



Agency Priority Goal | Action Plan | FY 23 – Q2

Electric Vehicle Charging Infrastructure deployment under Bipartisan Infrastructure Law (BIL)

Goal Leader(s): Gabe Klein, Executive Director (Joint Office of Energy and Transportation)

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Goal Overview

Goal statement

Deploy Electric Vehicle Charging Infrastructure under the Bipartisan Infrastructure Law (BIL): The BIL invests in the deployment of a national network of electric vehicle (EV) chargers as one of many important ways that the Department of Transportation (DOT), the Department of Energy (DOE) and their newly formed Joint Office of Energy and Transportation are addressing the climate crisis. All three entities will support building a national network of electric vehicle chargers towards the President's BIL goal of installing 500,000 EV chargers. By September 30, 2023, the Joint Office of Energy and Transportation in conjunction with DOT and DOE will complete the following critical building blocks needed for the deployment of EV charging infrastructure:

- Issue a set of minimum standards and requirements for all EV chargers deployed under Title 23 generally, and the “National EV Infrastructure (NEVI) Formula Program” specifically, to ensure a convenient, affordable, reliable, and equitable EV charging network
- Facilitate the development and approval of State, Puerto Rico, and District of Columbia EV charging plans to establish a cohesive national EV charging network that covers all Interstates and designated highway corridors
- Distribute formula funds through the “National EV Infrastructure Formula Program” and awarding competitive grants under the NEVI Discretionary Grant Program to eligible entities following the timeline specified in the BIL
- Launch a federal EV Advisory Committee
- Provide technical assistance to school districts and transit operators deploying electric school and transit buses under BIL programs; and
- Increase the number of public EV charging ports to 160,000 by the end of calendar year 2023 (Dec. 31).

Problem to Be Solved

The BIL makes the most transformative investment in EV charging in United States history to help tackle the climate crisis, create good-paying, union jobs to build the clean energy economy, and facilitate American innovation and energy independence

What Success Looks Like

A nationwide network of at least 500,000 EV chargers by 2030 that ensures a convenient, reliable, affordable, and equitable charging experience for all users

↗ Tracking the goal

Goal target(s)

In the table below, please repeat the key metrics included in the goal statement (previous slide) that will be used to track progress.

Please update this column each quarter.

Achievement statement Repeat the achievement statement from the goal statement on the previous slide		Key indicator(s) A “key performance indicator” measures progress toward a goal target	Quantify progress These values enable us (and you!) to calculate % complete for <u>any</u> type of target*			Frequency When is there new data?
By...	We will...	Name of indicator	Target value	Starting value**	Current value as of March 31, 2023	Update cycle
06/30/22	Begin offering technical assistance to school districts and transit operators deploying electric school and transit buses under BIL programs	Launch of technical assistance to support 1) Environmental Protection Agency (EPA) Clean School Bus and 2) Federal Transit Administration (FTA) Low-No transit programs	2	0	2	Quarterly
09/30/22	Facilitate the development and approval of State, Puerto Rico, and District of Columbia EV charging plans to establish a cohesive national EV charging network that covers all Interstates and designated highway corridors	Review and certification of 52 State, Puerto Rico, and District of Columbia EV charging plans to establish a cohesive national EV charging network	52	0	52	Quarterly
12/31/22	Issue a set of minimum standards and requirements for all EV chargers deployed under Title 23 generally, and the “National EV Infrastructure (NEVI) Formula Program” specifically, to ensure a convenient, affordable, reliable and equitable EV charging network	Final action on minimum standards	1	0	1	Quarterly
12/31/22	Distribute formula funds through the NEVI Formula Program and establish competitive grants under the Discretionary Grant Program for Charging and Fueling Infrastructure before the end of the 2022.	1) Certification of NEVI formula plans and approval to use formula funds and 2) establishment of the Discretionary Grant Program for Charging and Fueling Infrastructure	2	0	1	Quarterly
12/31/22	Launch a federal EV Advisory Committee	Membership announced for the EV Advisory Committee	1	0	0	Quarterly
12/31/23	Increase the number of public EV charging ports to 160,000 in 2023	Number of publicly available Level 2 and DC fast charging stations as reported in the Alternative Fuel Data Center.	160,000	135,519	141,017	Quarterly

