

DISTRICT DEPARTMENT OF TRANSPORTATION

District's Electric Vehicle Infrastructure Deployment Plan

TPB Technical Committee
October 7, 2022
Item 8



Agenda

District's National Electric Vehicle Infrastructure (NEVI) Deployment Plan

- NEVI Program Overview
- District's NEVI Plan Status
- Vision and Goals
- Alternative Fuel Corridors
- NEVI Program Timeline
- Plans for Fiscal Year 2023
- State Agency Coordination
- Equity, Labor, and Workforce
- Public Outreach



National Electric Vehicle Infrastructure (NEVI) Formula Program Overview

State Allocations:

The Bipartisan Infrastructure Law (BIL) appropriates a total of **\$5B** for the NEVI Formula Program over the period of fiscal years 2022 through 2026.

District's NEVI Deployment:

Under the NEVI Formula Program, the District is to receive **~\$16.7M** in funding over the next five years, with **\$2.4M** in 2022, to invest in electric vehicle supply equipment (EVSE) and build direct current fast charging (DCFC) stations throughout the District. District must secure an additional **20% non-Federal match**.

NEVI Program Administration:

Federal Highway Administration (FHWA) and Joint Office of Energy and Transportation (Joint Office)

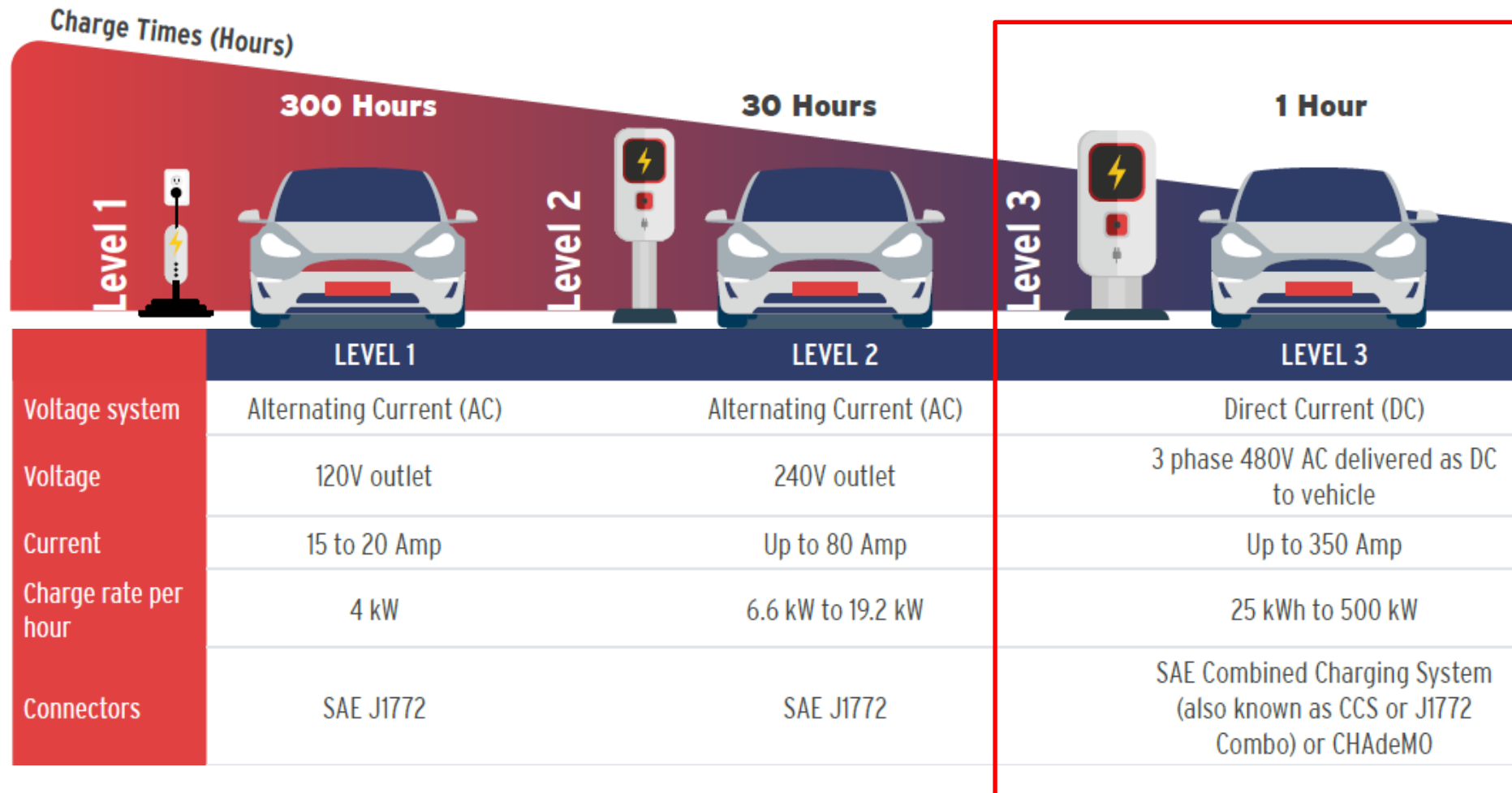
National Electric Vehicle Infrastructure (NEVI) Formula Program Requirements Overview

