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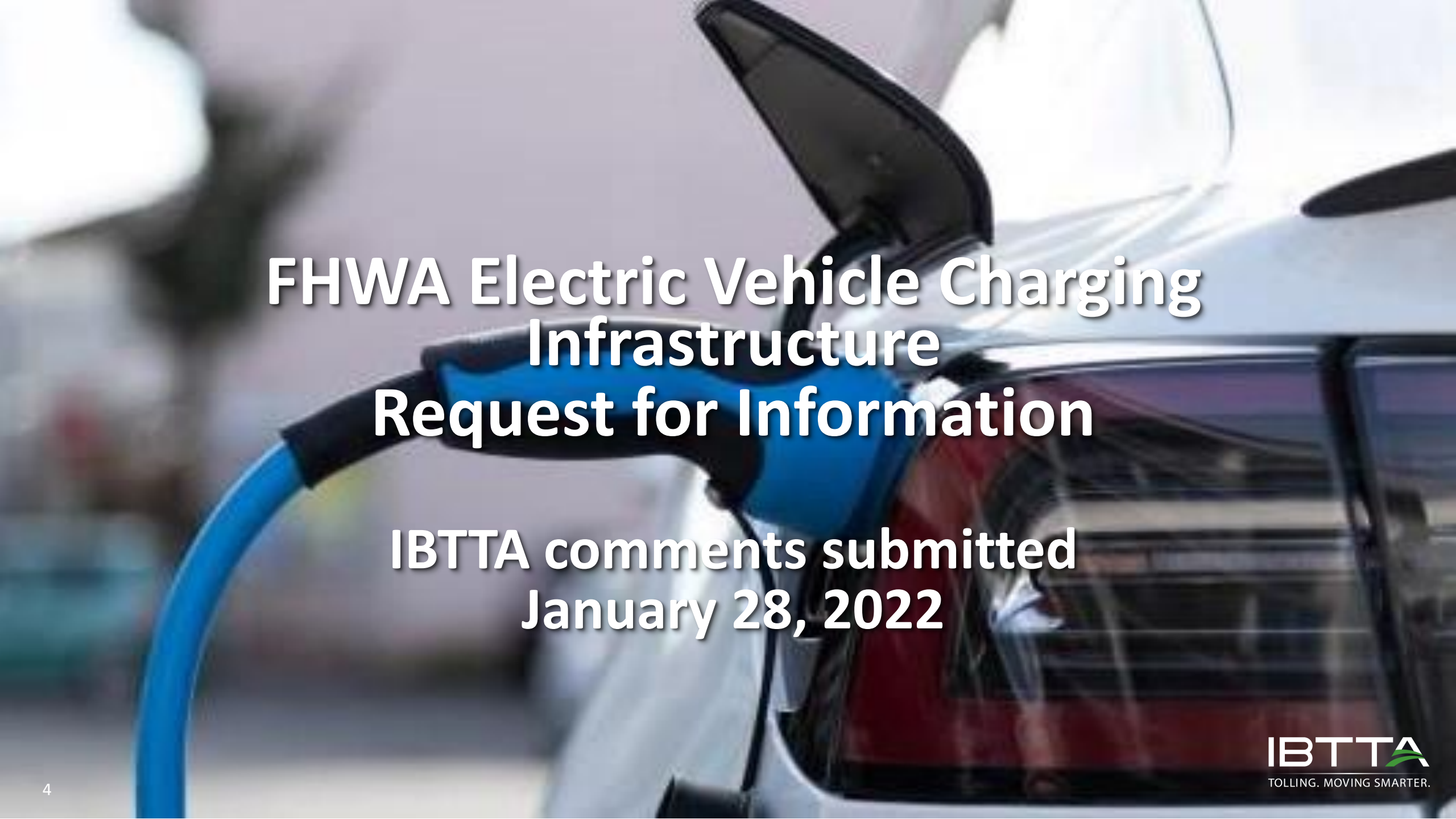
Sustainability & Resilience Task Force Meeting

