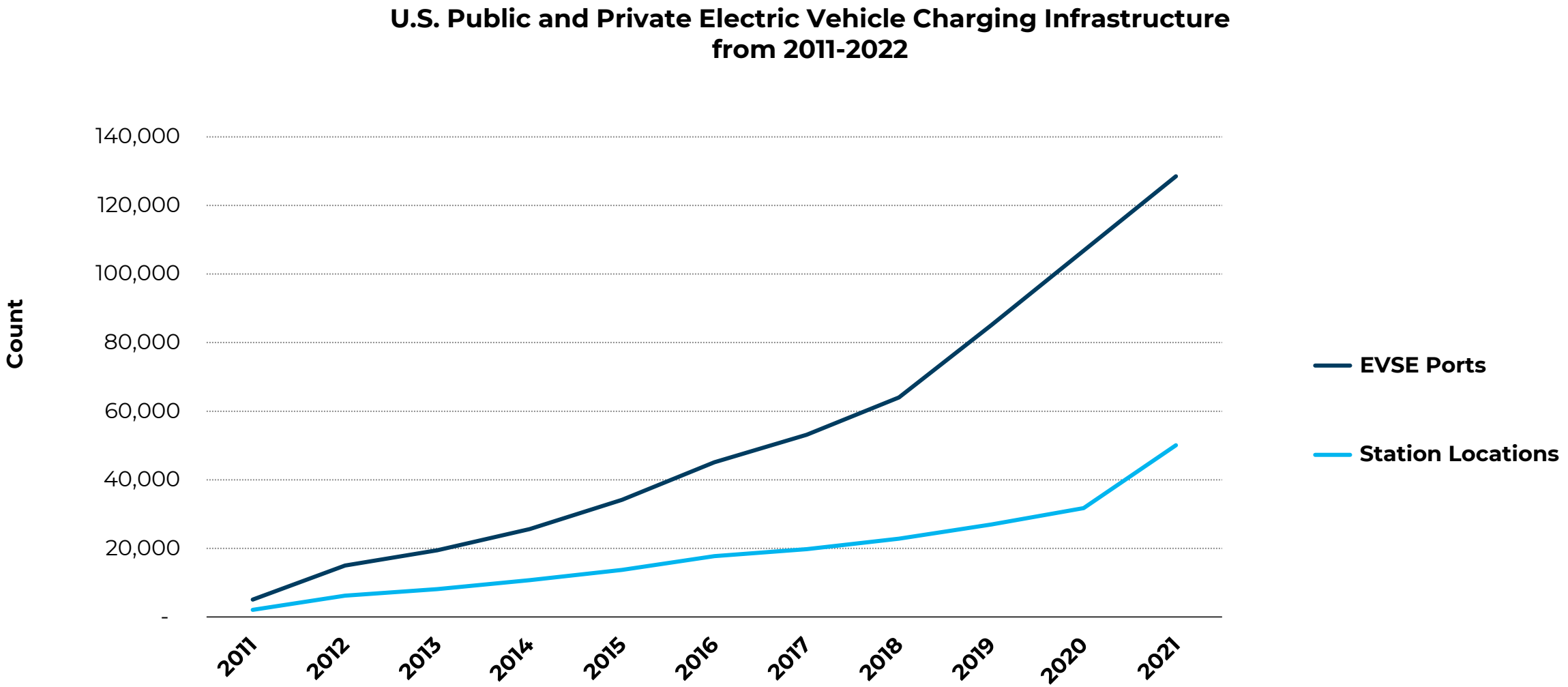
Source: DOE AFDC

Number of BEV and HEV Model Offerings



Source: DOE AFDC

Trends for Public and Private EVSE in the U.S.