NEVI Formula Electric Charging Station

- EV charging infrastructure installation is prioritized on designated alternative fuel corridors (AFCs) on the Interstates Highway System, followed by other parts of the National Highway System (NHS) roadways, and then by local roads
- EV charging infrastructure is 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
- EV charging infrastructure includes at least four 150kW Direct Current (DC) Fast Chargers with Combined Charging System (CCS) ports capable of simultaneously charging four EVs
- EV charging infrastructure has minimum station power capability at or above 600kW and supports at least 150kW per port simultaneously across four ports for charging

NEVI Proposed Rule-making/Minimum Program Requirements: Draft issued on June 9th, 2022. Public comment period until August 22, 2022. Final rulemaking expected towards the end of 2022.

Electric Vehicle Charging Infrastructure Overview



National Electric Vehicle Infrastructure (NEVI) Formula Program Process



Bipartisan Infrastructure Law November 15, 2021

Bipartisan Infrastructure Law (BIL) signed into law on November 15, 2021. The National Electric Vehicle Infrastructure (NEVI) Formula Program is established.

90 Day Guidance February 10, 2022

FHWA releases guidance for the NEVI Formula Program within 90 days of enactment of the BIL.

States Coordinate with Joint Office of Energy and Transportation

FHWA Approves State Plans September 30, 2022

FHWA approves Plans or notifies State DOTs if changes are needed not later than September 30, 2022.

Alternative Fuel Corridor (AFC) Nominations February 10, 2022

FHWA Publishes the Request for Nominations for the 6th round of AFC designations. State DOTs review existing AFCs and nominate additional routes, prioritizing the Interstate Highway System, to support a national EV charging network by May 13, 2022.

180 Day Minimum Standards and Requirements May 13, 2022

FHWA publishes proposed regulations for minimum standards and requirements for the NEVI Formula Program by May 13, 2022.