March 7, 2022

Upcoming Events

Today's Agenda

1. Welcome
2. U.S. Federal Updates
   a. IBTTA Response to FHWA RFI on Guidance for Electric Vehicle Charging Infrastructure Deployment
   b. The Joint Office of Energy & Transportation
   c. Alternative Fuel Corridor Nominations
   d. National EV Infrastructure Formula Program Guidance
3. Task Force Membership and External Engagement
   a. Expansion to IBTTA Vendor and Consultant Members
   b. Development of an RFI for S&R Technology, Products and Services
4. Discussion of 2022 Working Groups' Agendas: Areas of Interest and Activity
   a. Performance Measurement and Metrics
   b. Vehicle Electrification and Alternative Fuels
   c. Policy & Communications



FHWA Electric Vehicle Charging Infrastructure Request for Information

IBTTA comments submitted January 28, 2022

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IBTTA's Response Addressed all Statutory Requirements

1. The distance between publicly available EV charging infrastructure;
2. Connections to the electric grid; vehicle-to-grid integration to minimize grid impacts; alignment with electric distribution; and plans for renewable energy use;
3. Proximity of existing off-highway demand points to funded EV charging infrastructure;
4. Needs for publicly available EV charging in rural, underserved, or disadvantaged areas;
5. O&M of EV charging infrastructure to avoid stranded assets and protect investment;
6. Existing EV charging infrastructure programs and incentives;
7. Fostering public-private or private investment in EV charging infrastructure;
8. Meeting current and future demands for EV charging (i.e., power levels, charging speed, charging times);
9. Describe any other factors that USDOT should consider.

Read IBTTA's response on the web site: **www.ibtta.org**

- Read the full response on the "**Advocacy**" page
- Read a summary in the *Tolling Points* blog on the "**News & Media**" page

Joint Office of
Energy and Transportation
https://driveelectric.gov

On Dec. 14, 2021, the Joint Office of Energy and Transportation was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration and align resources and expertise across the USDOT and USDOE.

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.

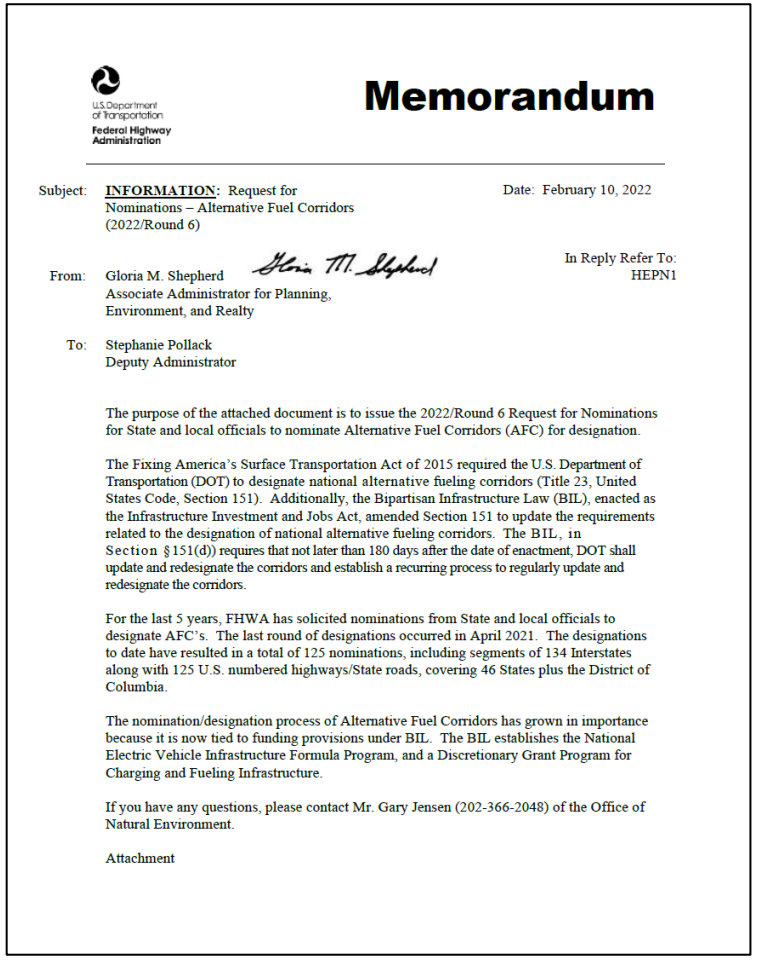
A network for everyone

Targeted equity benefits for disadvantaged communities, reducing mobility and energy burdens while also creating jobs and supporting businesses.