Source: DOE AFDC, Electric Vehicle Charging Infrastructure Trends

Background

Joint Office Establishment

11/15/21 Bipartisan Infrastructure Law (BIL) signed into law

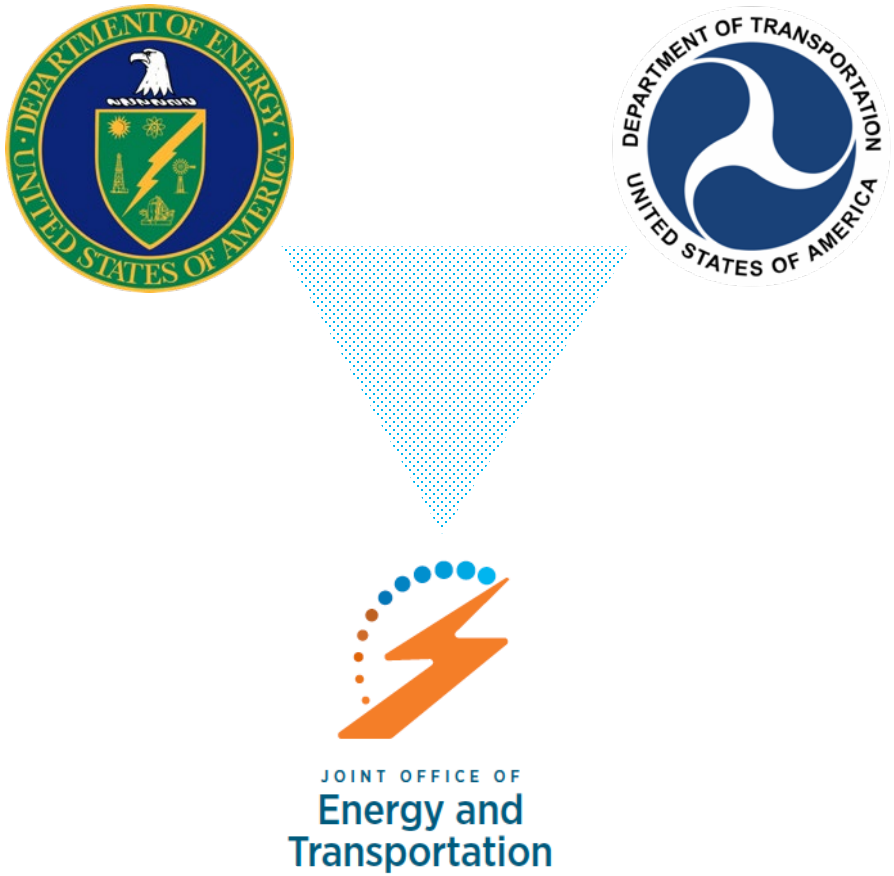
12/13/21 Biden-Harris Electric Vehicle Charging Action Plan released

12/14/21 Memorandum of Understanding (MOU) between the U.S. Departments of Energy and Transportation to establish a Joint Office of Energy and Transportation (Joint Office)

Secretary Jennifer Granholm
U.S. Department of Energy (DOE)

Secretary Pete Buttigieg
U.S. Department of Transportation (DOT)

Mission and Vision



Mission

To accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe.

Vision

A future where everyone can ride and drive electric.

Joint Office of Energy and Transportation Purpose

Established in the Bipartisan Infrastructure Law to address areas of joint interest to the Departments of Energy and Transportation

$300M

in FY22 funds to DOT with transfer authority to DOE

9

major areas of emphasis

Areas of emphasis summary

1) technical assistance of vehicle charging
2) data sharing
3) performance of a national and regionalized study vehicle charging
4) training and certification programs
5) a program to promote renewable energy generation, storage, and grid integration
6) transmission pilots in the rights-of-way
7) research, strategies, and actions to mitigate the effects of climate change
8) development of a streamlined utility accommodations policy for transmission in the transportation right-of-way
9) any other issues that the Secretary of Transportation and the Secretary of Energy identify as issues of joint interest

Immediate-Term Priorities

BIL Programs Supported by the Joint Office

The Joint Office will provide unifying guidance, technical assistance, and analysis to support the following programs:

National Electric Vehicle Infrastructure (NEVI) Formula Program (U.S. DOT)
$5 billion for states to build a national electric vehicle (EV) charging network along corridors

Charging & Fueling Infrastructure Discretionary Grant Program (U.S. DOT)
$2.5 billion in community grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure

Low-No Emissions Grants Program for Transit (U.S. DOT)
$5.6 billion in support of low- and no-emission transit bus deployments

Clean School Bus Program (U.S. Environmental Protection Agency [EPA])
$5 billion in support of electric school bus deployments

