



Joint Office of
**Energy and
Transportation**

Webinar for the National Electric Vehicle Initiative for Tribal Nations

Presented by the White House Council for Native American Affairs
Wednesday, March 15, 2023

driveelectric.gov

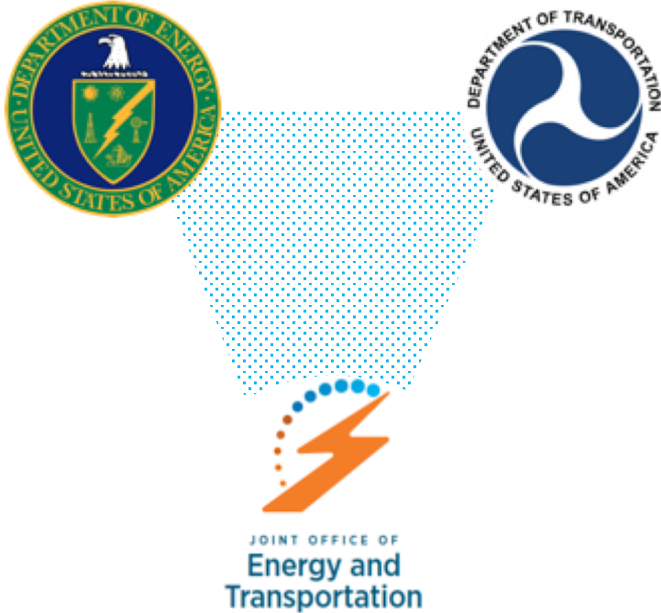
Outline

- Introduction by WHCNAA
- Available Funding Opportunities
- Technical Resources
- Preparing for Deployment
- Success Stories
- Q&A



FUNDING OPPORTUNITIES

Joint Office Mission and Vision



Mission

To accelerate an electrified transportation system that is affordable, convenient, equitable, reliable, and safe.

Vision

A future where everyone can ride and drive electric.

Immediate-Term Bipartisan Infrastructure Law

Priorities for the Joint Office

The Joint Office will provide unifying guidance, technical assistance, and analysis to support the following programs:



National Electric Vehicle Infrastructure Formula Program (U.S. DOT)

\$5 billion for states to build a national EV charging network along corridors



National Electric Vehicle Infrastructure Discretionary Program (U.S. DOT)

\$2.5 billion in community grants for EV charging, as well as hydrogen, natural gas, and propane fueling infrastructure



Low-No Emissions Grants Program for Transit (U.S. DOT)

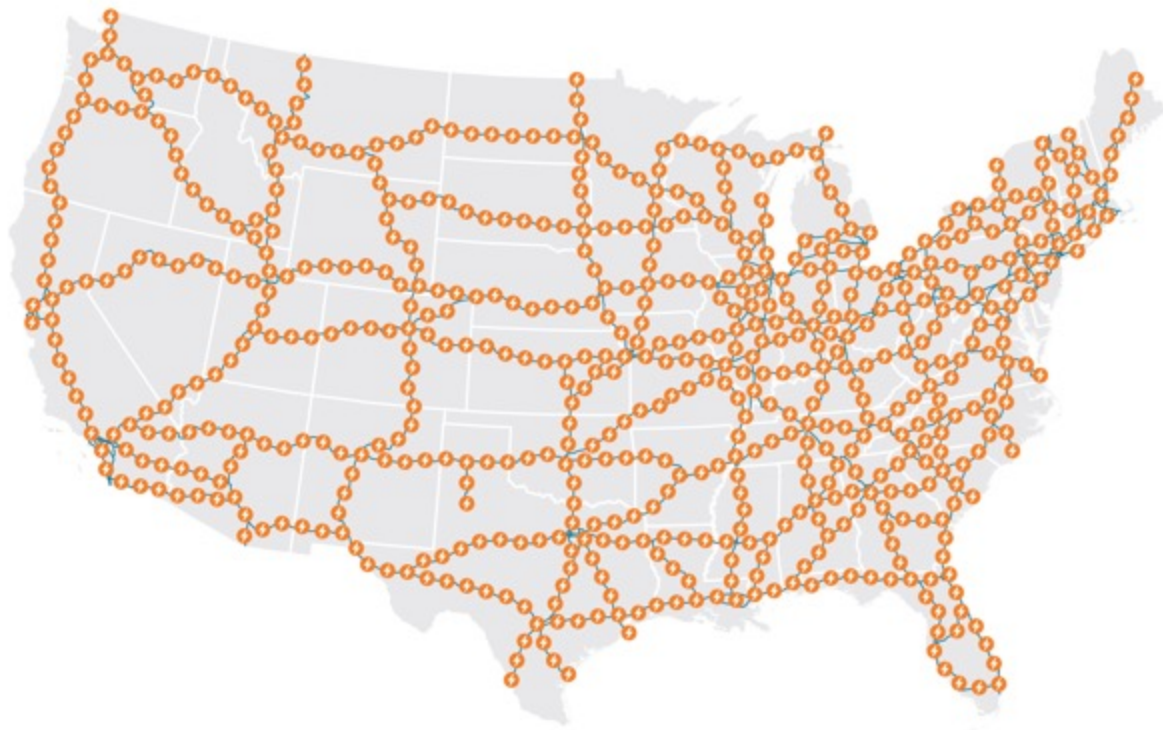
\$5.6 billion in support of low- and no-emission transit bus deployments



