

Plugging Into the Future of EV Infrastructure:

Opportunities for Economic Development Districts and Regional Organizations

January 31, 2023



NADO provides advocacy, education, research, and training for the nation's regional development organizations (RDOs). NADO and its members promote regional strategies, partnerships, and solutions to strengthen the economic competitiveness and quality of life across America's local communities.



The NADO Research Foundation provides education, research, and training designed for RDO executive leadership, staff, and policy board members. It examines new and innovative practices in regional development and strives to improve the organizational and professional capacity of regional development organizations and their partners.

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EDD CoP

Economic Development District
Community of Practice



More info at: www.nado.org/EDDCoP

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Welcoming Remarks

Alejandra Y. Castillo

Assistant Secretary of Commerce

U.S. Economic Development Administration



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- A recording of the webinar will be made available soon at www.nado.org & also e-mailed to all registrants
- Please take a moment to complete the post-webinar survey to provide helpful feedback
- Contact Brett Schwartz at bschwartz@nado.org with any questions about the webinar or EDD CoP

Today's Presenters

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NADO Research Foundation

National Electric Vehicle Infrastructure (NEVI) Formula Program

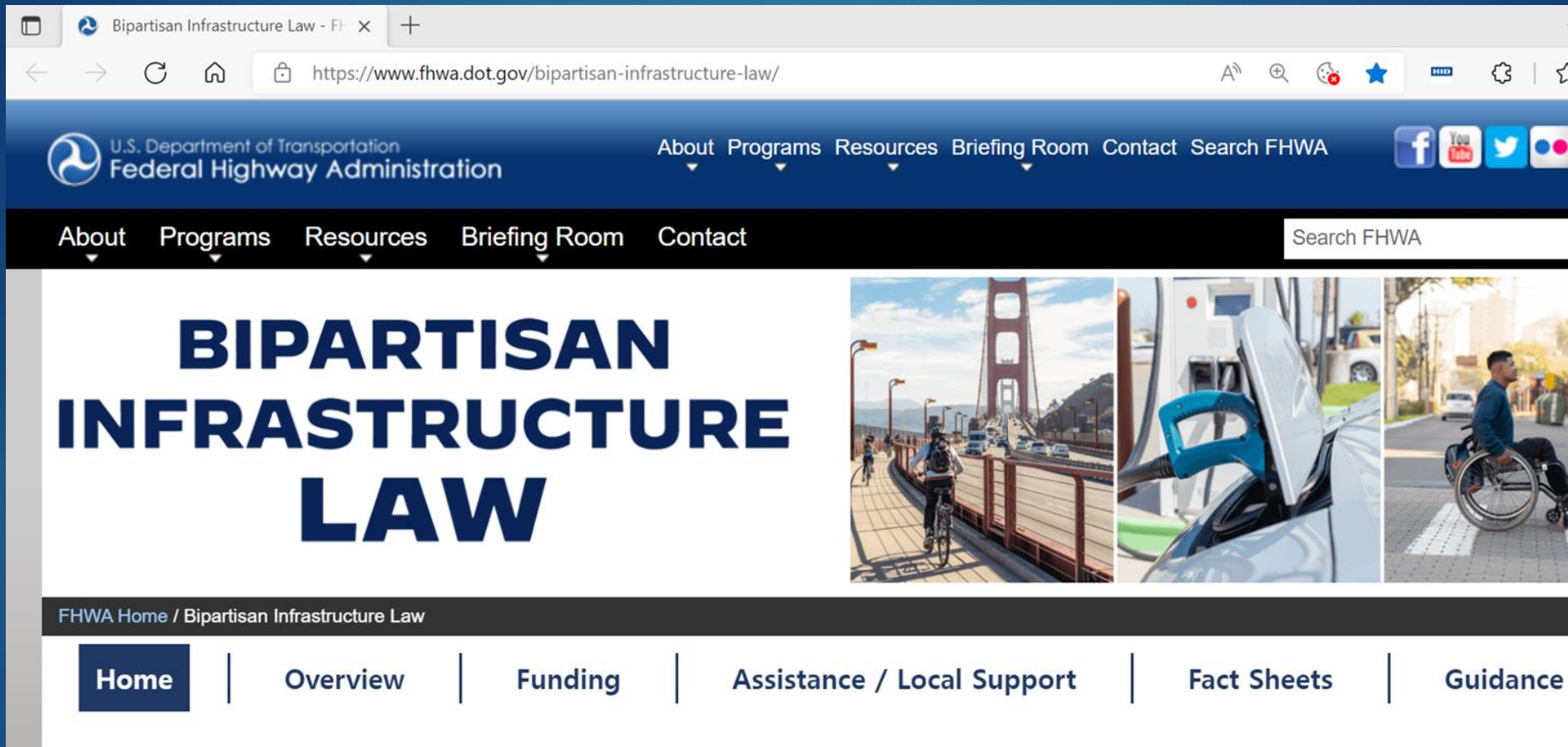


U.S. Department of Transportation
Federal Highway Administration

Disclaimer

Except for the statutes and regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind States in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

EV Charging in the Bipartisan Infrastructure Law (BIL)*



*Enacted as the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, Nov. 15, 2021)

\$7.5B EVs + Alt Fuels



- \$5B NEVI Formula Program
 - Created New Joint Office of Energy and Transportation (Joint Office)



- \$2.5B Grants for Charging and Alternative Fueling Infrastructure

NEVI: Building a National EV Charging Network

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“to provide funding to States to strategically deploy **electric vehicle charging infrastructure** and to establish an **interconnected network** to facilitate data collection, access, and reliability*”

Convenient · **A**ffordable · **R**eliable · **E**quitable

*Paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the BIL (enacted as the Infrastructure Investment and Jobs Act) (Pub. L. 117-58) (Nov. 15, 2021)