NEVI Formula Program—Guidance

- **EV charging infrastructure:**
  - Installed **every 50 miles** along the state's portions of the interstate highway system **within 1 travel mile of the interstate**, unless a discretionary exception has been granted
  - Includes **at least four 150kW DC fast chargers with Combined Charging System (CCS) ports** capable of simultaneously charging four EVs
  - Has minimum station power capability **at or above 600kW and supports at least 150kW per port simultaneously across four ports for charging**

- **Requires approved state EV deployment plan**

NEVI Formula Program—Fund Eligibility

- **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 5 years
- **Development phase activities** relating to the acquisition of stations and equipment, as well as installation of EV charging infrastructure
  - This includes community outreach and participation, including with rural, tribal, and disadvantaged communities, to facilitate equitable and accessible deployment of EV charging infrastructure
- **On premises signs** to provide information about EV charging infrastructure acquired, installed, or operated
- **Data sharing** about EV charging infrastructure to ensure the long-term success of investments
- Acquisition or installation of **traffic control devices** located in the right-of-way to provide directional information to EV charging infrastructure acquired, installed, or operated under the NEVI program
- **Mapping and analysis activities** to evaluate, in an area of the United States designated by the eligible entity

Disadvantaged Business Enterprises (DBE)

- For the NEVI Formula program established in BIL, Congress **did not include the Disadvantaged Business Enterprise (DBE) Program**.

- What does this mean?
  - State DOTs **cannot set DBE goals** on NEVI-funded contracts

Disadvantaged Business Enterprises (DBE)

What can State DOTs do?

- State DOTs **can** encourage DBEs to compete for prime and subcontracting opportunities in NEVI-funded projects
- State DOTs **can** also establish DBE contract goals on contracts that are funded with **both NEVI** funds **as well as another funding source** to which the DBE Program does apply.
  - The contract goal must be set only in proportion to the portion of funds subject to the DBE Program

Many Critical Activities can be Covered by NEVI Funding

- **Community outreach and participation**
- **Data sharing** about EV charging infrastructure to ensure the long-term success of investments
- **Mapping and analysis activities,** including **identifying disadvantaged communities**
- **Workforce development activities** that are directly related to the charging of an electric vehicle.
- Updating existing EV charging stations to meet **Americans with Disabilities Act (ADA)** requirements

NEVI 90-day program guidance: *https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf*
NEVI FAQs: *https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nevi_program_faqs.pdf*

Charging and Fueling Infrastructure Discretionary Grant Program

- For **EV charging, hydrogen, propane, and natural gas fueling infrastructure**
- Divided into two distinct **$1.25 billion grant programs** to support EV charger deployment
  - **Corridor Charging Grant Program**. This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated **Alternative Fuel Corridors**
  - **Community Charging Grant Program**. This program will strategically deploy publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure in **communities**

Transit Vehicle Technical Assistance

Partnering with the FTA to offer direct technical assistance for eligible transit agencies to plan for and deploy clean buses

Transition Transit Buses to Low- or No-Emission Models

The Federal Transit Administration's Low or No Emission (Low-No) Vehicle Program provides $5.6 billion over 5 years (2022 – 2026) to help modernize bus fleets and bus facilities across the country, focused on helping transit agencies purchase or lease low- or no-emission vehicles and necessary charging or fueling infrastructure. Entities currently receiving Low-No funds, planning to apply for Low-No funds, or using other FTA program funds for clean buses can contact the Joint Office for technical assistance to plan for and deploy clean transit buses.

driveelectric.gov/transit

Electric School Bus Technical Assistance

Partnering with the U.S. EPA to provide direct technical assistance for eligible school bus fleets to plan for and deploy clean school buses

Transition School Buses to Clean and Zero-Emission Models

The Environmental Protection Agency's Clean School Bus Program provides $5 billion over 5 years (fiscal years 2022 – 2026) to replace existing school buses with clean and zero-emission models. The Joint Office provides technical assistance to school districts to plan for and deploy clean school buses.