Clean School Bus Program (U.S. EPA)

\$5 billion in support of electric school bus deployments

Our Vision



Connecting regions and ensuring an EV charging network that is convenient, accessible, reliable, and equitable.



From the Program Guidance:

“To be effective, the EV charging infrastructure deployed under this program must provide a seamless customer experience for all users through a convenient, reliable, affordable, and **equitable national EV charging network.**”

Tribal Lands and Governments Included in Efforts on NEVI

- **Public engagement with Tribes**—“This includes community outreach and participation, including with rural, Tribal, and disadvantaged communities, to facilitate equitable and accessible deployment of EV charging infrastructure.”
- **Siting of EVSE**—“This includes community outreach and participation, including with rural, Tribal, and disadvantaged communities, to facilitate equitable and accessible deployment of EV charging infrastructure.”
- **Justice40 Benefits Tracking**

National EV Charging Infrastructure Could Provide Multiple Benefits to Tribal Communities

Disadvantaged
business
opportunities



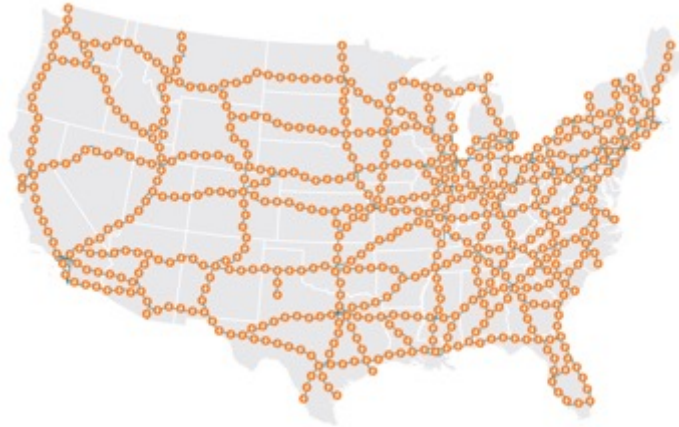
Decreasing
transportation
cost burden



Reducing
transportation
emissions



Clean
transportation
access



Jobs and
job training



Energy
resilience

Community
participation



Overview of the Infrastructure Investment and Jobs Act's Clean School Bus Program

Under **Title XI: Clean School Buses and Ferries**, the Bipartisan Infrastructure Law (BIL) provides **\$5 billion** over five years (FY22-26) for the replacement of existing school buses with clean school buses and zero-emission school buses.

These new clean school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors.

School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

The first funding opportunity was the 2022 Clean School Bus Rebates. We expect the next funding opportunity to be a grants program that opens in Spring 2023.



