

Bipartisan Infrastructure Law Electric Vehicles (DOT) Webinar Notes

Hosted by The White House

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Speakers

- Florence Chen, Associate Director of Bipartisan Infrastructure Law Implementation, DOT
- Andrew Wishnia, Deputy Assistant Secretary for Climate Policy, DOT
- Michael Beruhe, Deputy Assistant Secretary for Sustainable Transportation in the Office of Energy Efficiency and Renewable Energy, DOE
- Bruce Robinson, Associate Administrator for Program Management, FTA
- Morteza Farajian, Build America Bureau, DOT

Funding Programs

Program Name	Agency Name	Funding Amt
National Electric Vehicle Infrastructure Formula Program	DOT, DOE	\$5 billion
Charging and Fueling Infrastructure Grants (Community Charging)	DOT	\$1.25 billion
Charging and Fueling Infrastructure Grants (Corridor Charging)	DOT	\$1.25 billion
Low or No Emission (Bus) Grants	DOT	\$5.6 billion
Electric or Low-Emitting Ferry Program	DOT	\$250 million
Low or No Emission Vehicle Component Assessment Program	DOT	\$26 million
Electric Drive Vehicle Battery Recycling And 2nd Life Apps	DOE	\$200 million
Clean School Bus Program	EPA	\$5 billion
	Total:	\$18.6 billion

Electric Vehicles

- *National Electric Vehicle Infrastructure Formula Program*
 - \$5 billion of formula funds for EV charging infrastructure will be distributed to State DOTs
 - State DOTs will then work with the private sector for technology procurement and implementation

- DOE will provide states deep technical expertise to create or evaluate EV charging plans
- \$2.5 billion for EV charging discretionary grants to be opened later this year
- Portal for the joint DOT and DOE office: www.driveelectric.gov
 - This portal is where new funding opportunities will be posted

Low or No Emission (Bus) Grant Program

- Existing program with a significant increase from BIL
- Funds capital investments for buses, bus-related equipment, charging infrastructure, etc
- Changes to the program:
 - 25% is set-aside for non-zero emission vehicles (hybrids, CNG, etc)
 - Requirement for fleet transition plan for zero-emission vehicles, including workforce analysis and discussions with utilities
 - 5% of funds can be used for workforce development
- Program focus: Emissions reduction

Electric or Low-Emitting Ferry Program

- Funds capital projects for ferry vessels, including vehicles and infrastructure

Low or No Emission Vehicle Component Assessment Program

- Auburn University and Ohio State University will manage the program
- Voluntary vehicle parts testing for manufacturers

Electric Drive Vehicle Battery Recycling and 2nd Life Apps

- Goal: Create a domestic supply chain for batteries and recycling

Clean School Bus Program

- This program will have a heavy focus on electrification
- Will be managed through the joint office with the EPA

Financing Programs

Financing: TIFIA, RRIF, and PABs
<p>TIFIA can finance:</p> <ul style="list-style-type: none"> ● EV charging infrastructure eligible under any FHWA funding program ● Electric public transportation vehicles and charging infrastructure eligible under any FTA funding program ● EV charging infrastructure (for private vehicles) eligible as part of any FTA joint development project ● EV charging infrastructure at intermodal freight transfer facilities ● EV charging infrastructure at passenger or freight railroad stations and yards ● Electric ground-support vehicles and charging infrastructure at maritime ports ● Electrical connections and infrastructure for powering waterborne vessels at maritime ports

- Electric ground-support vehicles and charging infrastructure at airports

RRIF can finance:

- Electric ground-support vehicles and charging infrastructure at:
 - Passenger or freight railroad stations and yards
 - Intermodal facilities
 - Maritime ports

PABs can be allocated to finance:

- Any qualified highway projects or surface freight transfer facilities (that receive Title 23 or Title 49 assistance) with EV elements including acquisition of EVs, delivered through a P3 model

- These are loan programs provided through the Build America Bureau
- TIFIA and RRIF can be used with or without grants
- Loans are fixed-rate and low-interest
- Loan length is set in relation to the life of the asset
- Funding programs through Build America Bureau can finance public-private partnerships

Question and Answer

- *Are there additional opportunities for smaller cities?*
 - Will be releasing a NOFO on EV charging discretionary grants
 - These discretionary grants are aimed to fill gaps in rural and disadvantaged communities
- *Does funding include operations, maintenance, and staffing costs?*
 - Yes - current funding provides allowances for operations and maintenance costs
 - Funds can cover staffing costs related to developing the EV Infrastructure Deployment Plans
 - Funding allowances for operations, maintenance, and staffing costs will be limited once the state's EVSE deployment plan is solidified
- *Are battery storage or renewable energy permitted uses under the EV funding?*
 - Battery storage and renewables are allowed in designs where these are located onsite as part of the charging station. Batteries and renewables on the utility side to provide the electricity for charging are not allowed.