

Roadmap for ZEV Infrastructure Deployment

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Alternative Fuel Vehicles – Technical Assistance Group: Preparing for EV Opportunities Down the Road
May 20, 2022

Today's Topics:

1. Moving forward on the ZEV Mapping and Forecasting Tool
2. Creating the Interagency EV Coordinating Council
3. Planning for the National Electric Vehicle Infrastructure (NEVI) federal investment on highway corridors

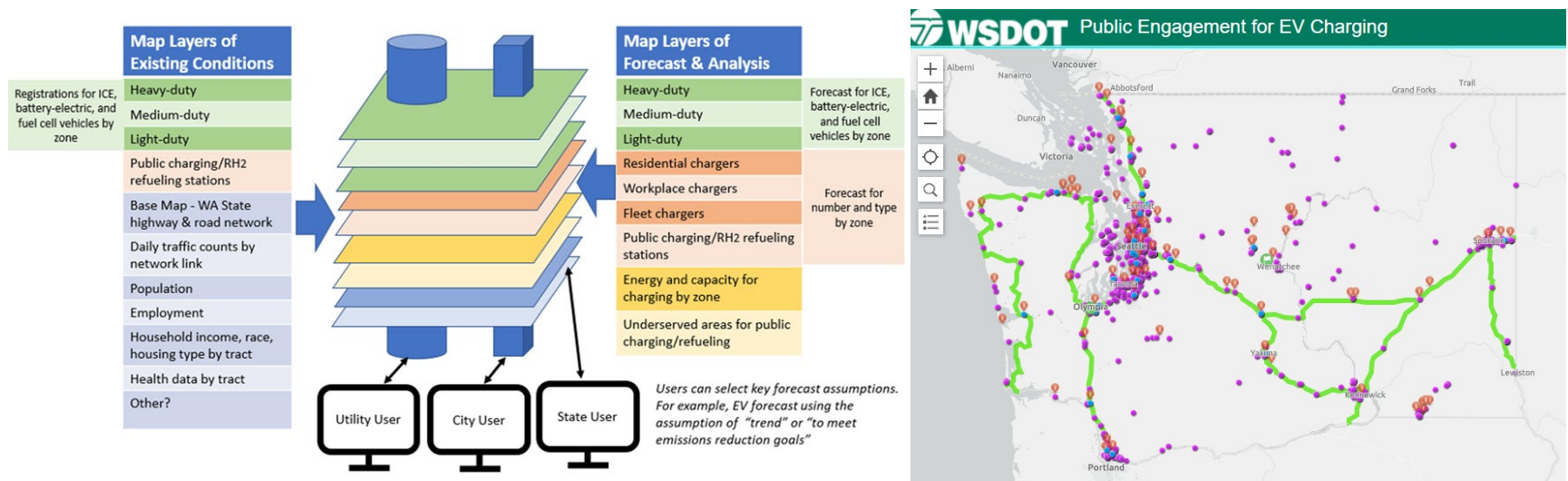
Plus, update on ZEVIP and ZAP!



1. Moving forward on Zero Emission Vehicle Mapping & Forecasting Tool

HB 1287 Zero-Emission Vehicles - Preparedness for a Zero Emissions Transportation Future

WSDOT, in consultation with Ecology, Commerce, and the office of Equity, must develop and maintain a publicly-available mapping and forecasting tool that provides locations and essential information of charging and refueling infrastructure to support forecasted levels of EV adoption, travel, and usage across Washington.



2022 Update: Funded at \$8.5 million through Commerce Operating Budget. WSDOT's IT/GIS team is helping to secure an IT business analyst to develop the detailed vendor specifications and data management plan.

2. Interagency EV Coordinated Council

Move Ahead Washington, [SB 5974](#), Sections 427-429 directs creation of an Interagency EV Coordinating Council (IEVCC), responsible for coordinating the state's transportation electrification efforts to ensure the state is leveraging state and federal resources to the best extent possible and to ensure zero emissions incentives, infrastructure, and opportunities are available and accessible to all Washingtonians.