State Plans Due August 1, 2022

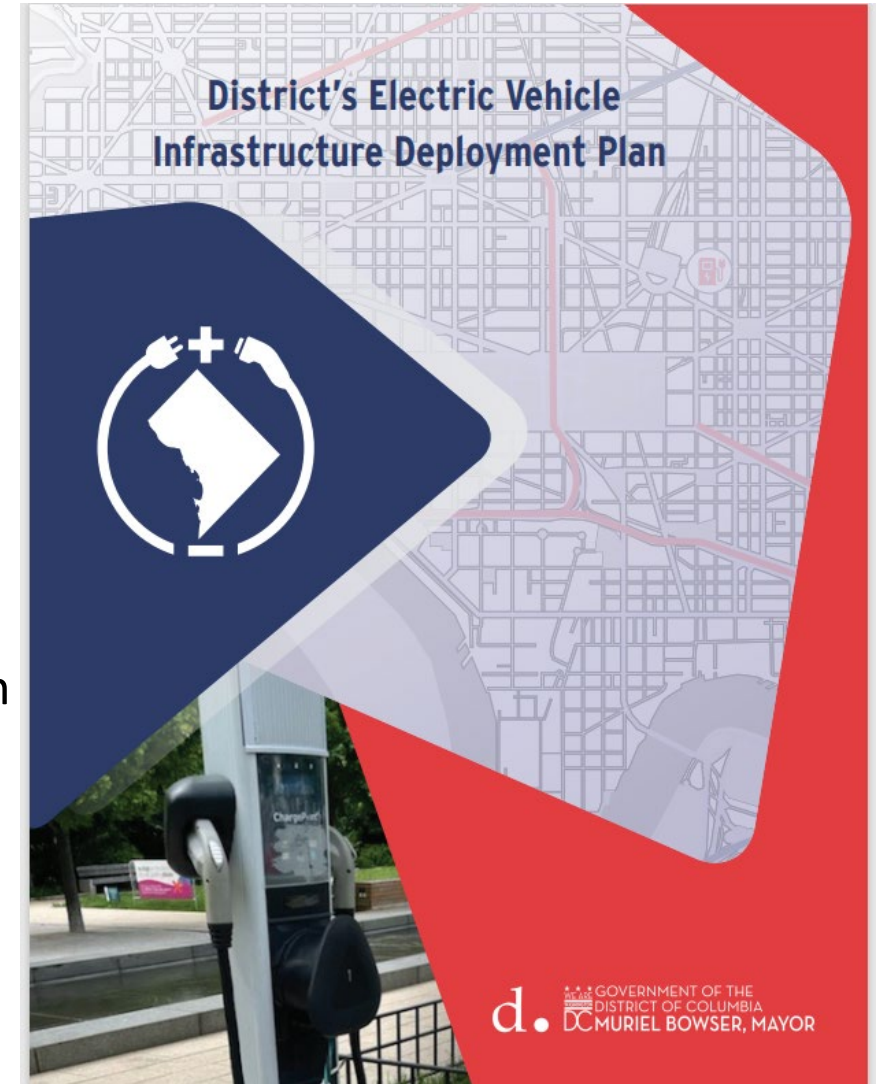
State DOTs submit their EV Infrastructure Deployment Plans to the new Joint Office of Energy and Transportation not later than August 1, 2022.

Funds Available for Investment

If approved, State DOTs deploy EV charging infrastructure through the use of NEVI Formula Program funds.

District's NEVI Formula Program Status

- **July 28:** Delivered District NEVI Plan to FHWA for approval
- **September 14:** Plan was certified and approved by FHWA



District's NEVI Vision and Goals

Vision:

The vision of the District NEVI Deployment Plan is to build a robust, reliable, and interconnected charging network, across all **eight** District Wards to promote EV adoption, using an equitable process and thorough community engagement.

Goals:

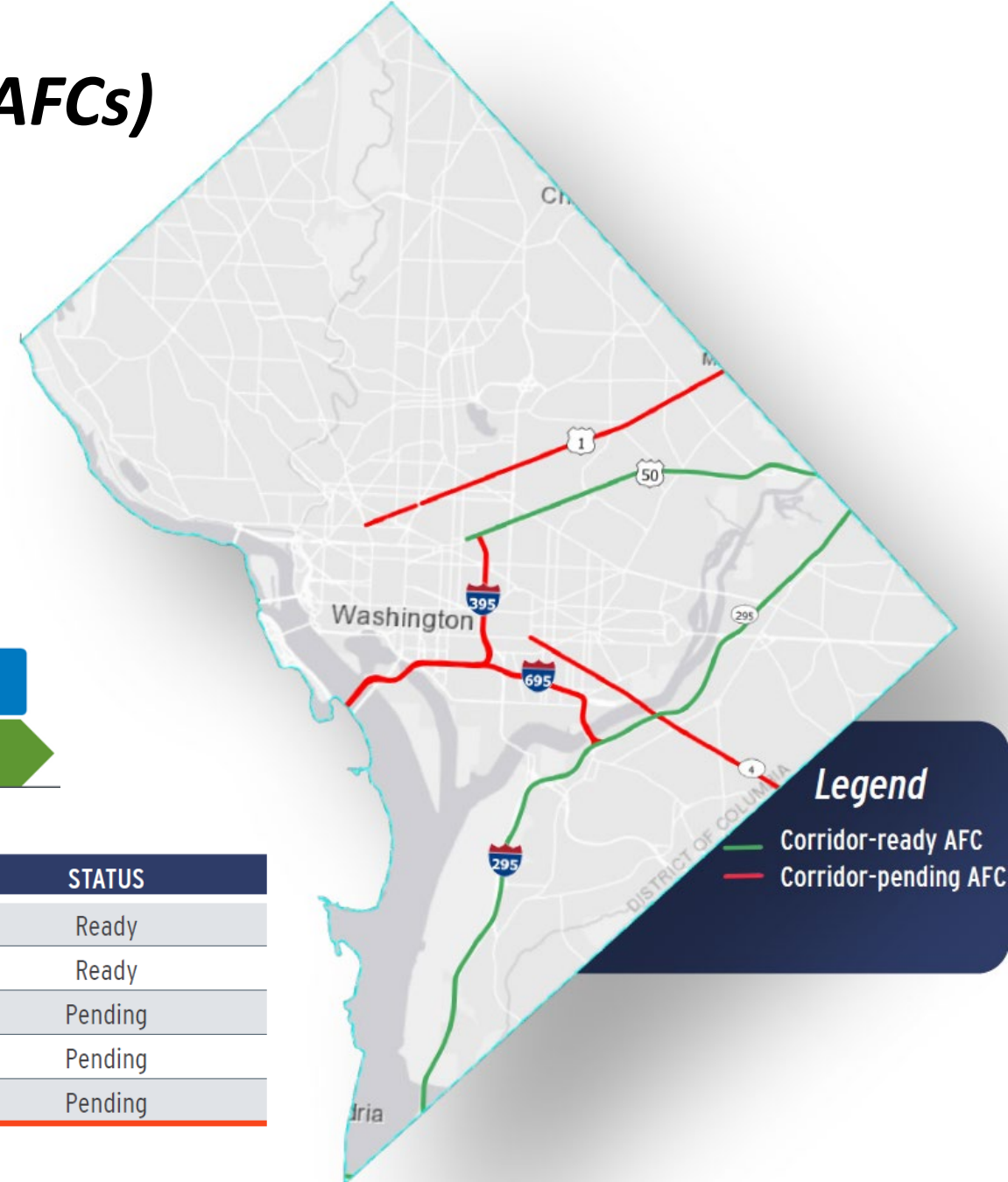
- A reliable, NEVI-compliant direct current fast charging (DCFC) station network on the District's AFCs
- Robust stakeholder and public engagement, identification of additional regional priorities, and use of remaining NEVI Formula funds on additional District Priorities
- Regular and effective performance evaluation of NEVI Formula Program implementation
- Install at least one fast charging station in each Ward

District's Alternative Fuel Corridors (AFCs)

- **Two** EV AFC's are designated **corridor-ready**
- **Three** EV AFCs are designated **corridor-pending**
- DDOT will follow NEVI Formula guidance and rules to prioritize building DCFC stations within one mile along these AFCs
- Once these corridors have been certified **"fully built-out"** by US DOT, DDOT will identify other corridors to implement the District's EV charging priorities in



AFCs	CORRIDOR LIMITS		STATUS
New York Avenue (US-50)	5th Street, NW	DC-Maryland NE Boundary	Ready
I-295 and Anacostia Freeway (DC-295)	DC-Maryland SE Boundary	DC-Maryland NE Boundary	Ready
I-395 and I-695	DC-Virginia SW Boundary	New York Ave and I-295	Pending
Rhode Island Avenue (US-1/US-29)	Connecticut Avenue, NW	DC-Maryland NE Boundary	Pending
Pennsylvania Avenue, SE	Independence Avenue, SE	DC-Maryland SE Boundary	Pending