driveelectric.gov/bus

Progress to Date and Looking Ahead

Joint Office Progress

2/10/22	NEVI Formula Program Guidance released; Joint Office technical assistance rolls out via DriveElectric.gov
2/18/22	Joint Office MOU with American Association of State Highway and Transportation Officials and National Association of State Energy Officials
6/9/22	EV Working Group charter issued
6/22/22	NEVI Notice of Proposed Rulemaking issued
8/1/22	ALL 52 NEVI plans submitted to the Joint Office
9/14/22	35 NEVI plans approved ahead of schedule
9/27/22	NEVI plans approved for all 50 states, Washington, D.C., and Puerto Rico

Looking Ahead

NEVI Notice of Proposed Rulemaking (NPRM)

- Draft Final Rule Under Review by Joint Office; Comments to FHWA by Oct. 31
- To FHWA Chief Counsel by Nov.7
- Brief White House Staff and Interagency Working Group
- On track for end of year release; will need White House/OIRA support

Buy America

- 90 comments received by Sept. 30 with a majority expressing concerns about timeline, phasing, point of enforcement, scope of waiver, and steel and iron content
- DOE,DOT,EPA staff aligned on proposal for final waiver provision; discussing with the
- White House

Discretionary Charging and Fueling Infrastructure Grants

- Under review by Joint Office; comments to FHWA by Oct.31; resolution of comments to occur in November.
- On track for end of year release.
- NEVI 10% set-as de to come later in 2023.

EV Working Group

- Membership invitations in November; announcements in December
- First meeting in early 2023

Staffing

- Significant staffing needs to ramp up in FY23; efforts beginning now
- Need DOE/DOT support to improve mechanism for hiring into the Joint Office

Stay in Touch with the Joint Office

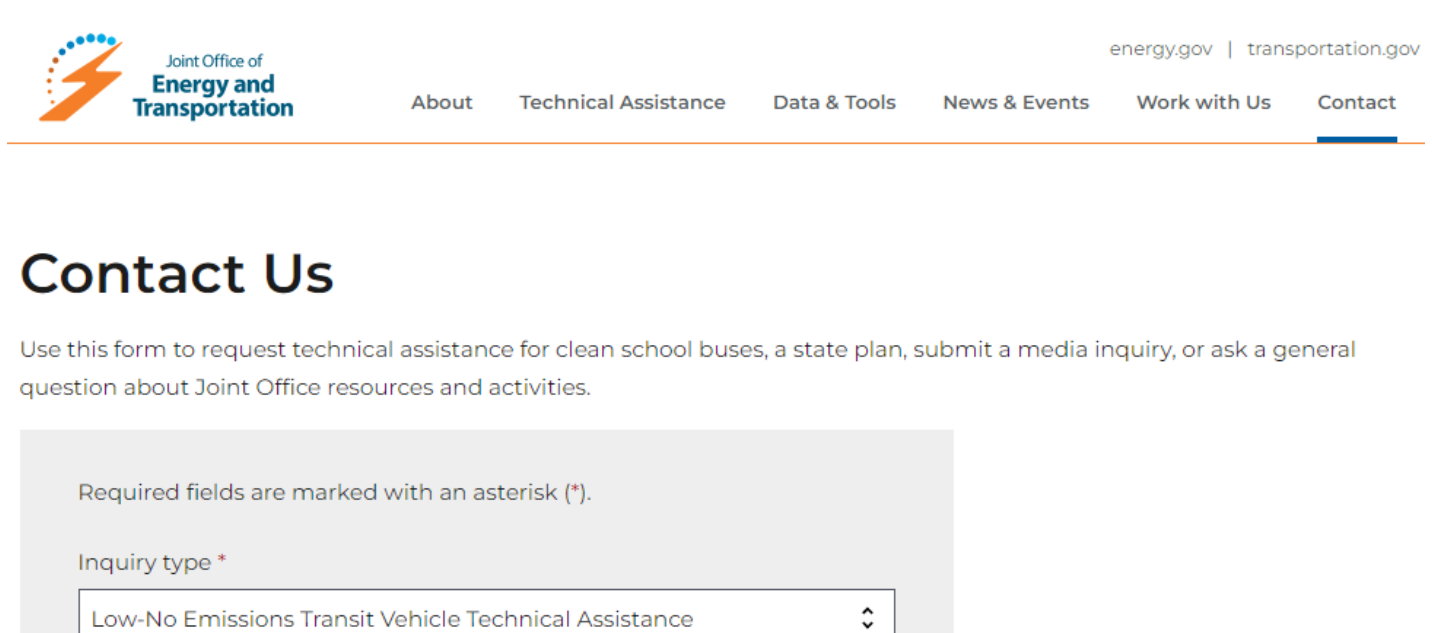
DriveElectric.gov

Website connects stakeholders to technical assistance resources, including:

- NEVI guidance, proposed rulemaking and FAQs
- State plan template
- Technical assistance concierge
- Supporting data and tools

State plans are listed here at https://driveelectric.gov/state-plans/

- Request assistance via online form
- Initial response within 48 hours
- General questions and feedback welcome!



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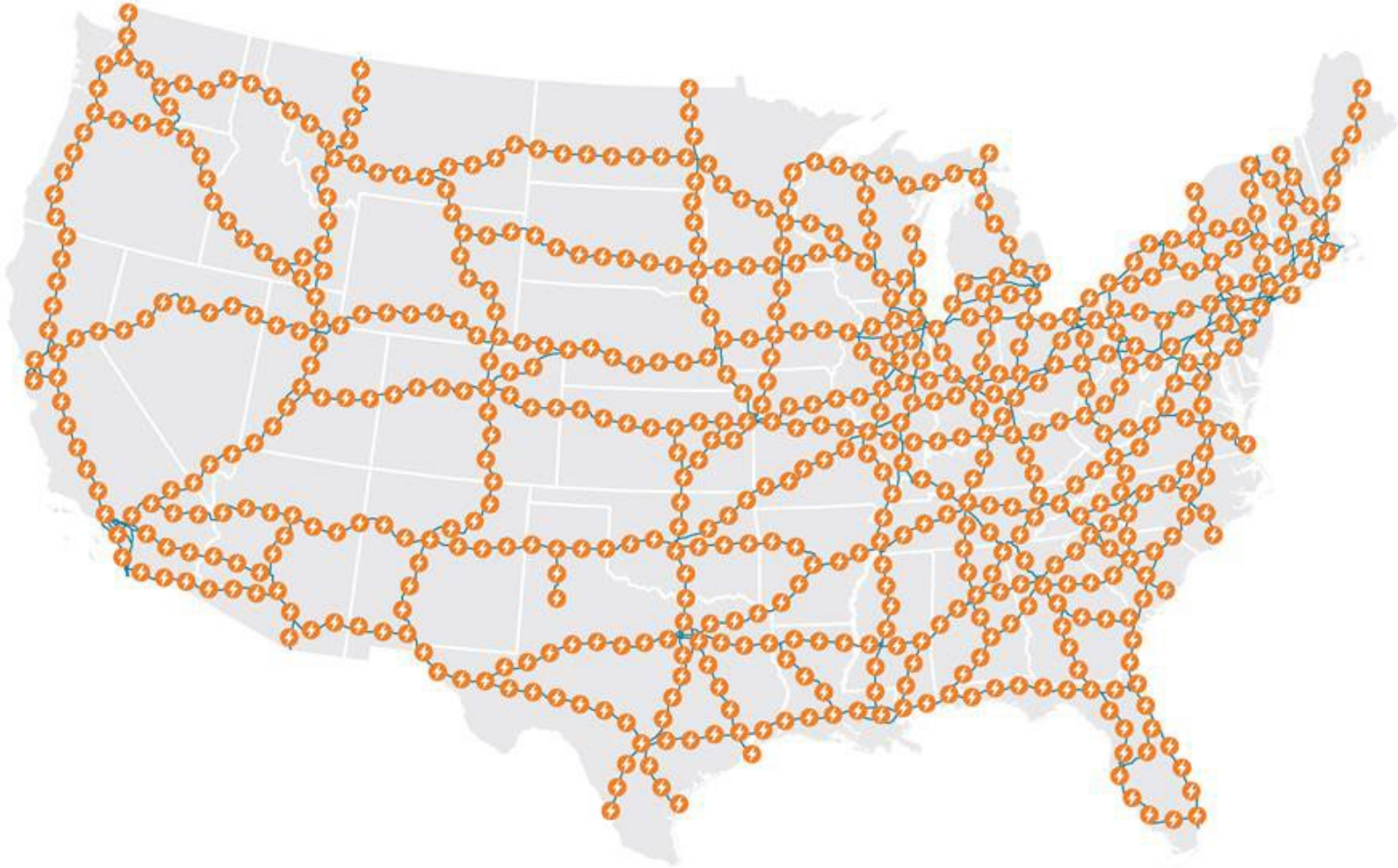
Appendix