Participating Agencies:

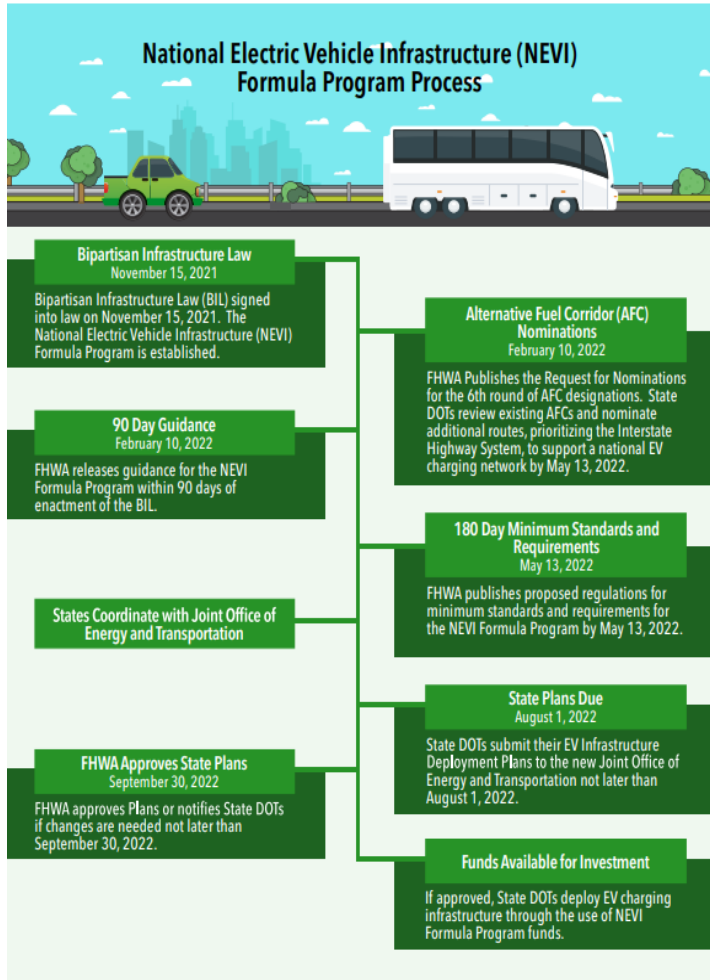
- Commerce (co-lead)
- WSDOT (co-lead)
- OFM
- Ecology
- DES
- SEEP
- Agriculture
- Health
- UTC
- OSPI student transportation
- Other

IEVCC Responsibilities include:

- a) Development of a statewide transportation electrification plan to meet the Clean Cars 2030* target
- b) Identification of all electric vehicle infrastructure grants related including state, federal, and other funds;
- c) Coordination of grant funding criteria across agency grant programs
- d) Development of a robust outreach plan
- e) Creation of an industry EV advisory committee;
- f) Ensuring the statewide transportation electrification strategy, grant distribution, programs, and activities associated with advancing transportation electrification benefit vulnerable and overburdened communities.

* Sec. 415 establishes a target for the state that all publicly and privately owned passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington state be electric vehicles. The IEVCC shall complete a scoping plan by December 31, 2023 for achieving the 2030 target.

3. NEVI Formula Program and State EV Infrastructure Deployment Plan



\$5B FHWA Formula to state DOTs

- WA's portion is \$71M total federal funding over 5 years
- 20% non-federal match of \$17.75 million required.
- 1st year of federal funding is \$10.1 million

Eligible Activities:

- Acquisition or installation of EV charging infrastructure.
- Operating assistance (not to exceed 5 years)
- Installation of traffic control devices & signs
- Development phase activities
- Mapping and analysis activities

Timeline:

- State Deployment Plan due by August 1
- FHWA Approval by September 30

Must first build out National EV Charging Corridors.

Federal Goals and Requirements

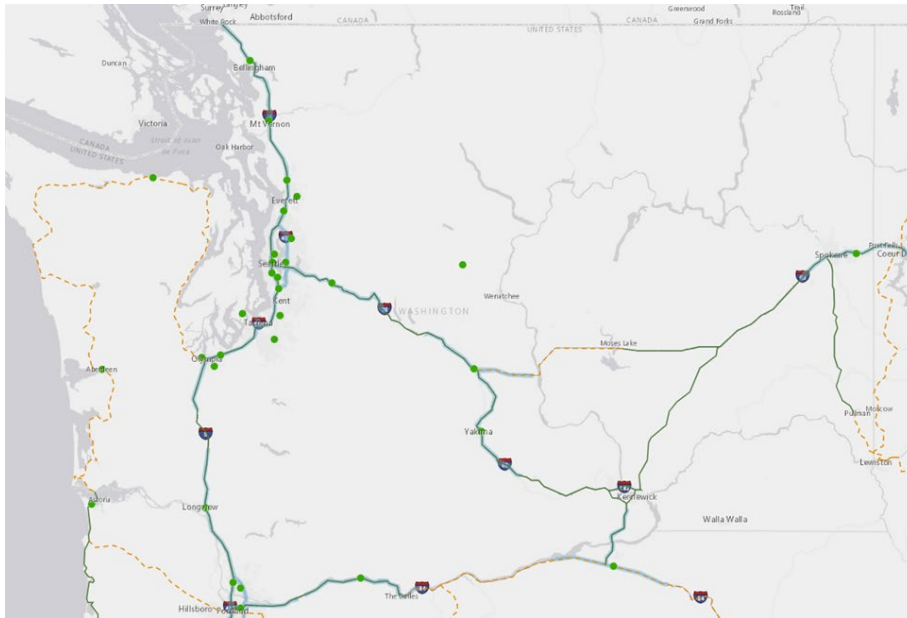
Federal NEVI program to “Deploy zero-emission, convenient, accessible, and equitable transportation infrastructure.”