Goal Team



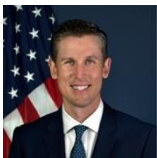
Goal Lead: Gabe Klein – Executive Director, Joint Office of Energy and Transportation



DOT Lead: Ann Shikany – Deputy Assistant Secretary for Policy, U.S. Department of Transportation, Office of the Assistant Secretary for Transportation Policy



DOE Lead: Michael Berube – Deputy Assistant Secretary for Sustainable Transportation, U.S. Department of Energy Office of Energy Efficiency and Renewable Energy



FHWA Lead: Andrew Rogers – Deputy Administrator, Federal Highway Administration



FTA Lead: Veronica Vanterpool – Deputy Administrator, Federal Transit Administration

Goal Strategies: Publication of Final Rule

- Issuing a set of minimum standards and requirements for all EV chargers deployed under the BIL programs to ensure an affordable, reliable, accessible, and equitable EV charging network

Strategies:

- **Develop Notice of Proposed Rulemaking (NPRM)** - An NPRM was created through a close collaboration among DOT, DOE, and the Joint Office of Energy and Transportation. The drafting team members included in this effort represented EV experts as well as subject matter experts in Administration priorities, including experts in Justice40, equity, and labor/workforce. It was published in the Federal Register on June 22, 2022 with a public comment period that ended on August 22, 2022.
- **Finalize draft of Final Rule** - The Final Rule language underwent a thorough review by DOT and DOE, conducted by a broad range of experts in EVs and in Administration priorities to ensure that public comments and the goals for the network (convenience, affordability, reliability, and equity) are addressed to the greatest extent legally possible.
- **OIRA review** - While other Federal agencies (e.g., the Departments of Justice and Treasury) have already been included in the development of the NRPM, the broader interagency review allowed the Final Rule drafting team to obtain additional feedback from agencies that have not yet been consulted with. As with the comments received from stakeholders and the public, appropriate input was incorporated to the greatest extent legally possible toward the goal of maximizing the priorities for the EV charging network.
- **Publish Finale Rule.** The Final Rule was published in the Federal Register on February 28, 2023, with an effective date of March 30, 2023. The regulations are established in Title 23 of the Code of Federal Regulations as Part 680.

Goal Strategies: Review of state EV plans and distribution of funds

- Facilitating the development and approval of state, Puerto Rico, and District of Columbia EV charging plans to establish a cohesive national EV charging network that covers all Interstates and designated highway corridors. Distributing formula funds via the “National EV Infrastructure (NEVI) Formula Program”

Strategies:

- **Develop criteria to review state plans** - The criteria pulled from the guidance document issued in February 2022 and were intended to both maximize the productivity and effectiveness of the program as well as addressing Administration priorities, such as Justice40, equity, and labor/workforce development.
- **Meet with states ahead of state plan submission** - Representatives of the Joint Office and FHWA met with states to answer questions, provide information, and evaluate state DOT progress to date, with the goal of maximizing the likelihood that States submitted plans that addressed all established criteria and were therefore appropriate for approval.
- **Plans submitted by August 1, 2022 to Joint Office** - As part of the meetings with states discussed above, DOT and the Joint Office sought to maximize the likelihood and improve the quality of state plans across all states, Puerto Rico, and the District of Columbia prior to the specified due date. All States, Puerto Rico, and the District of Columbia submitted plans by the due date.
- **Review of state plans for National EV charging network that meets the guidance to states** - State plans were evaluated according to the established criteria that had been communicated to them through the NEVI program guidance, additional published documentation such as frequently asked questions, and further supported by meetings and webinars.
- **Certification of State Plans** - Following an evaluation according to established criteria, the Joint Office provided certification recommendations to FHWA. Following the receipt of certification recommendations, DOT reviewed and certified all plans by September 27, 2022. State plans will be summarized and made available, per the Bipartisan Infrastructure Law, on [DriveElectric.gov](https://www.driveelectric.gov)
- **Approval to use distributed funds** - All states were provided approval to utilize fiscal years 2022 and 2023 formula funding for EV charging installation projects in accordance with guidance and minimum standards and requirements issued by FHWA.