2022 Clean School Bus Rebates



Applications

- Nearly **\$4B** in applications for over 12,000 buses
- More than **90%** of requests were for **electric buses**
- Majority of applicants met priority criteria as low-income, rural, or Tribal
- Awards were announced October 26



Awards

- EPA is awarding up to **\$965M** in rebates (nearly double the amount of proposed funding)
- This will fund around **2,600 buses** in more than **400 school districts**
- **28 tribal applicants** were awarded rebates that will fund **more than 200 new buses**

- EPA intends to make another \$1 billion available in FY23 for the Clean School Bus Program's:
 - 1st Grant Competition
 - 2nd Rebate Program
- EPA released the Program's 2nd Report to Congress highlighting its FY22 achievements:
[epa.gov/cleanschoolbus/clean-school-bus-csb-reports-congress](https://www.epa.gov/cleanschoolbus/clean-school-bus-csb-reports-congress)
- Submit comments on program design to cleanschoolbus@epa.gov
- Don't miss any updates- visit [epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus)

Low or No Emission Vehicle Program – Federal Transit Administration

“The **Low-No Program (5339(c))** provides funding for the purchase or lease of zero-emission and low-emission transit buses, as well as for the acquisition, construction, or leasing of supporting facilities and equipment.”



2023 Low-No Competition

Available Funding: \$1.22 billion

| Important Dates | |
|-------------------------------|-----------------------------------------------------|
| Notice of Funding Opportunity | January 27, 2023 |
| Applications Due | 11:59pm EST April 13, 2023 |
| Project Evaluations | April – May 2023 |
| Award Announcement | No Later than June 28, 2023 |
| Pre-Award Authority | Starts on date of project announcement |
| Available for Obligation | The year of award plus 3 years – September 30, 2026 |

Recipients: Designated recipients, states, local governmental authorities or federally recognized Indian Tribes

Charging and Fueling Infrastructure Discretionary Grant Program – Overview

Competitive grant program created by President Biden's Bipartisan Infrastructure Law to **strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure.**

CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of **electric, hydrogen, propane, and natural gas vehicles.**



Charging and Fueling Infrastructure Discretionary Grant Program – Overview

This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program).

The Bipartisan Infrastructure Law provides \$2.5 billion over five years for this program – This round includes funds from FY 22 and FY 23 for a total of \$700 million



Charging and Fueling Infrastructure Discretionary Grant Program – Eligibility

Indian Tribes are eligible applicants

Examples of Eligible Activities:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Acquisition of real property and related construction and reconstruction costs for the installation of publicly accessible charging and fueling infrastructure for vehicles
- Installation of traffic control devices located in the right-of-way to provide directional information to infrastructure acquired, installed, or operated with grant funds
- And more

Charging and Fueling Infrastructure Discretionary Grant Program – Priorities and Considerations for Community Program

- Projects funded under the Community Program will be prioritized within:
 - Rural areas
 - Low-and moderate-income neighborhoods
 - Communities with low ratios of private parking spaces
 - Communities with high ratios of multiunit dwellings
- Consideration will be given to Community Program projects that may:
 - Meet current or anticipated market demands for charging or fueling infrastructure
 - Include faster charging speeds with high-powered capabilities necessary to minimize the time to charge or refuel current and anticipated vehicles on any public road or in other publicly accessible location

Charging and Fueling Infrastructure Discretionary Grant Program – Priorities and Considerations for Corridor Program

The following selection considerations will be given only to projects funded under the CFI Corridor Program. Consideration will be given to applications that may:

- Improve AFC networks by converting corridors from corridor-pending to corridor-ready
- Provide infrastructure redundancy to meet excess demand and reduce congestion in existing high traffic locations
- Meet current or future market demands for charging and fueling infrastructure
- Support a competitive market without impairing existing providers
- Improve access in areas where current and future needs are identified
- Enable or increase construction that may not be completed without Federal assistance
- Create charging and fueling infrastructure for medium- and heavy-duty vehicles along the National Highway Freight Network and near intermodal transfer stations

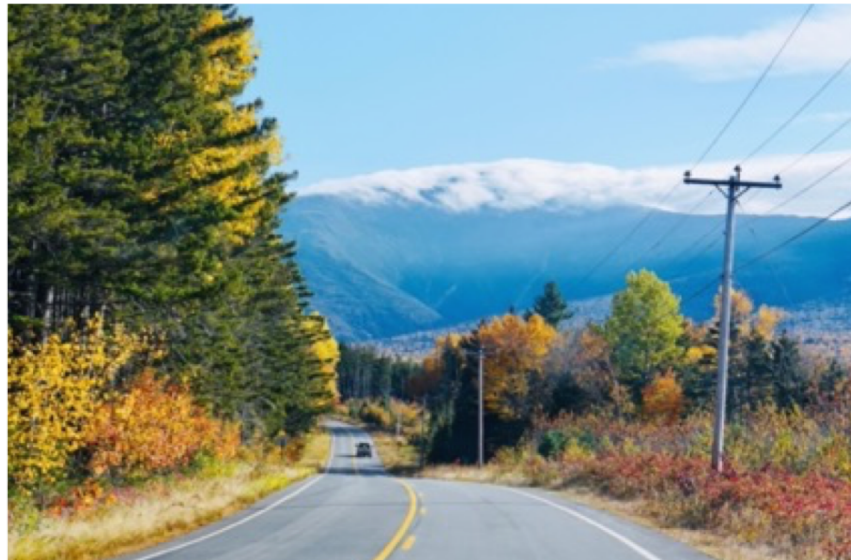
EV Related Funding opportunities in the Inflation Reduction Act