NEVI – Formula Funding

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Recipients =

State DOTs

District of Columbia DOT

Puerto Rico DOT



Funding available upon approval of recipient's State Plan for EV Infrastructure Deployment (State Plan)

Who receives funding?
DOTs

NEVI – Development of State Plans

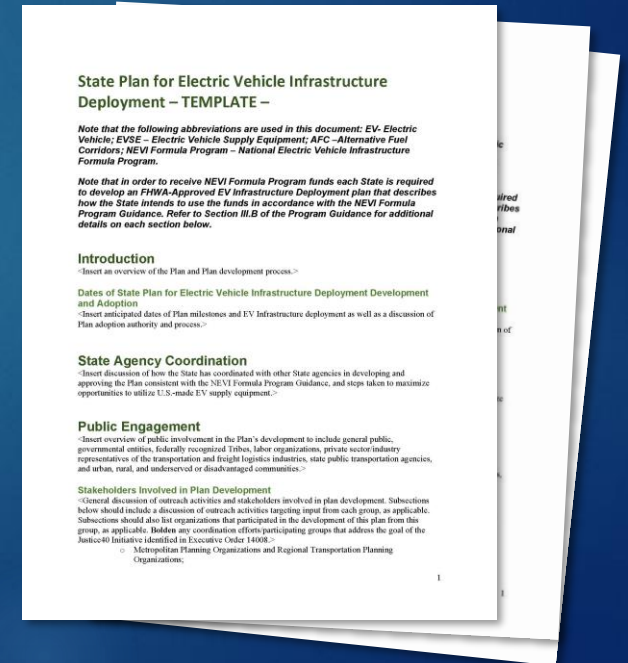
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- ▶ Initial State Plans were due **August 1, 2022**.
- ▶ 52 State Plans were approved by **October 1, 2022**.
- ▶ Viewable here:
https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/

How will NEVI projects be identified? through the development of State Plans

NEVI – State Plan Contents

Introduction	Implementation
State Agency Coordination	Civil Rights
Public Engagement	Equity Considerations
Plan Vision & Goals	Labor and Workforce Considerations
Contracting	Cybersecurity
Existing and Future Conditions Analysis	Program Evaluation
EV Charging Infrastructure Deployment	Discretionary Exceptions



NEVI – Project Eligibility

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Projects directly related to **EV charging infrastructure**:

- ▶ Acquisition/Installation
- ▶ Operations
- ▶ Planning
- ▶ EV traffic control/signage
- ▶ Data
- ▶ Mapping/Analysis

All applicable requirements under chapter 1 of title 23, United States Code, and 2 CFR part 200 apply to the administration of these funds.

What is eligible?
EV Charging
Infrastructure

NEVI - EV Charging Station Criteria

(from the NEVI Formula Program Guidance, Feb. 10, 2022)



4 DC Fast Charging ports, capable of 150kW each



Spaced a maximum of 50 miles apart



Within 1 mile of a designated Alternative Fuel Corridor (AFC)

Proposed EV Charging Station Criteria

(from the NPRM published at 87 FR 37262, June 22, 2022)



Installation,
Operations,
Maintenance



Interoperability



Traffic Control
Devices/On-
Premise Signage



Data



Network
Connectivity



Publicly Available
Information

NEVI – Where can NEVI be used?

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- ▶ Initially, NEVI funding must be used along designated electric vehicle AFCs
- ▶ New 2022 AFC designations are NEVI eligible

Where can NEVI be used? AFCs

Map credit: Volpe Center/FHWA Office of Natural Environment

NEVI Technical Assistance

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Joint Office



FHWA Division Office



NEVI Formula Program
Guidance (Feb. 10, 2022)
+ FAQs

NEVI Technical Assistance

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- ▶ FHWA's BIL Webpage:

[fhwa.dot.gov/bipartisan-infrastructure-law/](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/)

- ▶ FHWA's NEVI Formula Program Fact Sheet:

[fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nevi_formula_program.cfm)

- ▶ FHWA's NEVI Webpage:

<https://www.fhwa.dot.gov/environment/nevi/>

- ▶ Federal Register Publication of Notice of Proposed Rulemaking 87 FR 37262

<https://www.federalregister.gov/d/2022-12704>

- ▶ Joint Office of Energy and Transportation:

driveelectric.gov/

US Department of Transportation

Office of Small and Disadvantaged Business Utilization

Leonardo San Roman
Manager, Procurement Assistance Division



OSDBU Mission

- OSDBU was created as part of the Small Business Act, as amended by Public Law 95-507.
- 24 CFO Agencies
- Ensure Small Business policies and goals of the Secretary of Transportation are implemented in a fair, efficient and effective manner.



OSDBU Organization

OSDBU
Director



OSDBU Director **prioritizes and coordinates** with DOT Operating Administrations and acquisition community **the implementation of Small Business Act requirements.**

Procurement
Assistance
Division
(PAD)



The role of the PAD is to ensure that small businesses have an **equitable opportunity to participate in DOT's direct procurement** and federal financial assistance programs; assisting small businesses by providing critical outreach, technical assistance, access to contract and matchmaking opportunities.

Regional
Assistance
Division
(RAD)



RAD provides oversight and management of the **USDOT Small Business Transportation Resource Centers (SBTRCs)** deliverables to increase the ability of small businesses to compete for and enter into transportation related contracts at the local, state, and federal levels through USDOT programming.