Goal Strategies: Issue Discretionary Grant Program

- Awarding competitive grants under the Discretionary Grant Program for Charging and Fueling Infrastructure to eligible entities following the timeline specified in the BIL.

Strategies:

- **Establish the Discretionary Grant Program for Charging and Fueling Infrastructure** - The development of this program seeks to maximize the goals of the program as laid out in BIL as well as other Administration priorities, such as Justice40, labor/workforce, and equity.
- **Develop Notice of Funding Opportunity (NOFO)** - The NOFO includes grant evaluation criteria that reflect program and Administration priorities.
- **Solicit Applications** - The NOFO was published on Grants.Gov on March 14, 2023. Applications are due by June 13, 2023.
- **Review Applications** - The review team members included in this effort represent EV experts as well as subject matter experts in Administration priorities, including experts in Justice40, equity, and labor/workforce. The FHWA and the Joint Office will establish cross-agency teams to fully leverage the expertise available within both departments on these key issues. Consistent with M-22-12, the PIOs participate in cross-functional infrastructure implementation teams related to performance planning, management and reporting related to BIL and IIJA implementation.
- **Select Projects and Award Funding**

Goal Strategies: Launch EV Working Group

- Launching a federal EV Advisory Committee

Strategies:

- **Establish Federal Advisory Committee and charter for EV working group** - DOE will host the administrative support of the FACA and implementation with continuous DOT input, coordination, and review.
- **Request nominations for EV working group members** - A Request for Nominations (RFN) will be published that seeks potential candidates for participation in the working group.
- **Select members for EV working group** - The evaluation and ultimate selection of members for the working group will be a fully collaborative process between DOE and DOT. Both agencies recognize the importance of diversity in this working group and will seek to achieve a diverse membership to the greatest extent possible given the membership parameters set by the Bipartisan Infrastructure Law.
- **Hold first meeting of EV working group**

Goal Strategies: Technical Assistance for Electric Transit and School Buses

- Offering technical assistance to school districts and transit operators deploying electric school and transit buses under BIL programs

Strategies:

- **Establish FY22 and FY23 budget for school and transit bus technical assistance** - DOT and DOE have recognized the important role that the Joint Office and its staff, with their depth and breadth of transportation electrification knowledge and experience, may play in supporting the Environmental Protection Agency's efforts to electrify school buses and Federal Transit Administration's efforts to electrify public transit buses, and will seek to provide technical assistance to school districts and transit agencies in order to strengthen the industries progress in these areas.
- **Continue building on FY22 operational activities, including the launch of a technical assistance + expanded concierge service platform**– The Joint Office technical assistance platform was successfully launched in June 2022, allowing for technical questions from EPA and FTA stakeholders to be answered by subject matter experts. Joint Office staff will continue to develop and refine technical assistance services and resources.
- **Establish key partnerships with transit and school bus associations to facilitate peer exchange** - The Joint Office, in coordination with FTA and EPA, will facilitate coordination among key stakeholders in transit and school bus sectors to ensure resources are shared to support technical assistance, lessons learned, and best practices.
- **Issue solicitation for planning grants to transit operators and school districts**
- **Establish RideElectric.gov website for technical assistance for transit and school buses**

Key milestones [Joint & Program Offices]

Recent action:

- All 52 NEVI plans were approved and \$1.5B in funding has been made available for their implementation
- \$1.1B in funding for Low-No Emission grants were announced by Federal Transit Administration