Source: Joint Office of Energy & Transportation

USDOT National EV Infrastructure Program Requests & Guidelines

Request for Nominations: Alternative Fuel Corridors Round 6



U.S.Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Request for Nominations – Alternative Fuel Corridors (2022/Round 6)

Date: February 10, 2022

From: Gloria M. Shepherd
Associate Administrator for Planning, Environment, and Realty

In Reply Refer To: HEPN1

To: Stephanie Pollack
Deputy Administrator

The purpose of the attached document is to issue the 2022/Round 6 Request for Nominations for State and local officials to nominate Alternative Fuel Corridors (AFC) for designation.

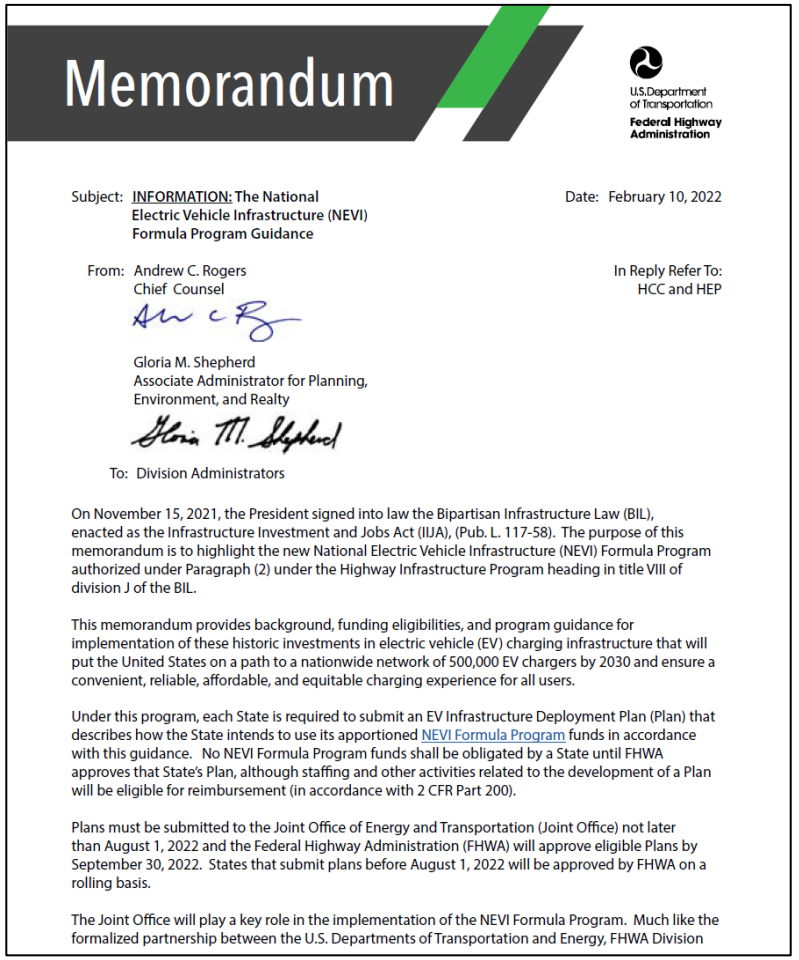
The Fixing America's Surface Transportation Act of 2015 required the U.S. Department of Transportation (DOT) to designate national alternative fueling corridors (Title 23, United States Code, Section 151). Additionally, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, amended Section 151 to update the requirements related to the designation of national alternative fueling corridors. The BIL, in Section §151(d)) requires that not later than 180 days after the date of enactment, DOT shall update and redesignate the corridors and establish a recurring process to regularly update and redesignate the corridors.

For the last 5 years, FHWA has solicited nominations from State and local officials to designate AFC's. The last round of designations occurred in April 2021. The designations to date have resulted in a total of 125 nominations, including segments of 134 Interstates along with 125 U.S. numbered highways/State roads, covering 46 States plus the District of Columbia.