OSDBU Organization

OSDBU Director **prioritizes and coordinates** with DOT Operating Administrations and acquisition community **the implementation of Small Business Act requirements**

Procurement Assistance Division

- One-on-one consultations
- Assist OSDBU Director in the implementation of Small Business Act
- Lead OSDBU Outreach efforts
- Procurement Forecast
- Mentor Protégé program
- Connections Marketplace (*New*)
 - Matchmaking and Monthly Roundtable Sessions

Regional Assistance Division

- Small Business Transportation Resource Centers
- Bonding Education Program
- WITI Program (Women and Girls in Transportation Initiative)
- 11 Regional Small Business Symposiums (*New*)

Disadvantaged Business Enterprise (DBE) & Airport Concessions DBE Program

- FHWA, FTA and FAA
- Goals set at grantee level
- Project specific goals

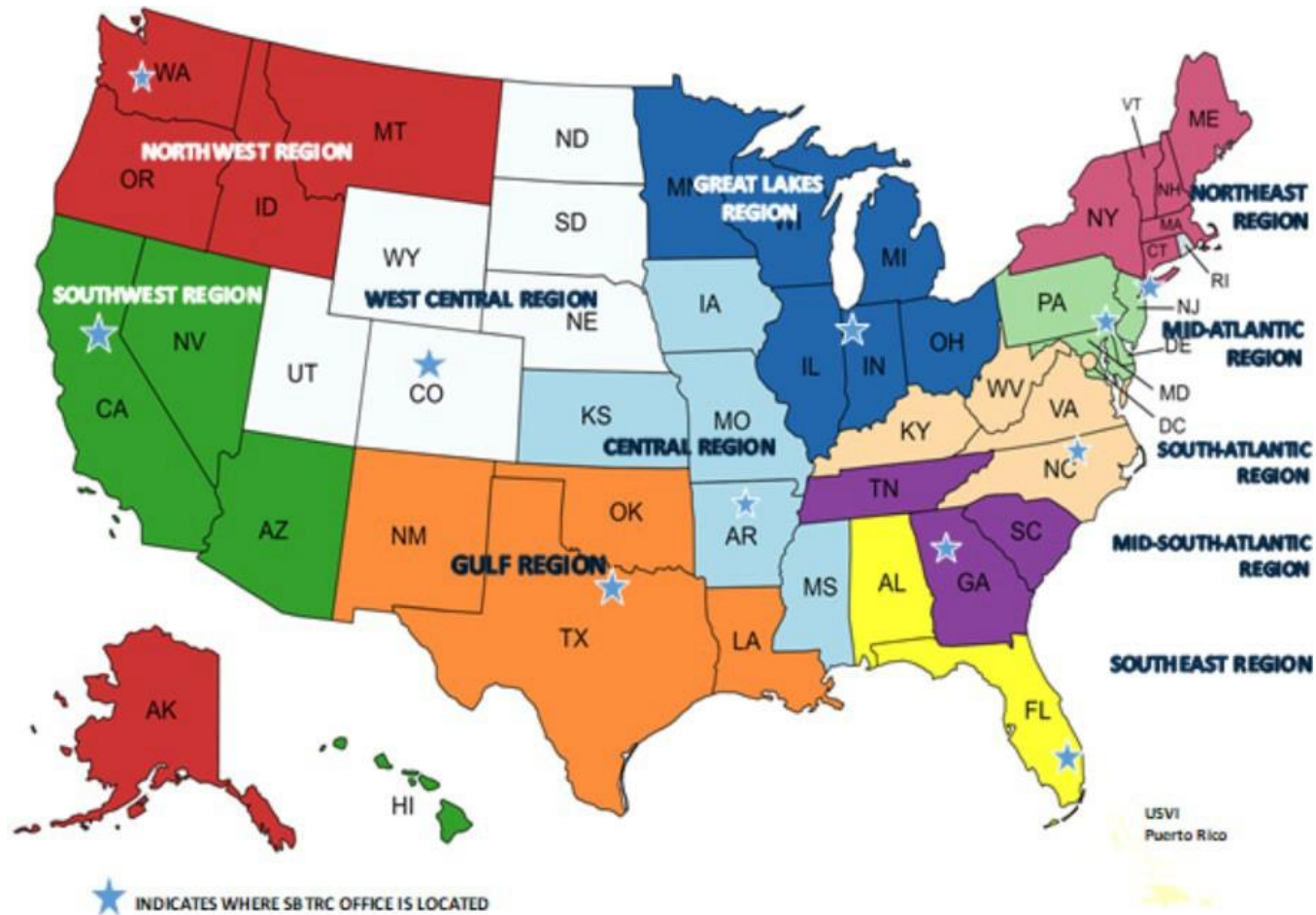
<https://www.transportation.gov/osdbu>

Regional Assistance Division (RAD)



U.S. Department
of Transportation

Small Business Transportation Resource Centers (SBTRC)



11 regional centers create a network which provide services to the Continental US, US Virgin Islands, and Puerto Rico

Deliver a **comprehensive package of business training & technical assistance and disseminates info** to increase the ability of small business transportation enterprises to compete and obtain transportation related contracts

Provide USDOT programming: Bonding Education Program, Access to Capital, and Women and Girls in Transportation Initiative

Engage with **transportation-related contracts and BIL-funded projects** by fostering key relationships with prime contractors and stakeholders

Capacity Building & Outreach

Bonding Education Program (BEP)

- Business Development Training
- Determination of Bond-ability and Bond Readiness
- Connect with Primes in transportation