Milestone Summary				
Key Milestone	Milestone Due Date <i>[e.g., Q2, FY 2017]</i>	Milestone Status <i>[e.g., Complete, On-Track, Missed]</i>	Owner <i>[optional column]</i>	Comments <i>[Provide discussion of Progress, changes from last update, Anticipated Barriers or other Issues Related to Milestone Completion]</i>
Issuing the guidance to states on the national EV Infrastructure formula programs	Q2, FY22	Complete	FHWA	NEVI program guidance issued Feb. 10 and frequently asked questions issued on June 9
Launch school and transit bus TA	Q3, FY22	Complete	JO/FTA/EPA	Joint Office and FTA held an informational webinar on technical assistance on September 15. On August 15, FTA announced \$1.1B in award for the first round of Low-No Emission grants. On September 29 th , EPA announced it will double funding for the first round of Clean School Bus grants due to increased demand. The Joint Office is working to develop a website - RideElectric.gov - as a hub for technical assistance.
Issue charter and request for nominations for EV Working Group	Q3, FY22	Complete	JO	FACA established and request for nominations issued on June 9; nominations were due on July 15
Development and approval of State, Puerto Rico, and District of Columbia EV charging plans	Q4, FY22	Complete	JO/FHWA	The Joint Office has connected with and provided technical assistance to all 52 NEVI formula program participants. All 52 plans were approved by FHWA in September.
Distribute Formula Funds	Q4, FY22	Complete	FHWA	\$1.5 billion in NEVI funds, covering FY22 and FY23, were made available upon approval of NEVI plans.
Designate EV Working Group Members	Q1, FY23	On-track	JO	FACA nominations are under review.
DriveElectric Charging Challenge Pilots and Demonstrations launched	Q2, FY23	On-track	JO	Notice of Intent released on Feb. 15, 2023. Funding Opportunity announcement expected in Q3
Issue a set of minimum standards and requirements for EV chargers	Q2, FY23	Complete	FHWA	Final Rulemaking published on February 28, 2023
Issue NEVI Discretionary Grant Notice of Funding Opportunity	Q2, FY23	On-track	FHWA	Charging and Fueling Infrastructure Discretionary Grant program launched on March 14, 2023
Initial NEVI charging station deployments (anticipated)	Rebaselining	Delayed	FHWA	With the publication of the final rulemaking and BuyAmerica policy, NEVI requests for proposals have been issued by a number of states. Initial deployments are expected later in 2023.

Narrative – FY 23 Q2

- A final rulemaking on minimum standards and requirements for EV charging stations funded under Title 23 was published by the Federal Highway Administration in the Federal Register on February 28, with support from the Joint Office.
- A Build America Buy America Implementation Plan to Enhance Buy America Standards for EV Charging was published by the Federal Highway Administration in the Federal Register on February 21, with support from the Joint Office
- The Joint Office worked with the National Association of State Energy Officials (NASEO) and the American Association of State Highway and Transportation Officials (AASHTO) to conduct 6 regional meetings with states to discuss NEVI implementation and increase regional coordination.
- A Notice of Funding Opportunity (NOFO) for the Charging and Fueling Infrastructure Discretionary Grant Program, which makes up to \$700 million available for EV charging, hydrogen, natural gas, and propane fueling infrastructure along corridors (\$350 million) and in communities (\$350 million) was issued by the Federal Highway Administration on March 14.
- The Joint Office issued a notice of intent to issue a “Ride and Drive Electric” funding opportunity announcement (FOA) on February 15. Once issued, the FOA will provide up to \$51M in funding to address discrete barriers to a convenient, affordable, reliable, and equitable national charging network. The Joint Office anticipates releasing the FOA in Mid-May.