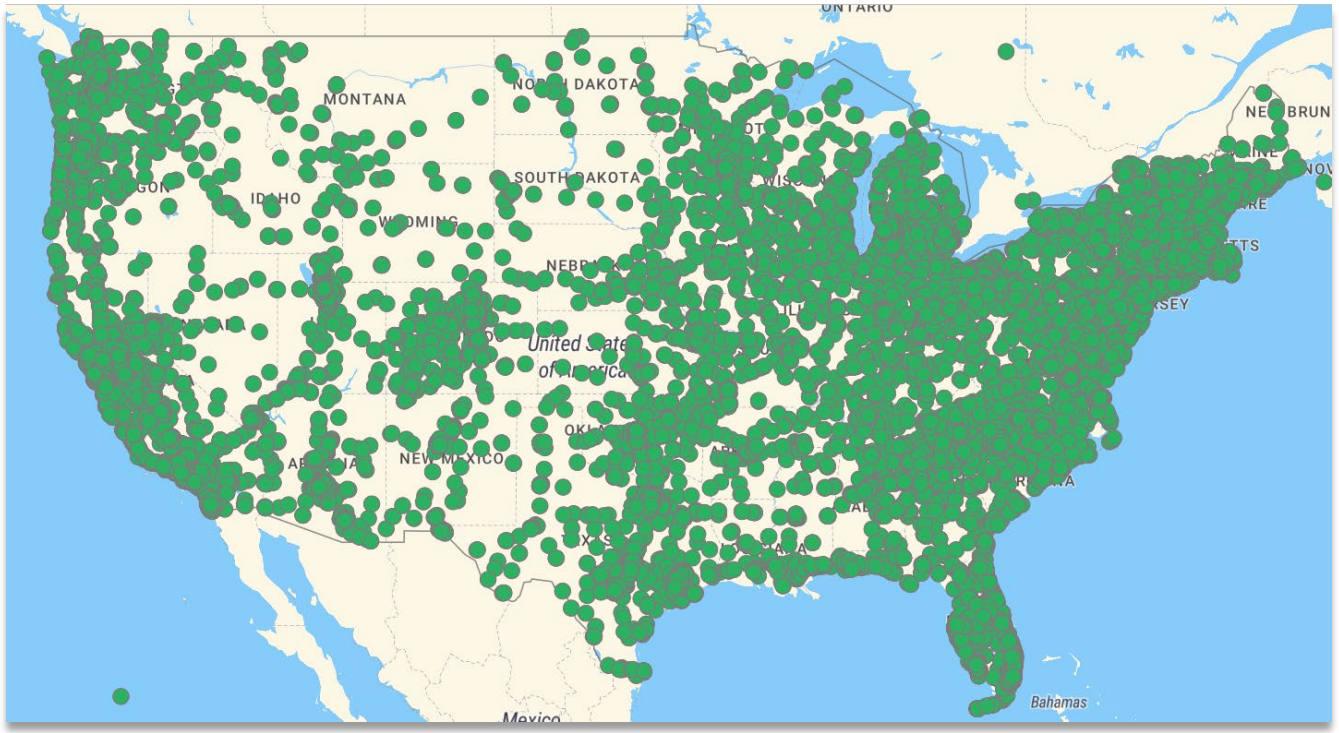
National network of EV charging



How do we connect regions? The nation?
How do we ensure the network is convenient, affordable, reliable, equitable, and safe?