The nomination/designation process of Alternative Fuel Corridors has grown in importance because it is now tied to funding provisions under BIL. The BIL establishes the National Electric Vehicle Infrastructure Formula Program, and a Discretionary Grant Program for Charging and Fueling Infrastructure.

If you have any questions, please contact Mr. Gary Jensen (202-366-2048) of the Office of Natural Environment.

Attachment



Memorandum

U.S.Department of Transportation
Federal Highway Administration

Subject: **INFORMATION: The National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance**

Date: February 10, 2022

From: Andrew C. Rogers
Chief Counsel

In Reply Refer To: HCC and HEP

Gloria M. Shepherd
Associate Administrator for Planning, Environment, and Realty

To: Division Administrators

On November 15, 2021, the President signed into law the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), (Pub. L. 117-58). The purpose of this memorandum is to highlight the new National Electric Vehicle Infrastructure (NEVI) Formula Program authorized under Paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the BIL.

This memorandum provides background, funding eligibilities, and program guidance for implementation of these historic investments in electric vehicle (EV) charging infrastructure that will put the United States on a path to a nationwide network of 500,000 EV chargers by 2030 and ensure a convenient, reliable, affordable, and equitable charging experience for all users.

Under this program, each State is required to submit an EV Infrastructure Deployment Plan (Plan) that describes how the State intends to use its apportioned NEVI Formula Program funds in accordance with this guidance. No NEVI Formula Program funds shall be obligated by a State until FHWA approves that State's Plan, although staffing and other activities related to the development of a Plan will be eligible for reimbursement (in accordance with 2 CFR Part 200).

Plans must be submitted to the Joint Office of Energy and Transportation (Joint Office) not later than August 1, 2022 and the Federal Highway Administration (FHWA) will approve eligible Plans by September 30, 2022. States that submit plans before August 1, 2022 will be approved by FHWA on a rolling basis.

The Joint Office will play a key role in the implementation of the NEVI Formula Program. Much like the formalized partnership between the U.S. Departments of Transportation and Energy, FHWA Division

National Electric Vehicle Infrastructure Formula Program Guidance

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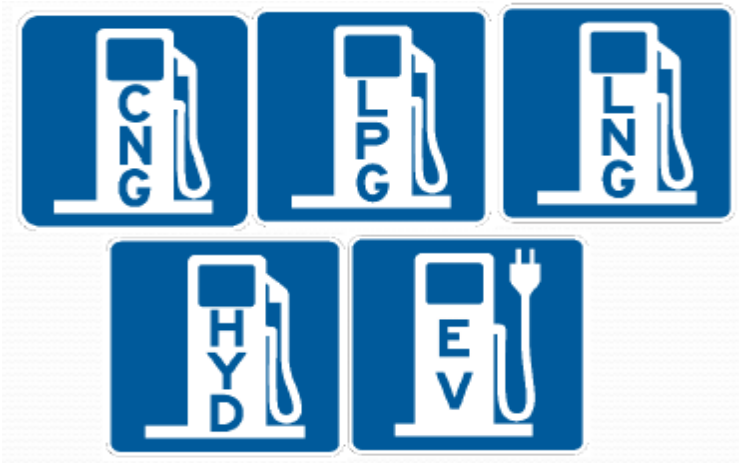
Alternative Fuel Corridor Nominations: Round 6



	REQUEST FOR NOMINATIONS (DATE ISSUED)	NOMINATIONS RECEIVED	INTERSTATES DESIGNATED[b]	US & STATE HIGHWAYS DESIGNATED	NUMBER OF NEW STATES[c]	NHS MILEAGE COVERED[d]
1 (2016)	July 2016[a]	34	59	16	36	86,266
2 (2017)	September 2017[e]	24	25	25	8	22,665
3 (2018)	October 2018[e]	21	16	35	2	16,235
4 (2019)	October 2019[e]	21	19	24	3	20,056
5 (2020)	October 2020[e]	25	15	25	0	20,550
TOTAL		125	134	125	49	165,772

Alternative Fuel Corridor Requirements

"Corridor-Ready" Designation

Electric - Public DC Fast Charging Capability

- ≤ 50 miles between stations/sites.
- ≤ 1 mile from Interstate Highway.
- Stations include 4 Combined Charging System (CCS) connectors (Type 1 ports) simultaneously charging 4 EVs.
- Site power capability should be ≥ 600 kW (≥ 150 kW/port).
- Maximum charge power per DC port should ≥ 150 kW.