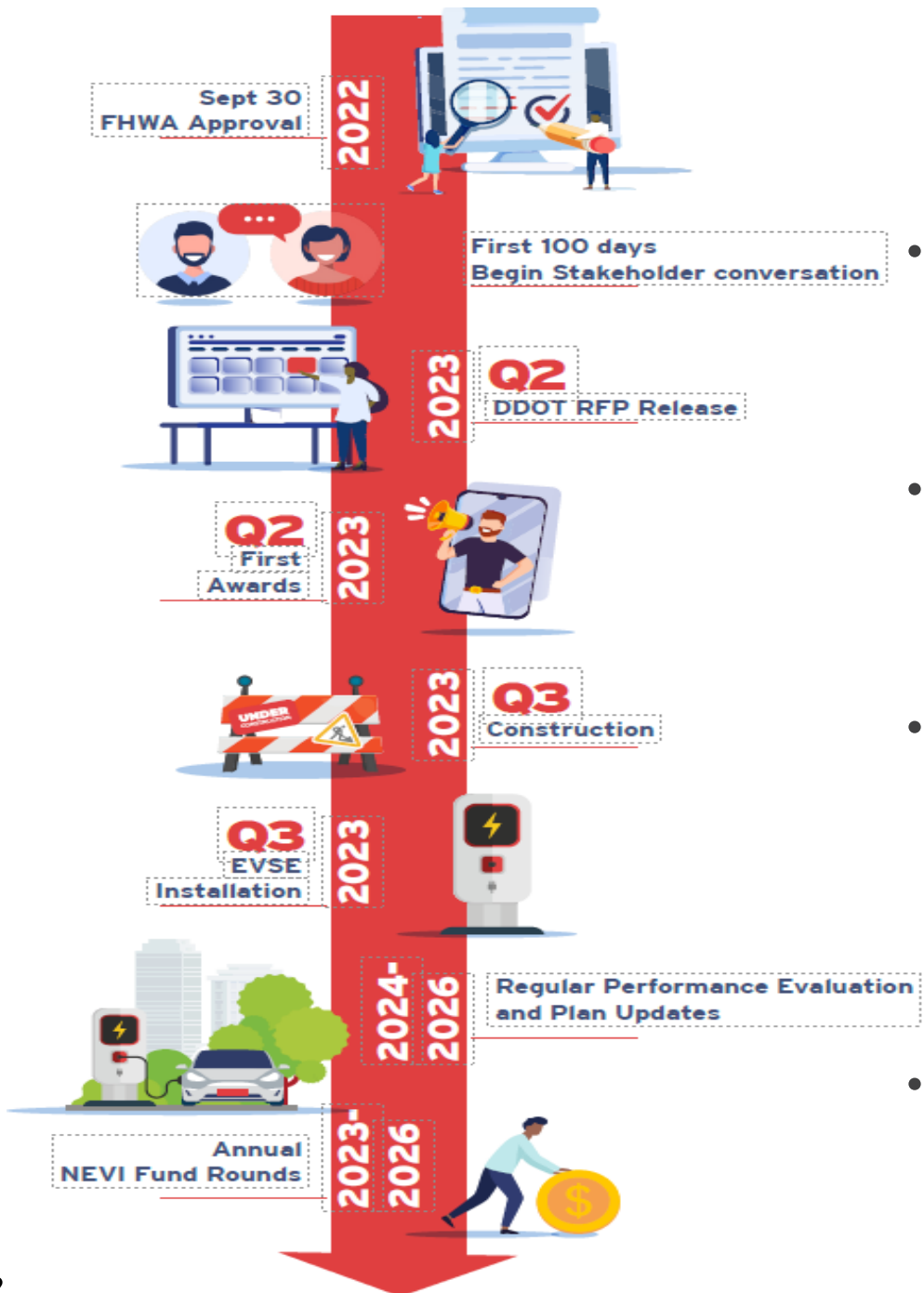


Legend

- Corridor-ready AFC
- Corridor-pending AFC



District's NEVI Formula Program Timeline



- In FY2023, install DCFCs or upgrade existing EVSE, along all currently designated AFCs in the District, to NEVI-compliant standards; then request FHWA certify District AFCs “fully built-out”.
- During FY2023-FY2026, DDOT will contract with qualified entities, including DBEs, who will install, operate, and maintain charging stations in compliant with NEVI Formula program.
- During FY2023-FY2026, DDOT will conduct public outreach and engagement; identify EV-related training and education to boost the District’s workforce, in support of EV adoption; continue agency and stakeholder coordination, through the District TEWG; and monitor and evaluate program implementation progress.
- By 2027, install or upgrade DCFCs to NEVI-compliant standards in all eight Wards to facilitate regional and long-distance travel.