On August 16, 2022, President Biden signed the Inflation Reduction Act into law, marking the most significant action Congress has taken on clean energy and climate change in the nation's history.

- **Clean Heavy-Duty Vehicles** – **\$1 billion** to the EPA to award grants and rebates to help replace dirty medium and heavy-duty vehicles with zero-emitting vehicles and charging infrastructure. (Sec. 60101)
- **Clean Ports** -- **\$3 billion** to the EPA to award rebates and grants on a competitive basis for the purchase or installation of zero-emissions port equipment and technology and the development of climate action plans to reduce air pollutants at ports. Funding for zero-emission equipment or technology shall not be used for automation. (Sec. 60102)
- **Neighborhood Access and Equity Grant Program** (Sec 60501) - **\$3 billion** for a new competitive grant to States, local governments, Tribal governments, Territories, and metropolitan planning organizations to improve **transportation equity and accessibility and mitigate environmental impacts from transportation facilities**.
- **United States Postal Service Clean Fleets** (Sec 70002) - **\$1.29 billion** for the **purchase of zero-emission delivery vehicles** and **\$1.71 billion for the purchase, design, and installation of infrastructure** to support zero-emission delivery vehicles at facilities the USPS owns or leases.
- For more Information on the IRA and a guidebook to the programs included in it:

– <https://www.whitehouse.gov/cleanenergy/inflation-reduction-act-guidebook/>

ADDITIONAL KEY DOT EV FUNDING PROGRAMS



R.O.U.T.E.S.
RURAL OPPORTUNITIES TO USE TRANSPORTATION FOR
ECONOMIC SUCCESS



Federal Lands Access Program (FHWA)

The **Federal Lands Access Program (FLAP)** provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to, Federal lands (e.g., national parks, national forests). Projects are typically located within 10 miles of the Federal land boundary.

- ❖ **Eligible EV activities:** LDV charging, public transportation charging, commercial charging infrastructure planning, workforce development, vehicle acquisition
- ❖ **Eligible applicants:** States, Tribes, localities
- ❖ **FY22 formula grant range (to States):** \$21,000 – \$31,000,000 (ultimate recipient awards vary by State)
- ❖ **Frequency:** Varies by State
- ❖ **Match requirement:** The Federal share of eligible project costs is 80 percent. A sliding scale provision may apply for States with higher percentages of Federal lands.

Congestion Mitigation and Air Quality Improvement Program (FHWA)

The **Congestion Mitigation and Air Quality Improvement (CMAQ)** program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. CMAQ funds are apportioned to each State and administered through State DOTs or MPOs.

- ❖ **Eligible EV activities:** LDV charging, commercial charging, public transportation charging, workforce development, vehicle acquisition, shared micromobility
- ❖ **Eligible applicants:** States, Tribes, localities, transportation providers, nonprofits
- ❖ **FY22 formula grant range (to States):** \$10,000,000 – \$505,000,000
- ❖ **Frequency:** Funding is allocated to State DOTs on an annual basis
- ❖ **Match requirement:** Determined at the State level

Rebuilding American Infrastructure with Sustainability and Equity (OST)

The **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program** provides an opportunity for USDOT to invest in road, rail, transit, and port projects that achieve national objectives. For FY21, RAISE increased program focus on zero-emission vehicle infrastructure, including EV charging.