Additional information

Contributing Programs

Organizations:

- Federal Highway Administration – National Electric Vehicle Infrastructure Formula Program and Charging and Fueling Infrastructure Discretionary Grant Program
- Federal Transit Administration – Low or No Emission Grant Program
- Environmental Protection Agency – Clean School Bus Program

Regulations:

- Office of Information and Regulatory Affairs – facilitation of NPRM review and publication

Stakeholder / Congressional Consultations

- On November 29, 2021, FHWA published a request for information in the Federal Register to obtain public comments on the implementation of the EV charging infrastructure programs in BIL.
- The White House, in coordination with DOE and DOT, led a series of EV charging stakeholder engagements in December 2021.
- The Joint Office of Energy and Transportation provides Congressional notification of funding transfers between DOT and DOE to support its activities.
- The Joint Office of Energy and Transportation has signed a memorandum of understanding with the American Association of State Highway and Transportation Officials (AASHTO) and National Association of State Energy Officials (NASEO) to support the development and implementation of state EV charging plans. In July 2022, the Joint Office of Energy and Transportation formalized a cooperative agreement with AASHTO and NASEO to collaborate on technical assistance at the national, regional, state, and local level. A public kickoff meeting with over 300 stakeholders was held in September 2022.

- The development of the minimum standards and requirements require stakeholder consultation, which was obtained by the notice of proposed rulemaking that was published in the Federal Register. 384 comments were received by the August 22 deadline.
- On June 9th and 10th, the Department of Transportation, in collaboration with the Department of Energy and White House, hosted the Charging Forward Symposium to showcase both current electric vehicles and electric vehicle charging technology and to further the discussion on how to build a national network of EV chargers equitably and effectively.
- On August 31, FHWA published a proposed waiver for BuyAmerica provisions related to EV charging sites. 90 comments were received by the September 30 deadline.
- On September 15, the Federal Transit Administration, in collaboration with the Joint Office, held a webinar joined by over 400 participants, on new technical assistance to support transit agencies shift to for low or no emission transit vehicles and fleets.
- On September 8th, FTA hosted a webinar on the Bus Testing Program Notice of Proposed Rulemaking (NPRM) and invited public comments on a list of topics to streamline and enhance the program.
- On September 19, FTA participated in a panel on “Decarbonizing Transportation with Data” at the Intelligent Transportation Systems (ITS) World Congress in Los Angeles, CA and discussed FTA’s data-driven initiatives to help transit agencies transition to a zero-emissions fleet.
- Met with each state to discuss and share feedback on their NEVI plan. During these meetings, the states identified their technical assistance needs for NEVI implementation, which is being used to inform Joint Office plans and priorities for 2023.
- Held discussions with industry to inform of electric school and transit bus technical assistance offerings, including at DOE’s Annual Clean Cities workshop in November.
- Conducted webinars for the Environmental Protection Agency’s Clean School Bus regional leads in November.
- The Joint Office, in coordination with DOE and DOT, has provided multiple briefings to Congressional member and committee staff on the progress of the Joint Office and implementation of federal programs related to EV charging.
- The Joint Office held discussions with industry to inform of electric school and transit bus technical assistance offerings, including at DOE’s Annual Clean Cities workshop in November and held multiple “office hours” webinars with EPA for Clean School Bus rebate selectees where technical questions were asked and answered on the spot by Joint Office. Technical resources were created to meet recurring needs of the fleets identified through the office hours and one-on-one conversations with fleets. As of March 31, the Joint Office has fielded over 200 technical assistance requests, including about a dozen in-depth technical requests from school and transit fleets.
- The Joint Office worked with the National Association of State Energy Officials (NASEO) and the American Association of State Highway and Transportation Officials (AASHTO) to conduct 6 regional meetings with states to discuss NEVI implementation and increase regional coordination.

- The Joint office hosted 5 webinars between Jan. 1 and March 31 with an average attendance of 328. Additionally, the Joint Office supported FHWA to conduct 4 webinars regarding the EV Charging Final Rule and the Charging and Fueling Infrastructure Discretionary Grant Program.
- As of March 31, the Joint Office has fielded over 3,400 technical assistance inquiries through DriveElectric.gov, conducted more than 180 stakeholder meetings, and participated in 213 invited speaking engagements.