Capital Access Program

- Align with appropriate financial resources
- Tailored financial growth plan

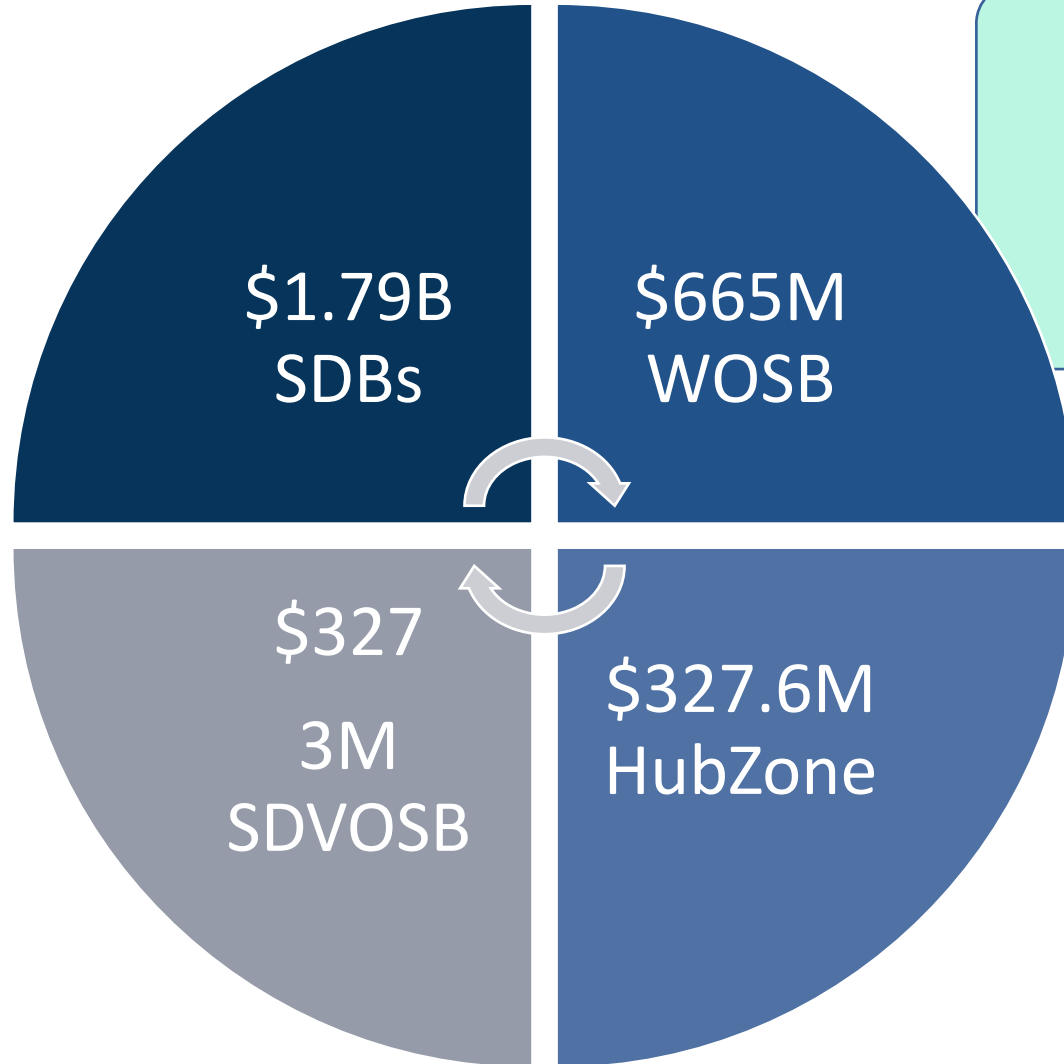
Regional Summits

- Bipartisan Infrastructure Law (BIL) Implementation
- Small Business Transportation Resource Center collaboration
- Connect SBs and MBEs with federal, state and local officials
- EV Charging Station program

DOT by the numbers (FY2022)

DOT total spend
\$8.4 billion
\$2.7 billion to SB

30K+ contract
actions



10 Operating
Administrations

Federal Aviation Administration (FAA)

FAA Mission

Provide the safest, most efficient aerospace system in the world. We strive to reach the next level of safety and efficiency and to demonstrate global leadership in how we safely integrate new users and technologies into our aviation system. We are accountable to the American public and our aviation stakeholders.

Small Business Goal Achievement FY22:
29.70%

Top 5 NAICs:

- **541330 – Engineering Services**
- **517310 – Telecommunications Services**
- **541512 – Computer Systems Design Services**
- **541519 – Other Computer Related Services**
- **488111 – Air Traffic Control**



Federal Highway Administration (FHWA)

FHWA Mission

The mission of FHWA is to enable and empower the strengthening of a world-class highway system that promotes safety, mobility, and economic growth, while enhancing the quality of life of all Americans.

- Strengthening highway system
- Promotes safety, mobility, and economic growth
- Enhance the quality of life of all Americans

Top 5 NAICs:

- **541330 – ENGINEERING SERVICES**
- **561210 – FACILITIES SUPPORT SERVICES**
- **541715 – RESEARCH AND DEVELOPMENT IN THE PHYSICAL, ENGINEERING, AND LIFE SCIENCES (EXCEPT NANOTECHNOLOGY AND BIOTECHNOLOGY)**
- **541810 – ADVERTISING AGENCIES**
- **541380 – TESTING LABORATORIES**

Small Business Goal Achievement FY22:
46.39%





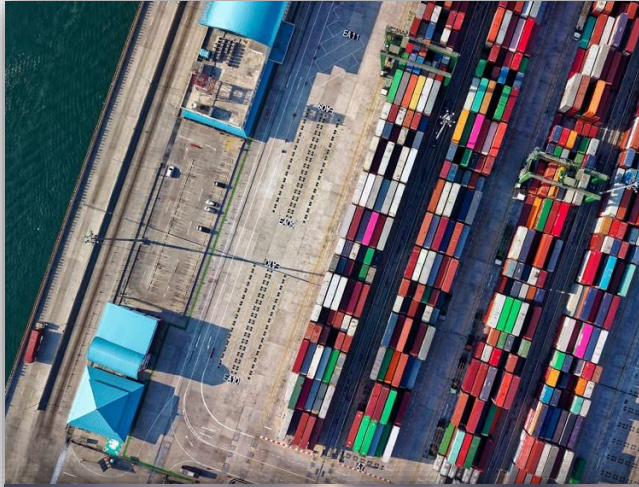
Investments



U.S. Department
of Transportation

The Infrastructure Investment and Jobs Act in Brief

Top areas of investment:



**Roads, Bridges, and
Major Projects**
\$110 Billion

Public Transit
\$89.9 Billion

**Electric Vehicles
and Buses**
\$15 Billion

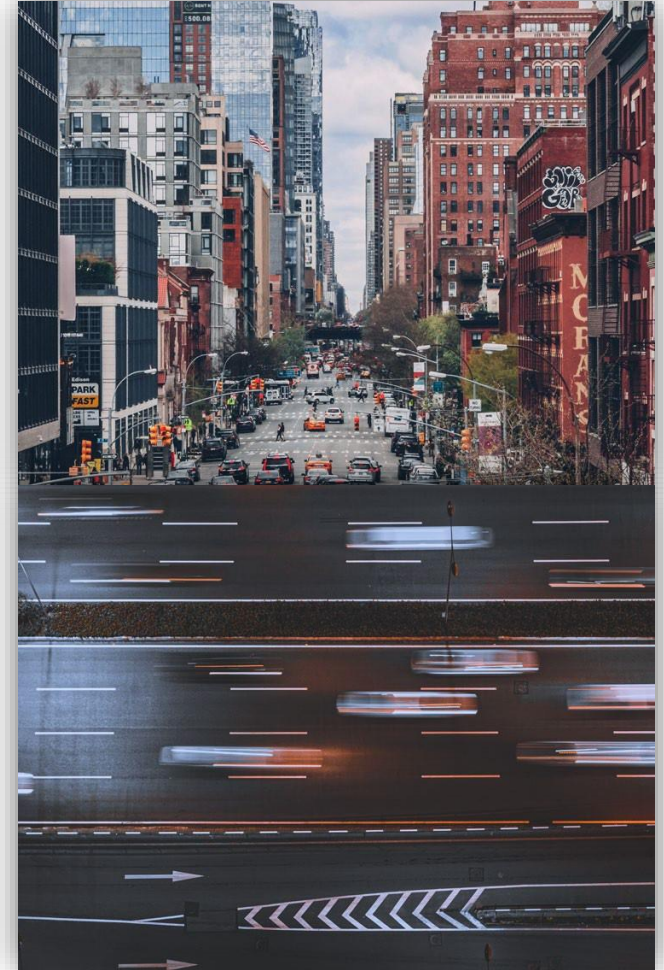
**Environmental
Remediation and
Power Infrastructure**
\$86 Billion

**Transportation
Safety**
\$11 Billion

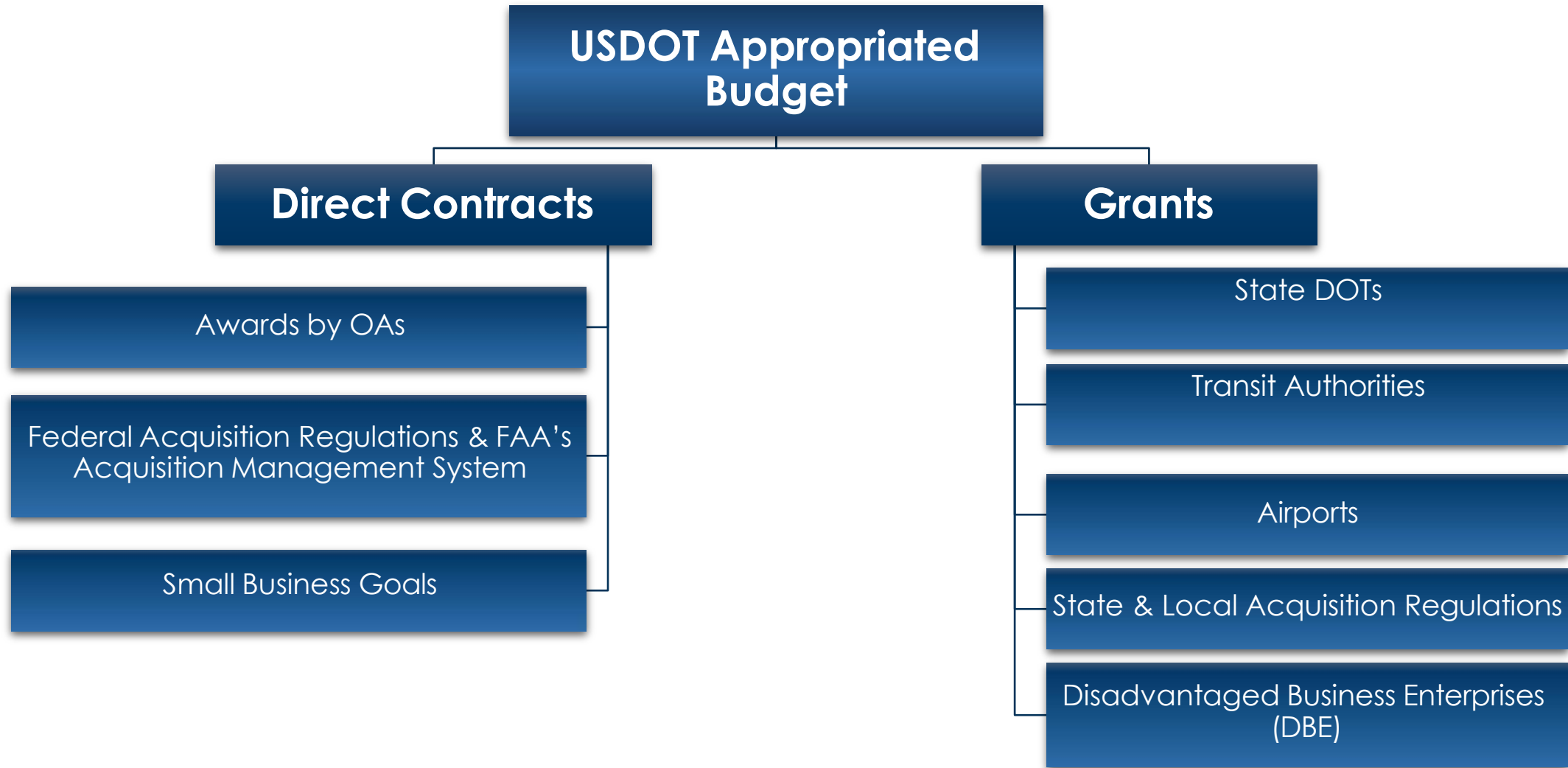
**Passenger and
Freight Rail**
\$66 Billion

**Airports, Ports,
and Waterways**
\$42 Billion

**Other Areas of
Investment**
\$121 Billion



Follow the Money





Joint Office of
**Energy and
Transportation**

Incorporating Equity and Justice40 in NEVI Implementation

Monisha Shah

January 31, 2023

driveelectric.gov

Joint Office 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.