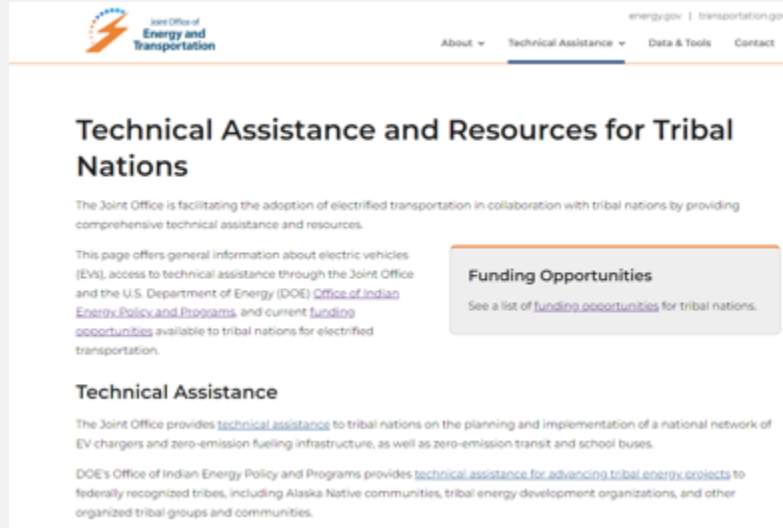
- ❖ **Eligible EV activities:** LDV charging, infrastructure planning, commercial charging, public transportation charging
- ❖ **Eligible applicants:** States, Tribes, localities, transportation providers
- ❖ **FY22 discretionary grant ranges:**
 - **Capital Awards:** \$1,100,000 – \$25,000,000
 - **Planning Activities:** \$260,000 – \$25,000,000
- ❖ **Frequency:** Annual
- ❖ **Match requirement:** The Federal share of net capital project costs is 100 percent for rural projects and projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, and 80 percent for urban projects.

- DOI - Bureau of Indian Affairs, Division of Energy and Minerals Development Grants:
 - Tribal Energy Development Capacity (TEDC) grants for Tribes to establish the legal framework for developing and regulating their energy resources
 - Energy and Mineral Development Program (EMDP) grants for Tribes to evaluate the energy and mineral resource potential of their lands



TECHNICAL ASSISTANCE AND RESOURCES

Joint Office Resources and Technical Assistance – Tribal Resources Page



The screenshot shows the 'Joint Office of Energy and Transportation' website. The header includes the logo and navigation links: 'energy.gov | transportation.gov', 'About', 'Technical Assistance', 'Data & Tools', and 'Contact'. The main heading is 'Technical Assistance and Resources for Tribal Nations'. Below this, a paragraph states: 'The Joint Office is facilitating the adoption of electrified transportation in collaboration with tribal nations by providing comprehensive technical assistance and resources.' Another paragraph explains: 'This page offers general information about electric vehicles (EVs), access to technical assistance through the Joint Office and the U.S. Department of Energy (DOE) Office of Indian Energy Policy and Programs, and current funding opportunities available to tribal nations for electrified transportation.' A grey box titled 'Funding Opportunities' contains the text: 'See a list of funding opportunities for tribal nations.' Below this, a section titled 'Technical Assistance' states: 'The Joint Office provides technical assistance to tribal nations on the planning and implementation of a national network of EV chargers and zero-emission fueling infrastructure, as well as zero-emission transit and school buses.' The final paragraph mentions: 'DOE's Office of Indian Energy Policy and Programs provides technical assistance for advancing tribal energy projects to federally recognized tribes, including Alaska Native communities, tribal energy development organizations, and other organized tribal groups and communities.'

<https://driveelectric.gov/tribal-nations/>

Joint Office Resources and Technical Assistance – Technical Assistance

Providing direct technical assistance to tribes in their efforts to deploy EV and alternative fuel infrastructure.

Contact Us

Use this contact form to submit a media inquiry, ask a general question about Joint Office of Energy and Transportation resources and activities, or request technical assistance for states, tribal nations, or clean school buses or transit buses.

Required fields are marked with an asterisk (*).

Inquiry type *

Tribal Nations Technical Assistance

Name *

Email *

Subject *

Message *

Send

<https://driveelectric.gov/contact/?inquiry=tribal>

DOI – Indian Affairs

The Bureau of Indian Affairs (BIA), Division of Energy and Minerals Development provides technical assistance to Tribes that are interested in analyzing the effective deployment of EV charging networks and home electrification system expansions. Technical assistance work may include, but not be limited to:

- Impact of new electrical loads on the existing utility grid,
- Business models and asset ownership options of new infrastructure deployed for EV charging infrastructure,
- Liaison between Tribe, EV Charging Network Company, and Incumbent Utility,
- Code development for EV Charging Networks and related infrastructure,
- Economic Development options and portfolio analysis of potential new energy businesses that may provide service to, or distributed electric generating/storage assets for, EV Charging networks.