Hydrogen, Propane, CNG *(3,600 psi)*

- ≤ 150 miles between stations/sites.
- ≤ 5 mile from Interstate Highway interchanges.

LNG

- ≤ 200 miles between stations/sites.
- ≤ 5 mile from Interstate Highway interchanges.

"Corridor-Pending" Designation:

Electric - Public DC Fast Charging Capability

- A strategy/plan and timeline for public DC Fast Charging stations fulfilling Corridor-Ready requirements.

Hydrogen, Propane, CNG *(3,600 psi)*

- ≤ 150 miles between stations/sites.
- ≤ 5 mile from Interstate Highway interchanges.

LNG

- ≤ 200 miles between stations/sites.
- ≤ 5 mile from Interstate Highway interchanges.

FHWA Interests for Alternative Fuel Corridors

- Greatest **reduction in GHG** gas emissions, with a priority along Interstate corridors.
- Conversion of "corridor-pending" to **"corridor-ready" corridors**.
- Expand access within **rural and disadvantaged communities**.
- Target ≥ **40% of resources and benefits to disadvantaged** communities in line the White House Interim Justice 40 Guidance, to the extent possible, with significant community engagement.
- **Connect to Federal Land Management** Agency units (National Parks, Forests, Fish & Wildlife).
- **Meet current or anticipated market demands** for charging or fueling infrastructure.
- **Enable/accelerate infrastructure** that would not likely be completed without Federal assistance.
- Support a **long-term competitive market** that does not significantly impair existing providers.
- Provide access to charging/fueling infrastructure in **areas with a current or forecasted need**.
- Establish charging/fueling **plans for medium- and heavy-duty vehicles** along the National Highway Freight Network and in proximity to intermodal transfer stations; nominations that take into consideration the next fueling site over State or international borders are encouraged.
- **Coordinate with** NEVI Formula Program **State Plans** and other DOT programs (e.g., State Freight Plans and Long-Range Transportation Plans).