Current state of public EV charging infrastructure

- **48,123 station locations**
- **124,269 EVSE ports**
  - 865 Level 1
  - 97,068 Level 2
  - 26,296 DCFC



Source: DOE AFDC, Alternative Fueling Station Locator

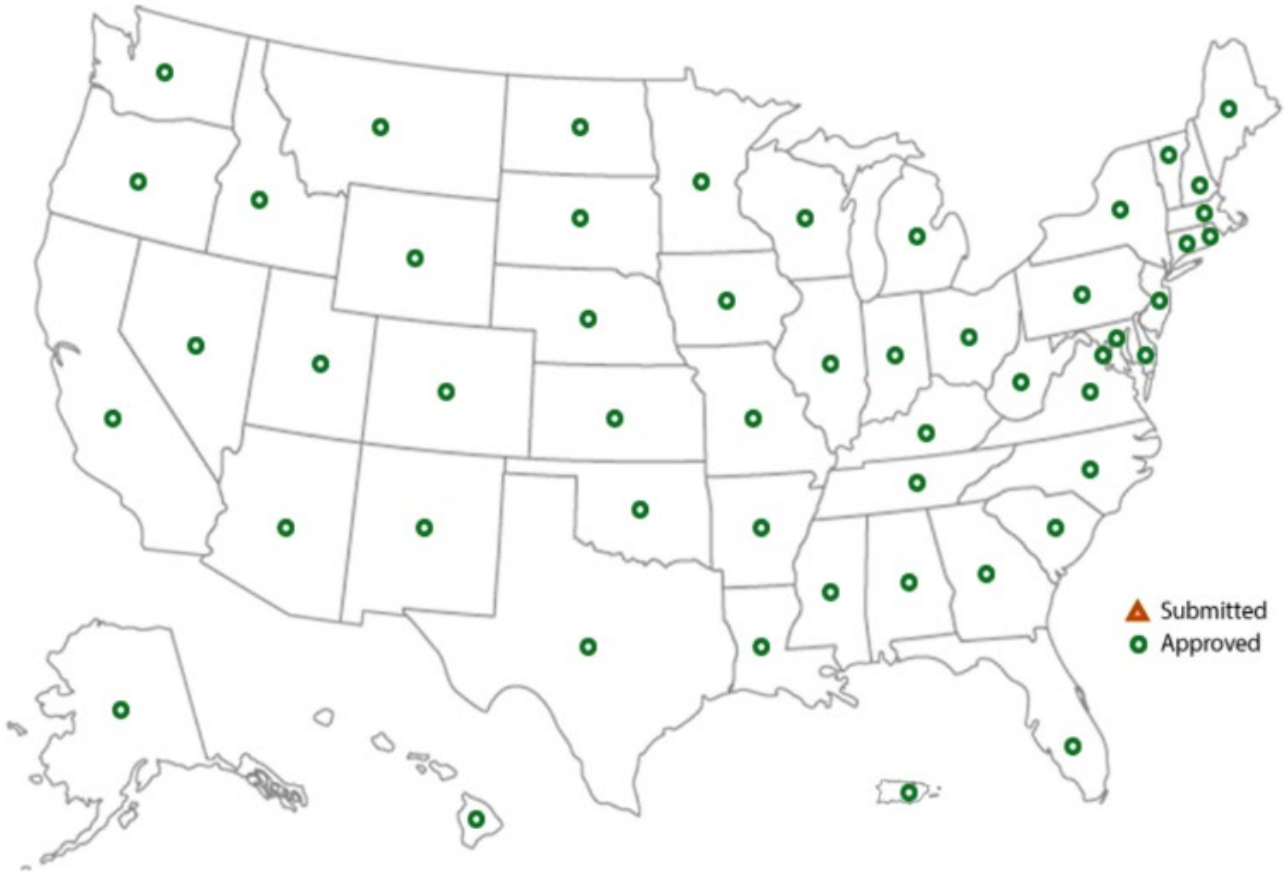
Status of NEVI Year-1 Plans

Initial Plan Approvals

- 52 plans approved
- $1.5B in FY22 + FY23 funding released
- Over 75,000 miles of the National Highway System covered
- [State Plans for Electric Vehicle Charging · Joint Office of Energy and Transportation (driveelectric.gov)]

Joint Office Technical Assistance

- Joint Office continuing engagement with states – focusing on implementation



[EV Deployment Plans - NEVI - Environment - FHWA (dot.gov)]