Immediate-Term Bipartisan Infrastructure Law Priorities for the Joint Office

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



National Electric Vehicle Infrastructure Formula Program (U.S. DOT)

\$5 billion for states to build a national EV charging network along corridors



National Electric Vehicle Infrastructure Discretionary 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. EPA)

\$5 billion in support of electric school bus deployments

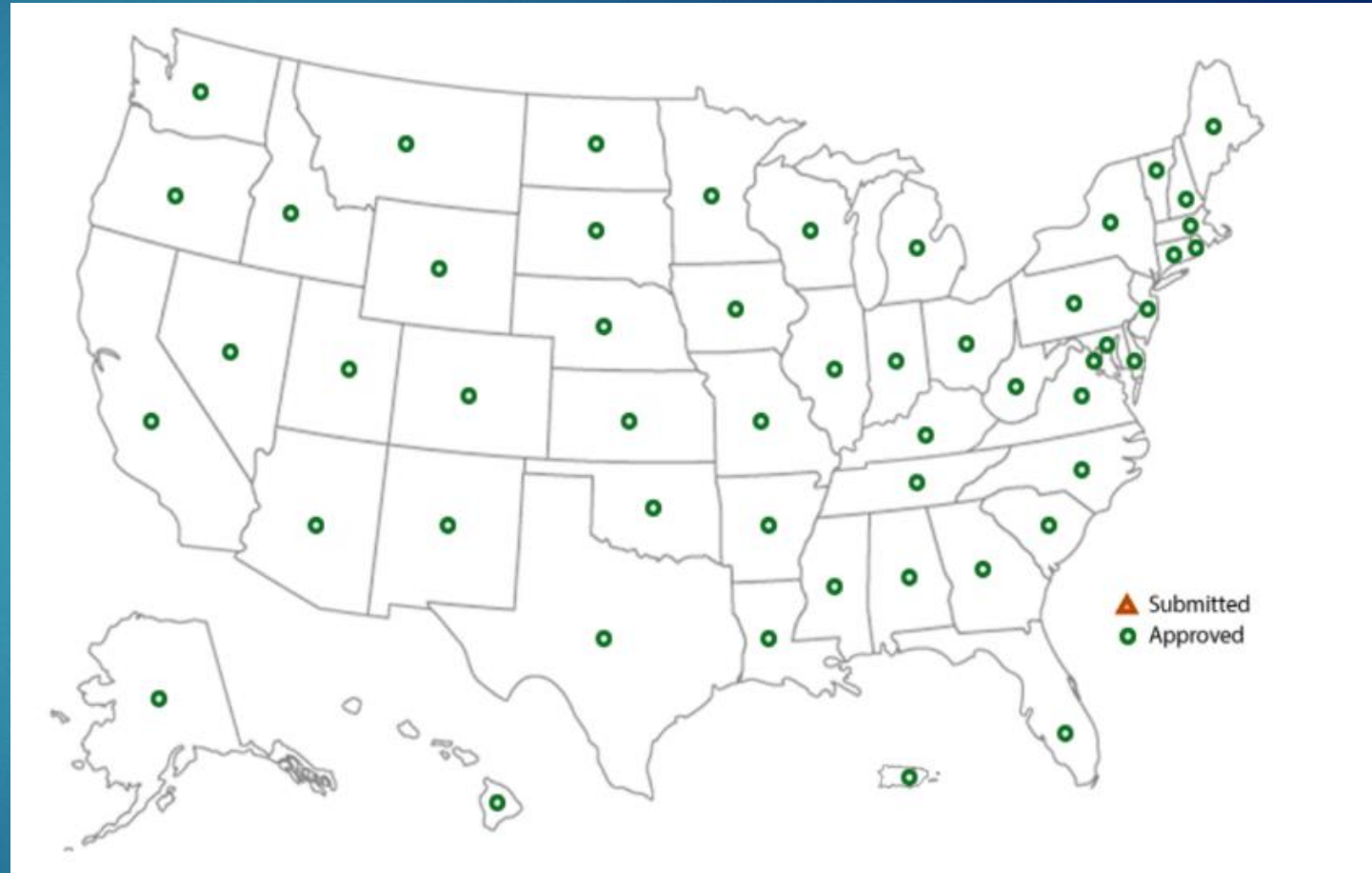
Status of NEVI Year-1 Plans

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, including equity topics



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

Equity and Justice40 Considerations for BIL Funding Recipients

DOT, DOE, and Joint Office are encouraging funding recipients to:

- Identify, prioritize, and measure benefits for disadvantaged communities from EV charging infrastructure investments
- Use the EV Charging Justice40 Map to help identify local disadvantaged communities
- Create and implement a meaningful community engagement processes that informs decision making and program implementation
- Develop a diverse electric vehicle supply equipment workforce and contract with small and disadvantaged community businesses
- Ensure Title VI, Americans with Disabilities Act, and 504 compliance

Background on Justice40

WHAT is Justice40?