National Electric Vehicle Infrastructure Formula Program

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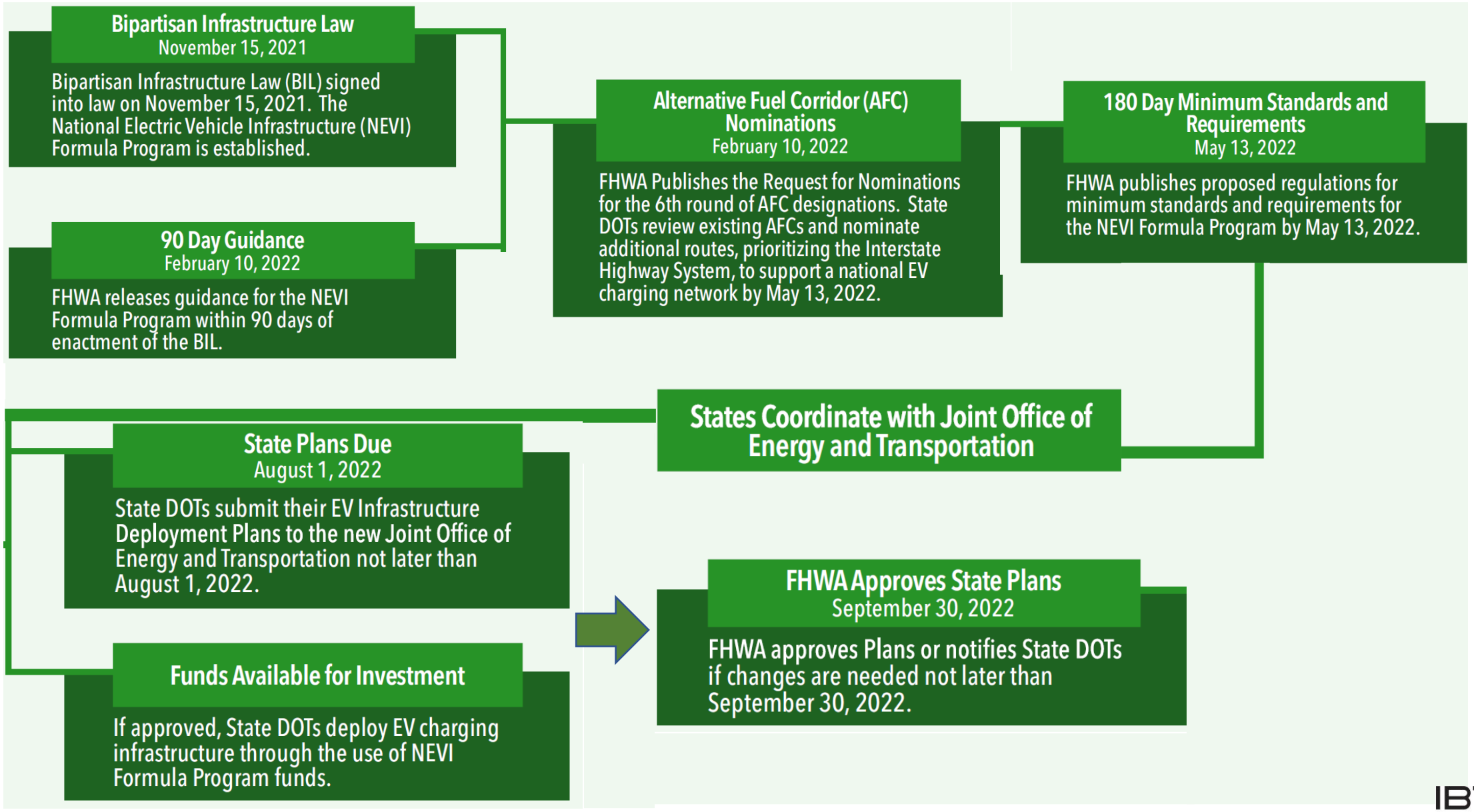
National Electric Vehicle Infrastructure (NEVI) Formula Program



Source: FHWA

USDOT Funding & Financing Programs with EV Eligibilities

	FY 2022[1] AMOUNT
FORMULA PROGRAMS	
National Highway Performance Program (NHPP)	$28.4 B[2]
Surface Transportation Block Grant Program (STBG)	$12.5 B[2,3]
Congestion Mitigation & Air Quality Improvement Program (CMAQ)	$2.5 B[2]
National Highway Freight Program (NHFP)	$1.4 B[2]
State Planning and Research (SPR)	$983.3 M[4]
Metropolitan Planning (PL)	$438.1 M[2]
Carbon Reduction Program	$1.2 B[2,5]
National Electric Vehicle (NEVI) Formula Program	$685 M[2,5,6]
DISCRETIONARY PROGRAMS	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (formerly known as BUILD)	$1.5 B
Infrastructure for Rebuilding America (INFRA) Grant Program	$1.64 B[2,7]
Advanced Transportation and Technologies and Innovative Mobility Deployment	$60 M[2]
Discretionary Grant Program for Charging and Fueling Infrastructure	$300 M[2,5]
Rural Surface Transportation Grant Program	$300 M[2,5]
Reduction of Truck Emissions at Port Facilities Program	$80 M[2,5,7]
OTHER ALLOCATED PROGRAMS	
Federal Lands and Tribal Transportation Program (FLTTP)	$1.3 B[2,8]
Puerto Rico Highway Program (PRHP)	$173 M[2]
Territorial Highway Program (THP)	$46 M[2]
INNOVATIVE FINANCE PROGRAMS	
State Infrastructure Banks (SIBs)	Varies
Transportation Infrastructure Financing and Innovation Act (TIFIA)	$250 M[2]

LEGEND

Construction and installation of EV charging infrastructure including parking facilities and utilities.	Workforce development and training related to EV infrastructure.	EV acquisitions and engine conversions - cars or trucks.	Planning for EV charging infrastructure and related projects.	Construction and installation of EV charging infrastructure to support operational, resiliency, national energy security, environmental, and community goals for freight transportation.	Installation of EV charging infrastructure as part of transit capital projects eligible under chapter 53 of title 49, United States Code.

