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Comment Received From: Mark Johnson
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Solar storage EV fast charging stations where grid is not lowest cost or available

Please include in our California EV charging implementation plan the option to site solar storage EV fast charging stations where grid interconnection is not available, takes too long or is too expensive as the total lifetime cost of EV fast charging from cleanest energy â€˜freeâ€™ solar is lowest with CleanestCharge.com plus solar panels made by formerly incarcerated people from Crossroads-Solar.com

Thank you, Mark Johnson 239-287-6960 CleanestCharge.com

Here is the IIJA answer:

â€“â€“ Reply above this line â€“â€“
Dear Mark,

This email is from the Technical Assistance team provided by the U.S. Department of Energy (DOE) and U.S. Department of Transportation (DOT) Joint Office in response to your inquiry regarding charging electric vehicles (EVs) where a grid interconnection is not available.

Through the NEVI Formula Program, the Federal Highway Administration will provide funding to states to strategically deploy EV charging infrastructure. As noted in the NEVI Formula Program Guidance document (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf), funds made available under the NEVI Formula Program may be used to contract with a private entity for acquisition, installation, and operation and maintenance of publicly accessible EV charging infrastructure. Additionally, the guidance indicates on page 12 that solar and storage are eligible expenses under the NEVI program: "Renewable energy generation and storage, such as on-site solar panels, would be considered directly related if it leads to lower overall construction and operating costs, and therefore would be eligible." It is at the discretion of the State to decide the most efficient use of Federal funding and how to administer funds. As such, we recommend reaching out to state departments of transportation to discuss opportunities for collaboration.

In terms of workforce development/training in disadvantaged communities (DACs), the Biden administrationâ€™s Justice40 Initiative (https://www.whitehouse.gov/briefing-room/statements-releases/2021/01/27/fact-sheet-president-biden-takes-executive-actions-to-tackle-the-climate-crisis-at-home-and-abroad-create-jobs-and-restore-scientific-integrity-across-federal-government/) requires delivering at least 40% of the benefits from federal climate and clean energy investments to underserved

communities. The NEVI Formula Program has been identified as a covered investment by the White House Office of Management and Budget (OMB). Thus, 40% of the benefits from the NEVI program should flow to DACs.

State DOTs are submitting Plans for use of NEVI funds by August 1, 2022. These Plans should describe which benefits they anticipate measuring and tracking towards the Justice40 goal. Benefits, which are direct or indirect investment and program outcomes that positively impact DACs, should be identified through a public engagement process. Examples of potential benefits from EV charging infrastructure can be found on page 12 of the NEVI Formula Program Q&A document (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/resources/nevi_program_faqs.pdf) and include "Increasing the clean energy job pipeline, job training, and enterprise creation in disadvantaged communities".

Did we answer your question? If not, we encourage you to follow up so that we can provide the right information. Also, please do not hesitate to follow up if you have additional questions.

Thank you.

The Joint Office of Energy and Transportation was created through the Bipartisan Infrastructure Law (BIL) to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation. The Joint Office will align resources and expertise across the two departments toward leveraged outcomes. The office will be a critical component in the implementation of the BIL, providing support and expertise to a multitude of programs that seek to deploy a network of electric vehicle chargers, zero-emission fueling infrastructure, and zero-emission transit and school buses. The scope of the Joint Office will continue to evolve as directed by both departments. The Joint Office Technical Assistance is provided by ICF and the National Renewable Energy Laboratory.

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