

Greenhouse Gas Mitigation Working Group Presentation

February 22, 2022
Deputy Secretary R. Earl Lewis Jr.



Infrastructure Investment and Jobs Act – National Electric Vehicle Infrastructure (NEVI) Formula Program

Electric Vehicle Infrastructure Planning - Process Objectives

- High quality and expedited response to federal guidance in development of *Maryland ZEV Infrastructure Plan*
- Focus on Corridors – build out the interconnected national network, focus on the Interstate Highway System
- After ZEV Infrastructure Plan is complete, turn to statewide long-term planning and competitive grant opportunities

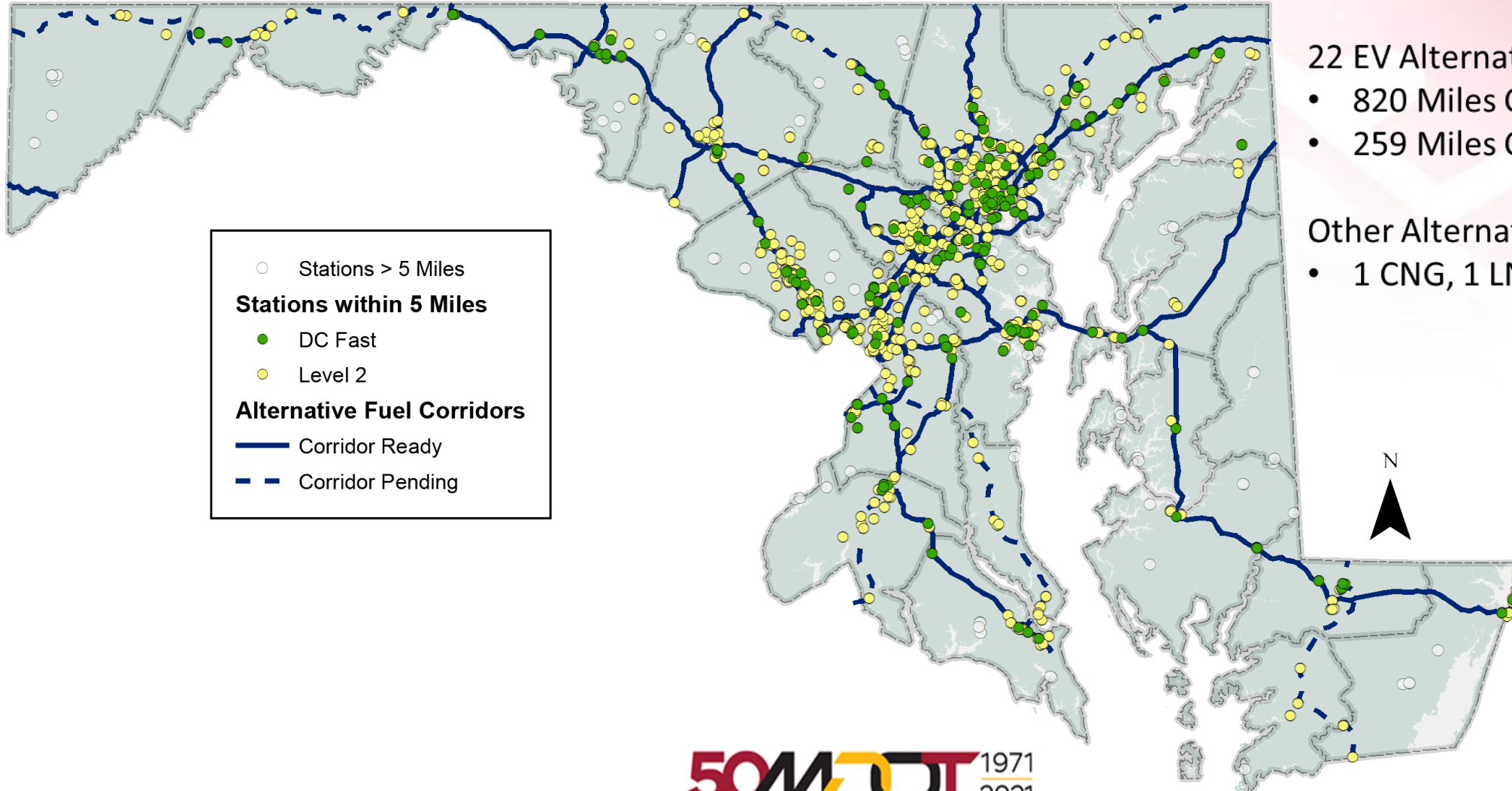
National Electric Vehicle Infrastructure (NEVI) Formula Program – key dates