- Federal cost-share is 80 percent.
- Private and State funds may be used for remaining cost-share.
- NEVI Program funds can be spread by combining them with other eligible USDOT funding for EV charging infrastructure projects if the eligibility requirements are met for both programs and the total Federal share ≤ 80 percent.

* All eligibility determinations are fact specific. Limitations may apply. Additional low and zero-emission fuel types also may be eligible under these programs.
Note: Total (in millions and billions, rounded to one decimal place)

[1] This table is limited to amounts made available for FY 2022. Unobligated balances of funds made available in prior fiscal years may also remain available for EV eligibilities. For FY 2021 amounts made available for EV eligibilities, see Federal Funding is Available For Electric Vehicle Charging Infrastructure On the National Highway System, April 2021, page 3.

[2] Highway authorizations under the Bipartisan Infrastructure Law. Set-asides have not been excluded except where specifically noted. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/highway_authorizations_nov302021.pdf

[3] Amount does not include the Transportation Alternatives set-aside.

[4] Amount includes set asides.

[5] New funding program under Bipartisan Infrastructure Law. Pending program establishment. Please refer to program specific guidance.

[6] Reflects the net amount after set-asides for FHWA operations and administration and for the Joint Office of Energy and Transportation.

[7] Amount includes contract authority from the Highway Trust Fund and amounts appropriated in the Bipartisan Infrastructure Law.

[8] Includes EV funding eligibilities under one or more FLTTP programs.

Source: FHWA

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NEVI Formula Program State Plan Format *(Due Aug. 1, 2022)*

- **Introduction** - study area, analysis dates, and adoption.
- **State Agency Coordination** - with energy/environment department in developing and approving the Plan.
- **Public Engagement**
- **Plan Vision and Goals** - statewide/national EV network; outcome-oriented goal with a quantitative target.
- **Contracting** - private entities for installation, operation, and/or maintenance of EV charging.
- **Existing & Future Conditions** - geographic challenges, temperature, precipitation, EV market conditions, public transportation needs, freight needs, grid capacity, electric utilities available, land uses, travel patterns, existing EV charging infrastructure.
- **EV Charging Infrastructure Deployment** - installation strategy prioritizing build-out along Interstate Highways.
- **Implementation** - operations and maintenance, data collection, and sharing.
- **Civil Rights** - compliance with State/Federal laws (e.g., Title VI, ADA, etc.)
- **Equity Considerations** - for rural, underserved, and disadvantaged communities, including suppliers/contractors.
- **Labor and Workforce Considerations** - training, experience, and diversity of workforce.
- **Cybersecurity** - software updates and protections from malicious code.
- **Program Evaluation** - performance metrics (e.g., EV charging infrastructure usage, reliability, customer satisfaction, equitable distribution/access GHG emissions, etc.).
- **Discretionary Exceptions** - request for discretionary exceptions from requirements.

Joint Office of Energy & Transportation Resources at *https://driveelectric.gov*

Webinar: Technical Assistance for State Departments of Transportation

March 8, 2022 | 1:00 p.m. – 2:00 p.m. ET
March 10, 2022 | 11:00 a.m. – 12:00 p.m. ET

Presented by the Joint Office Technical Assistance Team: Johanna Levene, Mike Scarpino, and Steve Lommele

Join us for a meet-and-greet with the Joint Office of Energy and Transportation's Technical Assistance Team. We will discuss the guidance and plan template for states, resources from the Joint Office, and ways for states to get assistance. This is an opportunity for state DOTs or their representatives to share their needs with the Joint Office and discuss how to collaborate. It is not open to the public.

There are two webinar times offered to convene as many voices as possible; both webinars will cover the same content. If a state or their representative cannot attend, please contact us to schedule an individual time to meet the Joint Office team. Registration is required. For more information, contact us.