Indian Affairs mapping efforts include:

- The BIA, Branch of Geospatial Support has developed an EV Dashboard identifying potential EV Charging Station Locations on Tribal Lands.
- The Office of Indian Economic Development is exploring development of metrics such as the additional number of households with zero emission electrification and megawatts of clean energy deployed.



U.S. General Services Administration



U.S General Services Administration

GSA will be hosting a special panel discussion with tribal communities entitled Learn How to Procure ZEVs (zero-emission vehicle) and Emergency Vehicles as a Tribal Customer.

The session will be provided by GSA's Office of Customer Accounts and Stakeholder Engagement along with the Office of Fleet Management, which provides safe, reliable, low cost vehicle solutions for federal customers and [eligible tribal entities](#).

The event will provide tribal nations with information from experts on [leasing](#) or [purchasing](#) ZEVs and emergency vehicles and finding the right solutions to meet agency needs.

Event Date: March 22, 2023 (2:00-3:00 pm EST)

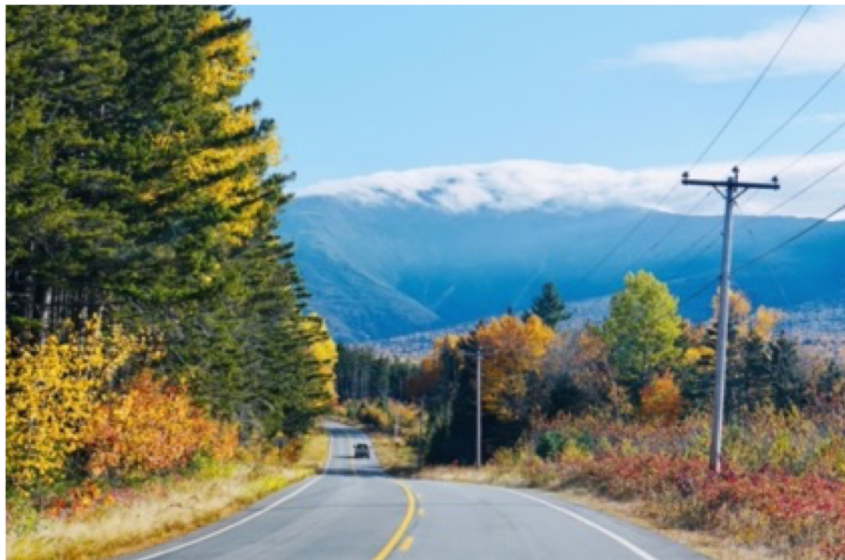
Zoom Registration:

Link: https://gsa.zoomgov.com/webinar/register/WN__P01ITcDTGaG7dBu1pMfpg



PREPARING FOR DEPLOYMENT

Introduction to EVs



USDOT's Rural EV Infrastructure Toolkit

Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure

TABLE OF CONTENTS

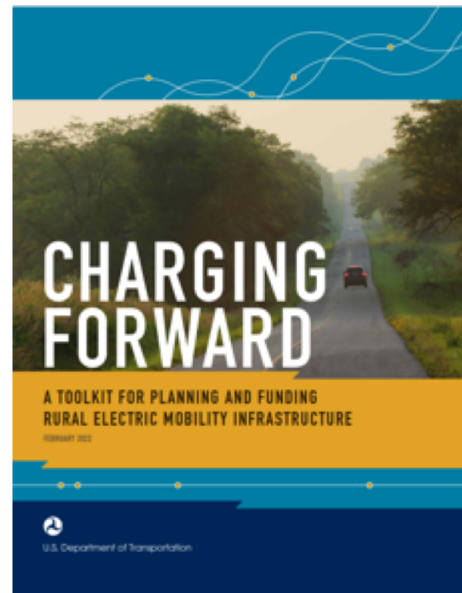
- Electric Vehicle Basics
- Benefits and Challenges of Rural Vehicle Electrification
- Partnership Opportunities
- EV Infrastructure Planning for Rural Areas
- EV Infrastructure Funding and Financing for Rural Areas

INCLUDES...