President Biden's Jan 2021 **EO14008: Tackling Climate Change at Home and Abroad** created the government-wide Justice40 Initiative, establishing the goal that at least **40% of the benefits of certain federal investments flow to disadvantaged communities.**

WHY Justice40?

Justice40 aims to **address decades of systemic inequitable historical policies and underinvestment in disadvantaged communities.** The initiative aims to bring resources to communities most impacted by climate change, pollution, and environmental hazards.

What Justice40 means for the U.S. Department of Transportation (U.S. DOT)

At the cusp of a generational investment in infrastructure through the Bipartisan Infrastructure Law and the Inflation Reduction Act, the Justice40 initiative is an opportunity to address gaps in transportation infrastructure and public services to uplift communities.



**Prioritize
Investments**



**Measure Impact and
Improve Effectiveness**



**Strengthen
Communities**

National EV Charging Infrastructure Could Provide Multiple Benefits to Disadvantaged Communities

Disadvantaged business opportunities



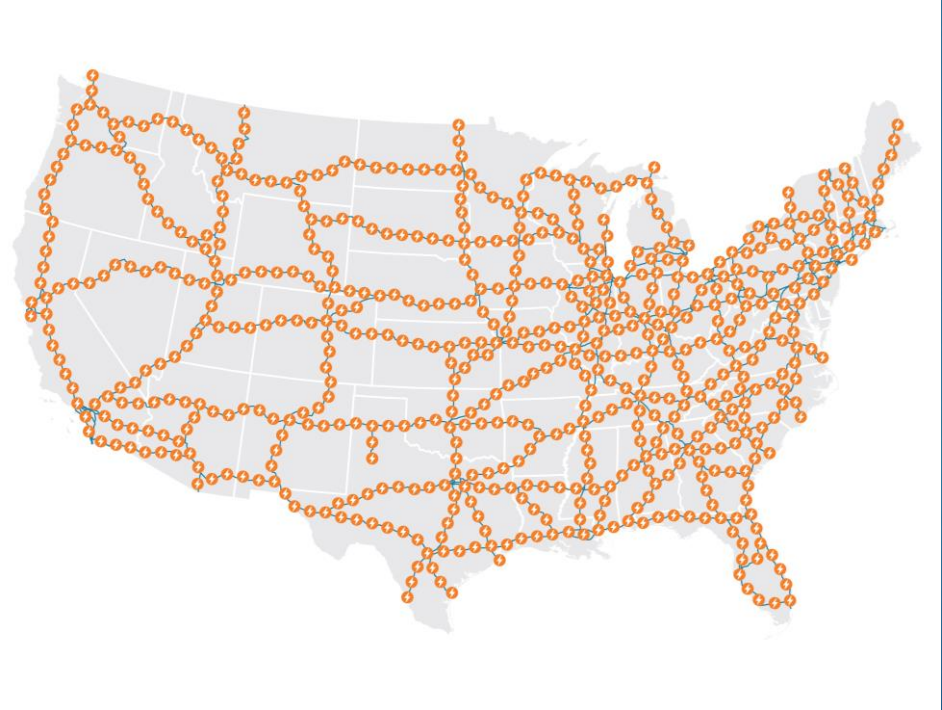
Decreasing transportation cost burden



Reducing transportation emissions



Clean transportation access



Energy resilience



Jobs and job training



Community participation

Workforce and Economic Opportunity Considerations

- ▶ Good-paying jobs with built in training opportunities for a new generation of trade workers., through apprenticeship requirements.
- ▶ Broader participation among women, Black, Latino, Asian American Pacific, Indigenous, and other underrepresented groups.
- ▶ Geographic, economic, or other hiring preferences to target hiring to economically disadvantaged communities or groups of workers
- ▶ Consider how disadvantaged communities will benefit from additional jobs



NEVI 90-day program guidance:

https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf

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

What can State DOTs do?

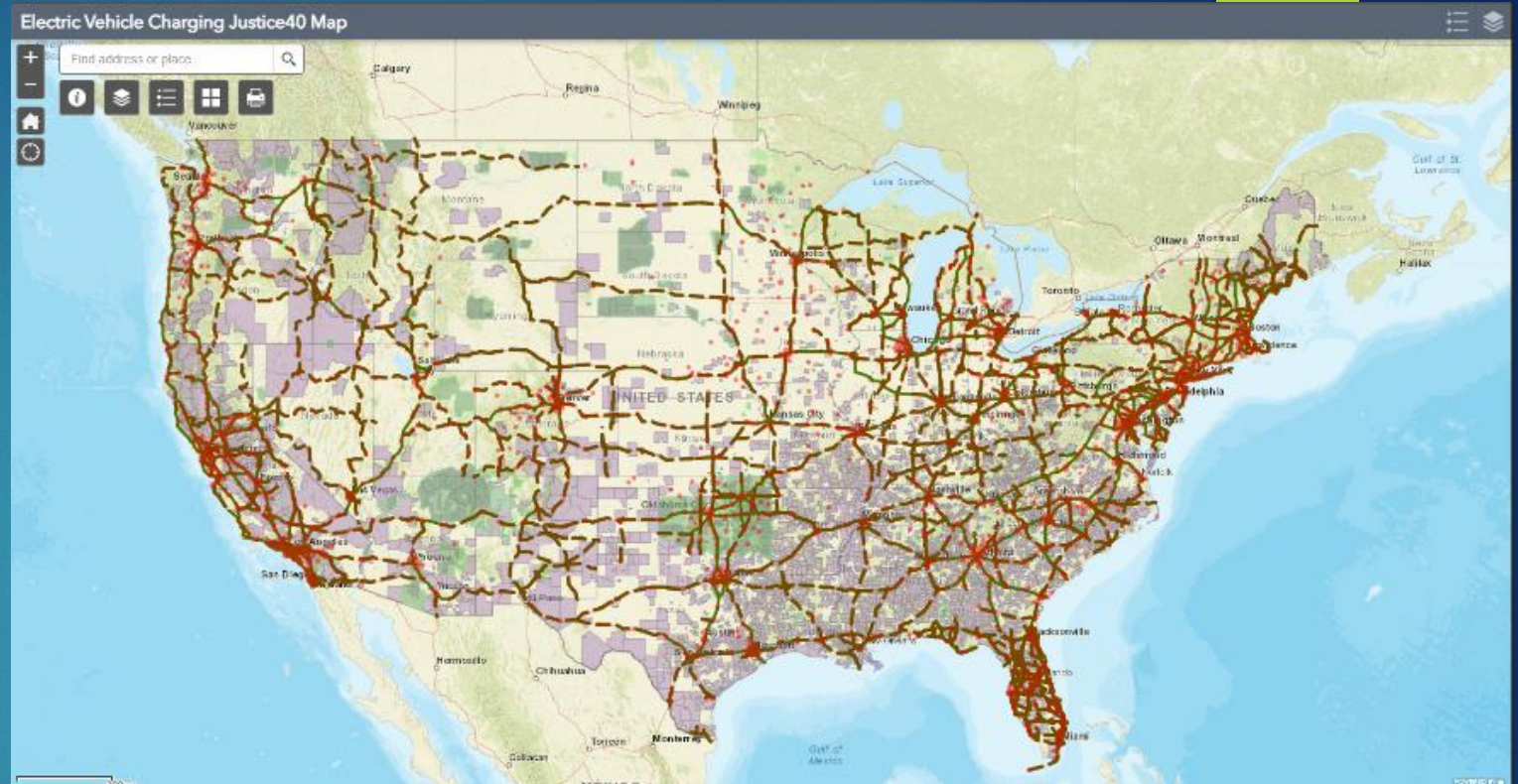
- State DOTs **can** encourage DBEs to compete for prime and subcontracting opportunities in NEVI-funded projects
- State DOTs **can** also establish DBE contract goals on contracts that are funded with **both NEVI funds as well as another funding source** to which the DBE Program does apply.
 - The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