DCFC Station Location Selection Criteria

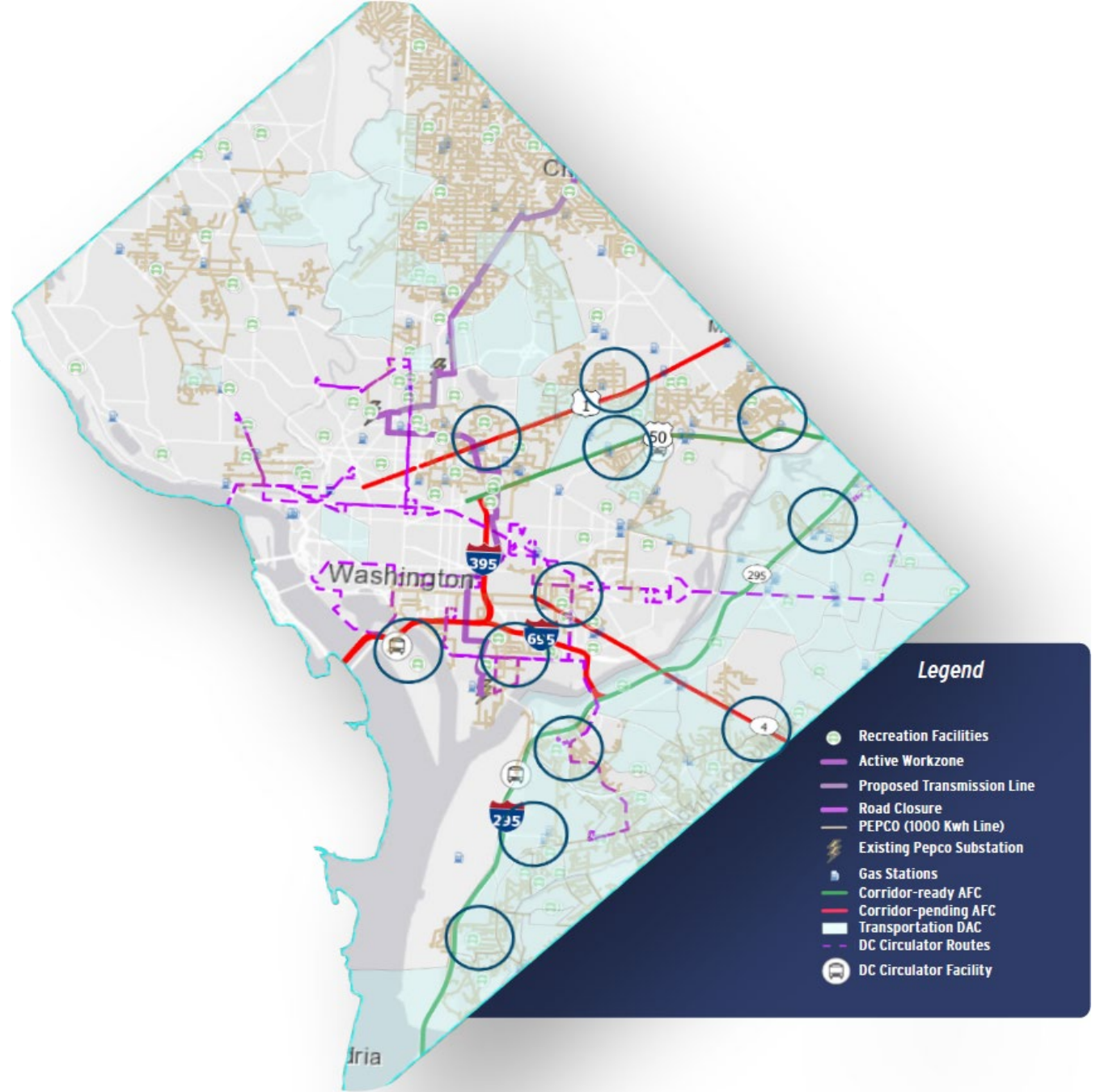
CRITERIA	DESCRIPTION
AFC Status	Existing AFC or nominated as future AFC.
Site Feasibility	Investigation of available sites for new stations (publicly-owned property, existing gas stations, etc.) or existing EV charging stations that can be upgraded.
Utility Availability	Current PEPCO grid capacity and available feeder networks.
Equity	Equitable distribution of benefits.
Current EV ownership	Current EV ownership in the District by ZIP code to ensure stations serve needs.

