



Alliance for Transportation Electrification

Federal Infrastructure Task Force: Policy-Regulatory Committee

Federal Funding Priorities for Infrastructure Bill

Preamble:

- ATE believes that a comprehensive approach by the federal government, coordinating with State and Local Governments, is key to promote widespread transportation electrification (TE).
- Accordingly, we support enhanced (and extended) federal funding and tax incentives such as the 30C and 30D tax credits to spur vehicle purchases.
- We also support alternative vehicle charging infrastructure installation, support for R&D in vehicles, batteries, grid integration, and other non-vehicle equipment and services.
Since the focus of ATE at the State level, with State PUCs and other state and local government agencies, is on developing regulatory and policy practices to spur zero emission vehicle (ZEV) infrastructure, we wish to focus our priority efforts at the federal level on providing transformative levels of funding and incentives to support a variety of TE investments.
- We believe a coordinated Federal-State-Local Government approach is essential for the success of this effort, building upon our federalist governance structure and previous infrastructure deployment efforts in energy and transportation.
- As a cost-sharing assumption, we support the current formula between federal (USDOT) and state agencies with an agreed-upon methodology. For other federal agencies (such as USDOE) and programs, we would support the consideration of other cost-sharing formulas as well.
- ATE supports similar priorities in Canada. Although the political system, terminology, and policies differ from the U.S., ATE supports comparable policy positions at the Provincial and Federal level.

Provide grant funding for electric vehicle charging infrastructure

- We recommend that ZEV infrastructure funding for light-duty vehicles be given the highest priority. At the same time, the rapidly evolving needs for infrastructure for fleet electrification, including medium and heavy-duty vehicles (including the electric transit and school buses cited below) need to be supported as a high priority.
- We support specific analysis and funding levels by end use case, and by type of vehicle. Each use case should be assessed and given consideration, including both light-duty, medium duty, and heavy-duty infrastructure.
- The use cases to be considered include residential, workplace, multi-family properties, interstate and state highway corridors, public Level 2 and DC fast charging infrastructure.
- To be commensurate with the scale of investment needed in the near term, Congress should target a funding level in the billions of dollars to support ZEV infrastructure.
- The priorities chosen in any grant-making process should follow an RFI and a stakeholder process in which participants in the EV infrastructure system can offer their comments and priorities. While the

market overall is underserved and there is a need for additional infrastructure in all segments and location types, it is important to ensure strategic investment and maximize return on investment given budgetary limitations.

- Consideration should be given to the unique needs of BIPOC (Black Indigenous People of Color) communities, as well as the less-populated rural communities so that ZEV infrastructure is made available universally to all customers.
- We recommend this program leverage and complement private sector investments, existing or pending utility-sponsored programs (approved by the PUCs), state agency grants and incentive programs, and other similar incentive and grant programs at all government levels, including local.

Direct support for EV manufacturing and battery cell research and production

- Grants and loans for EV assembly and manufacturing should be encouraged.
- Enhance the existing Energy Storage Grand Challenge of USDOE with the authority for additional funding for Phase 2 efforts, following the existing competitive grant process, including transportation electrification as a use case.
- Grants to assess the technical feasibility and cost-effectiveness of using second life batteries in the distribution grid. Overall, provide increased funding for DOE's Office of Energy Efficiency and Renewable Energy (EERE), which houses the Vehicle Technology Office (VTO).

EV economic development and workforce training

- Advanced manufacturing, coding, battery and sensor technology research and development, and other high-tech, highly skilled fields are necessary skills for a future electrified transportation industry. A continued focus on STEM education in well-resourced public K-12 schools, community and technical colleges, and research universities is key.
- Workforce development for veterans, formerly incarcerated, and the under/unemployed
 - Emerging jobs like EV charging station maintenance, EV maintenance, construction of EV infrastructure, and other opportunities to learn additional skills.
- Grants for EV industry (and associated supply chain) investment and job creation.

Electric transit and school buses

- Expand the federal funding programs to support the conversion of conventionally fueled buses to battery-electric buses, as well as providing technical assistance and support.
- Encourage State agencies, and utilities, to participate in collaborative activities to leverage the VW settlement funding that is still unallocated, and in the Beneficiary Mitigation Plans of the states, to develop specific plans and proposals for ZEVs.
- Expand significantly the Low-No program of FTA (USDOT) from its current funding levels (\$85 million for FY 2019), to significantly higher levels, based on the existing competitive grant process with public transit agencies. Furthermore, we support a singular focus of this program on battery-electric buses (BEBs), and not on other fuel sources.