Electric Vehicle Charging Justice40 Map

- U.S. DOT and U.S. DOE developed a joint interim definition of disadvantaged communities
- Consistent with interim Justice40 guidance
- Updated in May 2022

Find more at:

<https://www.anl.gov/es/electric-vehicle-charging-equity-considerations>



Uses publicly available data sets that capture:

- Vulnerable populations
- Health
- Transportation access and burden

- Energy burden
- Fossil fuel dependence
- Resilience
- Environmental and climate hazards



Meaningful community engagement can **improve outcomes** by helping to inform decisions with the **needs, interests, and concerns** of affected stakeholders and groups.

Using the EV Charging J40 map and local knowledge to focus on DACs

Provide education & information on EVSEs

Receive input on DAC priorities and concerns

Publicly summarize input from DACs

Communicate program design decisions

Communicate and validate benefits received; update program design

Tribal Engagement Activities

- ▶ **Contributed to the National Electric Vehicle (EV) Initiative for Tribal Nations** - A collaboration with federal agency partners to commit to steps that ensure the benefits of transportation electrification are extended to Tribal communities.
- ▶ **Established Tribal Resources Page** - Clearinghouse for government-wide resources for transportation electrification in Indian Country.
- **Developing a Tribal Engagement Strategy** to incorporate perspectives from tribal communities into programmatic decision making going forward.
- **Engaging in technical assistance to Tribes** to help them navigate funding opportunities and implementation.

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

Looking Ahead

- **NEVI Formula Program**
 - Provide technical assistance on equity topics to state DOTs on Y1/2 implementation of NEVI program
- **Discretionary Programs**
 - Issue Notice of Funding Opportunity for Charging and Fueling Infrastructure Discretionary Grants, including Community Charging Grant
- **Both Programs**
 - Finalize Minimum Standards and Requirements Rulemaking



DriveElectric.gov

Website connects state DOTs and other stakeholders to resources, including:

- ▶ [Webinar: Building Justice40 and Equity Considerations into State Plans](#) (Joint Office)
- ▶ [National Electric Vehicle Infrastructure \(NEVI\) Formula Program Q&A](#) (FHWA)
- ▶ [Electric Vehicle Charging Justice40 Map](#) (Joint Office, DOE, DOT)
- ▶ [NEVI Program Guidance](#)
- ▶ Tribal Engagement Resources
- ▶ Job announcements

energy.gov | transportation.gov

Joint Office of Energy and Transportation

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Joint Office vision:
A future where everyone can ride and drive electric

Learn more

U.S. Department of Energy U.S. Department of Transportation FuelEconomy.gov Alternative Fuels Data Center

A modernized and interagency approach to support the deployment of zero-emission, convenient, accessible, equitable transportation infrastructure

The Joint Office of Energy and Transportation was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation. The Joint Office will align resources and expertise across the two departments toward leveraged outcomes. The office will be a critical component in the implementation of the BIL, providing support and expertise to a multitude of programs that seek to deploy a network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses. The scope of the Joint Office will continue to evolve as directed by both departments.

Contact us Technical assistance

Benefits of investing in our electric vehicle charging infrastructure

Initial priorities of the Joint Office will be to support states with planning and to implement the National Electric Vehicle Charging Infrastructure program.

- Support electric vehicles**
Accelerates the adoption of electric vehicles, including for those who cannot reliably charge at home to enable up to 50% of new vehicle sales to be electric by 2030.
- Fewer emissions**
Reduces transportation-related emissions and helps put the United States on a path to net-zero emissions by no later than 2050.
- Job creation**
Positions U.S. industries to lead global transportation electrification efforts and create good jobs.
- A network for everyone**
Targeted equity benefits for disadvantaged communities, reducing mobility and energy burdens while also creating jobs and supporting businesses.



Thank You!

Contact:
Monisha.Shah@nrel.gov



Questions and Conversation