Additional Considerations:

- Provide redundancy to NEVI Compliant DCFC station network – multiple DCFC stations along any AFC within 50 miles
- DDOT will coordinate charger installation along AFCs with the fleet transition plans of WMATA and DC Circulator
- Charging stations need to be resilient to extreme weather conditions caused and exacerbated by climate change.
- DCFC charging stations along AFCs will serve an essential role in helping the public evacuate during emergency conditions by providing an opportunity to recharge vehicles near the emergency route
- Placing charging stations along Snow Emergency Routes (SERs) would allow access to charging stations sooner than if placed along roads that are a lower priority for snow removal

Plans for Fiscal Year 2023

- Preliminary screening generated 12 potential location, within 1 mile radius of the AFC, to site future DCFC stations.
- These sites will be further examined for build- out the AFC Network
- DDOT will investigate curbside charging



District Agency Coordination

- A Transportation Electrification Working Group (TEWG) has been formed to focus on the District sustainability planning and electrification initiatives
- The goal of the TEWG:
 - to accelerate the District's progress towards vehicle electrification and charger installation;
 - identify synergies and shared resources opportunities,
 - align budget request;
 - identify key rulemaking and policy needs.
- TEWG includes representatives from:
 - Office of the Deputy Mayor for Operations and Infrastructure (DMOI)
 - District Department of Transportation (DDOT)
 - Department of Energy and Environment (DOEE)
 - Department of For-Hire Vehicles (DFHV)
 - Department of General Services (DGS)
 - Department of Public Works (DPW)
- Other partners:
 - Joint Office of Energy and Transportation (Joint Office)
 - Potomac Electric Power Company (PEPCO)
 - Metropolitan Washington Council of Government
 - Office of Budget and Performance Management
 - Greater Washington Region Clean Cities Coalition
 - Virginia Department of Transportation
 - Maryland Department of Transportation

Equity, Labor, and Workforce

- DDOT will implement the NEVI Formula Program to further the Justice40 goal to deliver 40 percent of all benefits of Federal investments to Disadvantage Communities (DACs).
- Over 54 percent of current AFC route miles are in DACs enabling benefits to accrue to these communities in terms of reduced emissions and accessibility to EV charging stations.
- DDOT has implemented an online DBE Certification System to make it easier for disadvantaged businesses to do business with the agency.
- NEVI program will help DDOT develop a local workforce that has experience in EVSE installation and EV maintenance and repair and are EVITP (Electric Vehicle Infrastructure Training Program). DDOT will ensure all technicians installing, operating, and maintaining EVSE have this or equivalent credentials.
- DDOT already partners with the District Department of Employment Services (DOES) to provide On-the-Job (OJT) training and will develop a curriculum and training materials in collaboration with local universities and community colleges to expand the EVSE training and EVITP certification.

Public Outreach

- Public outreach and engagement through the life of the program
- Outreach will be conducted ensuring participation from a diverse cross-section of the District's residents
- Virtual and in-person event will be held to cater to the varying needs of different groups
- Project website (<https://nevi.ddot.dc.gov/>), social media accounts, and other means will be used to communicate with the public



District NEVI Formula Program

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