- Grant and loan opportunities
- Planning tools and resources
- Rural success stories

PLANNED UPDATES (SPRING 2023)

- Stakeholder feedback
- Expanded content on
 - Tribal communities
 - Transit vehicles
 - School buses
 - Micromobility
 - Accessible design
- New funding programs, including the Bipartisan Infrastructure Law (BIL)
 - National Electric Vehicle Infrastructure Formula Program (\$5 billion)
 - Discretionary Grant Program for Charging and Fueling Infrastructure (\$2.5 billion)
 - Clean School Bus Program (\$5 billion)



www.transportation.gov/rural/ev/toolkit

Types of Electric Vehicles (EVs)

BEVs and PHEVs run on electricity from externally rechargeable batteries.

Battery Electric Vehicles (BEVs)

All-electric vehicles that run only on electricity from batteries.

Plug-in Hybrid Electric Vehicles (PHEVs)

Run on electricity from batteries and also on another fuel such as gasoline or diesel.

Other types of electric drive vehicles cannot be "plugged in" to recharge.

May be in reference to personal vehicles and/or fleet vehicles.



Types of EV Chargers

EVs can be charged by EV supply equipment (EVSE) with differing charging powers and speeds.



Level 1 Charger

- Provides **2-5 miles** of range per hour of charging.
- Charging time from empty: 40-50hrs (BEV); 5-6hrs (PHEV)
- Typical use: Home charging and long-term parking.

Level 2 Charger

- Provides **10-20 miles** of range per hour of charging.
- Charging time from empty: 4-10hrs (BEV); 1-2hrs (PHEV)
- Typical use: Home, workplace, and public charging.

Direct-Current Fast Charger (DCFC)

- Provides **180-240 miles** of range per hour of charging.
- Charging time from empty: 20mins - 1hr (BEV)
- Typical use: Public charging

Benefits to Individuals and Communities

EVs offer numerous benefits to individual vehicle owners and Tribal communities.



For Individuals

- Lower ownership costs
- Accessible fueling infrastructure
- Expanding vehicle options
- Increased resilience

For Communities

- Economic development
- Improved public health
- Lower greenhouse gas emissions

Challenges and Evolving Solutions

Tribes face some important barriers in deploying EVs and EV infrastructure.



Challenges

- High upfront costs
- Longer distances between sites
- Potential need for grid upgrades
- Limited exposure

Coming soon – **USDA's Tribal Companion** will highlight Tribal specific information, opportunities and related resources that will help Tribes plan for, and develop, EV and renewable energy infrastructure.

Partnership Opportunities

Diverse partnerships can support rural entities in planning, funding, and implementing EV infrastructure projects.



Statewide, multistate, and Tribal partners

Local and regional planning partners

Electric utilities

Charging networks





Site hosts



EV corridors under FHWA's Alternative Fuel Corridors program

Partnership Opportunities

Various partners can fill the key roles in operating EV supply equipment (EVSE).

| Potential Partners | Key Roles in EVSE Installations | | | |
|---------------------------|--------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| |  Electricity Provider |  EVSE Operator |  EVSE Owner |  Site Host |
| Utility | X | X | X | |
| Charging Network Provider | | X | X | |
| Property Owner | | X | X | X |
| Tenant | | X | X | X |

Equity Considerations in Planning

An equitable planning process helps ensure that a project's benefits and costs are fairly distributed throughout the community.

| Equitable Planning | |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Consider | <ul style="list-style-type: none">• Affordability• Reliability• Safety• Geographic coverage• Accessibility• At-home charging capabilities• Investment opportunities• Employment opportunities |
| Engage | <ul style="list-style-type: none">• Stakeholder interviews• Needs assessments• Public comment sessions• Virtual public involvement• Ongoing communication |
| Analyze | <ul style="list-style-type: none">• Socioeconomic data• Equity-related metrics |



INTERACTIVE MAPS AND TOOLS

- FHWA's HEPGIS Website
- EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN)
- DOE's Low-Income Energy Affordability (LEAD) Tool

Guiding Principles for Planning

Guiding principles help Tribal communities find their own path through the EV infrastructure planning process.