- Put the U.S. on the path to a network of 500,000 EV chargers.
- Accelerate the adoption of EVs.
- Reduce greenhouse gas emissions.
- Help the U.S. lead global transportation electrification efforts.
- Build out alternative fuel corridors.

Federal requirements for investments

- Minimum of four 150kW combo charging system direct current fast charger per site.
- Site power capability no less than 600 kW.
- 50 mi apart along designated [alternative fuel corridors](#) within 1 mile of the highway.

National EV charging corridors in Washington must be built out first before other highways



Legend

Electric Stations - four EVSE ports with CCS connectors and a power output of at least 150 kW (2/04/2022)



Alternative Fuel Corridors - Round 5 (02/02/2022)

— Ready

- - - Pending

Round 6 - Potential Electric Corridors: Interstate Highways with enough stations to create or extend a corridor



Nationally Designated EV Corridors Rounds 1 – 5:

I-5, I-90, I-82, I-182, US 101, US 195, US 395

Proposed Additional EV Corridors for Round 7 or Future Nominations:

I-205 (Ready), I-405 (Ready), I-705, I-97, US-395, US-12, US-2

Alternative Fuel Corridors [ArcGIS - Electric Corridor Map](#)

State EV Infrastructure Deployment Plan

1. Introduction
2. State Agency Coordination
3. Public Engagement (Strategy)
4. Vision and Goals
5. Contracting Plan
6. Existing and Future Conditions Analysis
7. EV Charging Infrastructure and Deployment Plans
8. Implementation
9. Civil Rights
10. Equity Considerations
11. Cybersecurity
12. Program Evaluation

Providing Input on State Plan

We want to hear from you!

Participate in a Public Listening Session (look for an invitation from WSU Energy)

- June 2 from 2:30 to 4 p.m.
- June 8 from 10 to 11:30 a.m.

Suggest a charging station location online (coming soon):

- [National Electrical Vehicle Infrastructure Plan | WSDOT \(wa.gov\)](#)

Send your comments via email to partnerships@wsdot.wa.gov

Share your feedback with a state agency representative on the Interagency Electric Vehicle Coordinating Council.

Put your comments in the chat box during today's AFV-TAG meeting

Questions for Stakeholders

- How many 150 kW chargers should we install at first at each site? 4 required.
- Should we use a phased approach with 2 chargers now and 2 added later in some locations?
- Should we install any 350 kW chargers? “Oregon Quad Pod” includes 3x150kW and 1x350kW per site, future-proofed to add 350kW chargers.
- Should the sites be built out to handle additional power capacity?
- How should we future proof these sites?
- How should we prioritize the deployment of charging by EV Corridors? Interstates, then US Highways, then State Routes?
- How should we reach “Justice 40” equity initiative of 40% of investments to benefit disadvantaged communities?
- How should we conduct the competitive bidding (RFP) process? By year, by corridor, by the entire 5-year package?
- What non-federal match is available/eligible? (toll credits, in-kind contributions, mapping and forecasting tool, ZEVIP, utility contributions, EVSE provider contributions)
- How should we engage stakeholders?
- How can we build on existing/planned highway corridor charging?

h/t Annabel Drayton

ZEVIP & ZAP

ZEVIP (Zero Emission Vehicle Infrastructure Partnerships) grant funds the installation of new and upgraded electric vehicle charging equipment and hydrogen fueling infrastructure along highway corridors.

- Applications closed Wednesday, May 18
- WSDOT received 24 applications.
- Applicants requested \$39 million in state funding and offered \$27 million in match for a proposed value of projects totaling \$66 million.
- \$10 million in state funds available for 2021-2023 projects
- Next Round: Applications for 2023-2025 grants coming in Spring 2023

ZAP (Zero-emissions Access Program) grant provides funding for zero-emissions carshare pilot programs. ZAP grants fund carshare pilot programs in underserved and low- to moderate-income communities that have limited access to public transportation or are in areas where emissions exceed state or federal standards.

- The ZAP grant application remains open for late submissions.
- Applications received by the original May 10, 2022 deadline will have priority consideration for funding. Late applicants are not guaranteed awards and will be subject to the availability of ZAP grant funding.

<https://wsdot.wa.gov/business-wsdot/grants/zero-emission-vehicle-grants>

Thank you

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