Register for March 8 **Register for March 10**

Task Force Membership and External Engagement

1. Expansion to IBTTA Vendor and Consultant Members
2. Development of an RFI for S&R Technology, Products and Services

2022 Focus Areas

- Performance Measurement and Metrics: Using Data to Drive Program Development
  - Emissions Valuation
  - S&R KPIs and Best Practices
  - ESG Reporting
- Vehicle Electrification and Alternative Fuels
  - EV Adoption and Charging Infrastructure Deployment
  - The Future of Other Alternative Vehicle Fuels
- Policy & Communication
  - Develop Task Force web page and resource library
  - Organize S&R activities within IBTTA events.
  - Assist with S&R legislation, regulation, and resources

Sustainability & Resilience Task Force: 2022 Working Groups

	Working Group	Scope	Examples & Goals
1	**Performance Measurement and Metrics: Using Data to Drive Program Development** – Emissions Valuation. – S&R KPIs and Best Practices. – ESG Reporting.	• Assist members identify and measure their sources of GHG emissions (Scope 1, 2 and 3). • Sustainability Toolkit. • Identify and Share Best Practices. • We cannot fix what we cannot measure.	• Be able to identify and know our business carbon footprint sources and impact. • Set the baseline (starting point) and the emissions reduction goal we aim to achieve (e.g.: roadmap towards carbon neutral).
2	**Vehicle Electrification and Alternative Fuels** – EV Adoption & Charging Infrastructure Deployment – The Future of Other Alternative Vehicle Fuels	• Assistance in business case and cost-benefit analyses • Tips and best practice in project prioritization and selection • Project development considerations • Partnership potential • Understanding risk	• Provide input and advice to government agencies and policy makers and influence requirements • Identify revenue sharing approaches and considerations for business agreements • Help toll operators make wise investments and create customer value
3	**Policy & Communications** – S&R Education and Information Exchange. – Increase TF Exposure and Promote Events – S&R related documentation and resources.	• Develop Task Force website page. • Promote/organize S&R initiatives within IBTTA events. • Develop repository of S&R documents, policies, and other resources. • Assist members in navigating through S&R legislation and regulations. • Support access to grants and other resources.	• Organize webinars for all IBTTA members • IBTTA conference contents and sessions • Seek relevant conference exhibitors • Create an IBTTA S&R Award • Organize an S&R library of documents, policies, and guidance • Identify programs available to members looking to adopt S&R policies and strategies

2022 IBTTA Sustainability and Resilience Task Force

First Name	Last Name	Company Name	Subcommittee
Jose	Ballesteros	ROADIS Transportation Holding S.L.U.	Data & Metrics
Pedro	**Costa**	**Northwest Parkway LLC**	**Data & Metrics**
Casey	Emoto	Santa Clara Valley Transportation Authority	Data & Metrics
Noémie	Frontère	ASFA (Association Professionnelle Autoroutes et Ou	Data & Metrics
Olivier	Quoy	Atlandes	Data & Metrics
Ulli	Vielhaber	ASFINAG	Data & Metrics
Bob	Frey	Tampa-Hillsborough Expressway Authority	Electrification / Alt. Fuels
Amitis	Meshkani	North Texas Tollway Authority	Electrification / Alt. Fuels
Geraldine	Walsh	Transport Infrastructure Ireland	Electrification / Alt. Fuels
Christine	**Weydig**	**Port Authority of New York & New Jersey**	**Electrification / Alt. Fuels**
Steve	Snider	Halifax Harbour Bridges	Electrification / Alt. Fuels
Ema	Stocchi	AISCAT (Associazione Italiana Società Concessionarie	Electrification / Alt. Fuels
Matt	Click	HNTB	Policy/Communictaions
Bruno	de la Fuente	SEOPAN (Asociación de Empresas Constructoras y C	Policy/Communictaions
Doug	Feremenga	Transportation Corridor Agencies	Policy/Communictaions
René	Moser	ASFINAG	Policy/Communictaions
Mark	**Muriello**	**IBTTA**	**Policy/Communictaions**
Jeff	Seward	Tampa-Hillsborough Expressway Authority	Policy/Communictaions