- ❖ **There is no one-size-fits all approach**, especially in rural areas where demand and infrastructure readiness greatly varies.
- ❖ **Different aspects of planning may occur in parallel** to allow planners and stakeholders to revisit and revise earlier steps of the process.
- ❖ **Coordinate early and often** with partners to access the most relevant information and up-to-date technical support through a project's life.
- ❖ **Stakeholders may have different needs and perspectives.** Engage community members in the planning process to understand and address their needs and concerns.
- ❖ **Build for flexibility** by planning now for future charging needs to prevent costly upgrades down the road.



SUCCESS STORIES

Upper Midwest Inter-Tribal Electric Vehicle (EV) Charging Community Network

Project Overview:

- **Lead:** Native Sun Community Power Development
- **Clean Cities Partners:** MN Clean Cities; SD Clean Cities
- **Timeframe:** 3/1/22-5/31/25
- **DOE Funding (Total Project Size):** \$6.7M (\$13.9M)
- Current Website: <https://nativesun.org/projects/>
- Website in development: www.electricnation.info

Project Objective/Approach:

- Demonstrate EVs through a Native-led model program including 23 Native Nations.
- Create fast charging corridors to connect the Tribal reservations with job centers, economic centers, and other critical services.
- Design and execute education, outreach, and engagement efforts to inform target audiences, train students and others to work on vehicles and equipment and share the lessons of this project with other Native Nations and communities.

Year 1 Activity:

- Confirmed Locations for the project's six Level 2 public EV chargers
- All fleet participation is confirmed
- Installed automatic data loggers on vehicles in tribal
- Evaluating site locations for Red Lake and Standing Rock DC Fast Chargers for suitability
- Anticipate purchase orders for all project vehicles placed by May 2023)



www.
ELECTRIC
NATION.info

Clean Cities Energy and Environmental Justice Initiative (CCEEJI)

Provide Clean Cities Coalitions training, resources, and funding to pursue energy and environmental justice (EEJ) activities

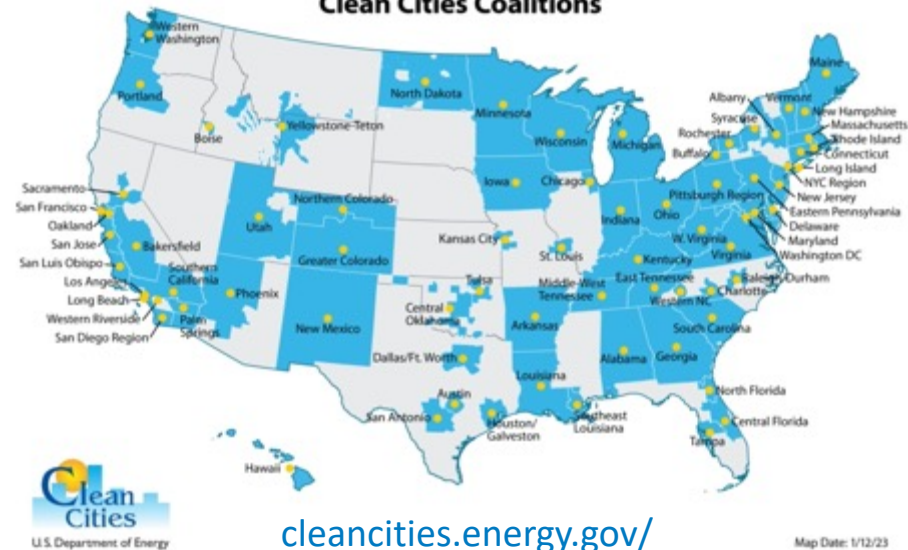


Benefit underserved and overburdened communities, **including tribal communities**, through capacity building, community engagement, technical assistance, and training



Develop best practices for future Clean Cities EEJ activities.

Clean Cities Coalitions



cleancities.energy.gov/

Map Date: 1/12/23

2023 CCEEJI Tribal Engagement Training

DOE is hosting a series of training workshops to educate Clean Cities coalitions on tribal engagement for transportation projects. Training topics include tribal sovereignty from different perspectives, land jurisdiction, utility engagement, and tribal consultation.



Q&A's

Q&A Format

- You may submit written questions using the Q&A function of the Webinar by selecting the “Q&A” icon on the lower level of the screen;
- You may also ask a question verbally by selecting the “Raise Hand” icon to signal your interest in asking a question or making a comment;
- You may submit written questions or comments to whcnaa@bia.gov following the webinar.



Thank You!

Contact:

whcnaa@bia.gov

www.bia.gov/whcnaa