Date	Action Items
Jan. – Feb. 2022	Develop approach to Maryland ZEV Infrastructure Plan/Stakeholder Engagement
Jan. 28, 2022	Comments due on FHWA Development of Guidance for Electric Vehicle Charging Infrastructure Deployment
Feb. 10, 2022	NEVI Formula Program Guidance Issued
Feb. 22, 2022	Briefing for Mitigation Working Group of MD Commission on Climate Change
March - June 2022	Maryland ZEV Infrastructure Plan/Stakeholder Outreach
May 13, 2022	FHWA will publish proposed regulation RE: Minimum Standards for EV charging
May 13, 2022	Deadline for Alternative Fuel Corridor (AFC) Round 6 Corridor Nominations
Aug. 1, 2022	State EV Infrastructure Plans due to USDOT/USDOE Joint Office
Sept. 30, 2022	Deadline for federal approval of State Plans

IIJA Funding Division J – Formula & Discretionary

Purpose	Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Funding	\$5 B in advance appropriations from the General Fund (GF)
Eligible Entities	State DOTs – program does allow for partnership with contractors and allows them to cover the 20%, non-federal match.
Eligible Project Types	<ul style="list-style-type: none"> ✓ Funded projects must be located along designated corridors. ✓ If fuel corridor is built-out, can be used on any public road or publicly accessible parking facilities. ✓ Publicly accessible charging stations only.
Requirements	<ul style="list-style-type: none"> ✓ State DOT must submit a plan and receive approval. ✓ Funded projects must be located along designated corridors. ✓ If fuel corridor is built-out, can be used on any public road or publicly accessible parking facilities.
Match	Federal share cannot exceed 80% of total cost; The matching share can be paid by a private entity.
Set-Aside	10% for discretionary grants to state and local governments that require additional assistance to strategically deploy EV charging infrastructure.
Estimated Funding for MD	\$63M over 5 years. The distribution formula is the same as Federal-aid highway apportionments. FY [22-26]
Key Takeaways for MD	<ul style="list-style-type: none"> ✓ Federal changes of criteria for Alternative Fuel Corridors from 5 miles to 1 mile . ✓ These dollars will likely all be used along corridor communities. ✓ Contractors can provide a match.

EV Alternative Fuel Corridors – Current



22 EV Alternative Fuel Corridors

- 820 Miles Corridor Ready
- 259 Miles Corridor Pending

Other Alternative Fuel Corridors:

- 1 CNG, 1 LNG, and 2 LPG

Environmental Justice and Equity

- “States are encouraged to designate corridors that, to the greatest extent possible, target at least 40 percent of resources and benefits towards disadvantaged communities in line with EO 14008 and the Interim Justice 40 Guidance issued by the White House.”
- “The NEVI Formula Program will emphasize equity considerations at its inception to avoid exacerbating existing disparities in the transportation system and to develop a convenient, reliable, affordable, and equitable charging experience for all users.
- NEVI Formula Program investments in EV charging infrastructure have the potential to have many positive impacts.
- Plans should be developed through engagement with rural, underserved, and disadvantaged communities to ensure that diverse views are heard and considered throughout the planning process, and to ensure that the deployment, installation, operation, and use of EV charging infrastructure achieves equitable and fair distribution of benefits and services. State Plans should reflect this engagement.”

Maryland ZEV Infrastructure Plan

Stakeholder Coordination

Planning Outline

- Develop Goals and Objectives
- Gap Analysis
- Key Strategies and Considerations
- Related Considerations [Important for MD Planning, but likely outside of FHWA Guidance]
- Prioritization Process
- Funding Plan
 - Formula (\$63M over 5 years and discretionary)
 - Discretionary
 - §11401 \$2.5B for ZEV along corridors and in communities
 - §11402 \$400M for Truck Emissions at Port Facilities
 - Short / Med. / Long Term

IIJA ZEV Sample Planning Considerations

Planning Considerations

- ZEV Route Planning
- Interstate Coordination
- Equity
- ADA, Safety, Signage
- Rest Areas / PnRs
- Residential Charging
- Rural Charging
- Innovations
- Destinations

- Make-Ready
- Charging \$ for Power Use
- LDV, MDV, HDV, multi-modal
- Public & Private Fleets

Related Considerations

- Power Supply / Grid
- Emergency Management
- Workforce Readiness
- System Preservation

“Asks” to Mitigation Working Group

Distribute notice (MCCC email distribution lists and contact lists) of opportunities to engage in the development of the Maryland ZEV Infrastructure Plan

Participate in ZEV Infrastructure Plan Outreach activities (March through June)

- attend meetings or webinars
- take our surveys
- talk to us
- give feedback
- read the Draft Plan

(Website dedicated to the Maryland ZEV Infrastructure Plan will go Live in early March... look for notices)