Oversight, Infrastructure, and Federalism: Ensuring Transparency, Accountability, and Effectiveness of U.S. Infrastructure Investments

Panel 1: Establishing Mechanisms for Oversight of Infrastructure
About CSE

Successful, financially secure, mission-driven 501(c)(3) nonprofit

- $200M+ in annual revenue
- >200 employees
- Leader in data-driven incentive program design and administration
  - $1B+ in EV and EV charging programs incentive programs under management
  - $1B+ in renewable energy incentive programs (storage & solar) under management
- Financially secure
  - $10M in cash
  - Multi-year contracts with credit-worthy stakeholders
- Efficiency of for-profit enterprise with heart of a non-profit

Neutral and trusted

- Fee-for-service model makes CSE independent and unbiased
  - Operations funded by delivering service for value under contract
  - No members or donors to influence positions or actions
  - No shareholder pressure for profit or dividends
- Leveraged neutrality to become trusted advisor to federal and state leaders

Our vision is a future with sustainable, equitable and resilient transportation, buildings and communities.
EV/EV Infrastructure Programs Covering 80 Million Americans

Drive Electric USA Project Advisory Committee

CVRP - California
OCVRP - Oregon
CALeVIP - Northern California
CALeVIP - Sacramento County
CALeVIP - Central Coast
DOE VCI-MUD San Francisco, San Mateo, and Campbell
Central Sierra ZEV
CALeVIP - Fresno County
CALeVIP - San Joaquin County
Los Angeles Clean Cities
DOE VCI-MUD LA Bureau of Streetlighting
SCE Clean Fuel Reward Program
San Bernardino ZEV
CALeVIP - Southern California
Port of San Diego
San Diego Regional Clean Cities

NY Truck Voucher Program - New York
Drive Clean - New York
Clean Communities of Central New York
MOR-EV MD/HD
Massachusetts Clean Cities
Boston University Campus Fleet
MOR-EV Massachusetts
CHEAPR - Connecticut
Charge Up New Jersey

Wisconsin Clean Cities
Chicago Area Clean Cities

Michigan

Virginia Clean Cities
Virginia Clean Transportation Incentive Program

Illinois

South Shores Clean Cities

Maryland
Maryland Clean Cities
DOE VCI-MUD Takoma Park, MD

Greater Washington Region Clean Cities

Minnesota

Maryland Clean Cities

Massachusetts Clean Cities

Greater Washington Region Clean Cities

DOE VCI-MUD Atlanta

Virginia Clean Cities
Virginia Clean Transportation Incentive Program

Michigan

Bay Area Clean Cities

DOE VCI-MUD Salt Lake City

Delta Clean Cities

DOE VCI-MUD Seattle 2030 District
Western Washington Clean Cities

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Port of San Diego
San Diego Regional Clean Cities
What does the Infrastructure Investment & Jobs Act do?

National Electric Vehicle Formula Program

Provides $5 billion to states to deploy EV charging

- States must submit a charger implementation plan by August 1, 2022. FHWA will approve plans by September 30, 2022.
- Plans should seek to build out designated Alternative Fuel Corridors.
- 20% cost-share is required.
- Formula funding: States receive share of funding equal to the state’s share of federal-aid highway apportionments.
- Outreach and other development phase activities are allowable costs.
- First tranche = $1 billion for 2022

Discretionary Grant Program for Charging and Fueling Infrastructure

Provides $2.5 billion competitive grants for strategic deployment of alternative fuel infrastructure

- States, cities, and local government are eligible.
- 50% of discretionary program funds are reserved for priority rural and low- and moderate-income communities, tribal communities.
- 50% of discretionary funds will deploy infrastructure along Alternative Fuel Corridors.
- 50% of discretionary funds will deploy infrastructure in communities.
- Outreach and other development phase activities are allowable costs.
- Eligible fuel infrastructure types include EV, hydrogen, propane, and natural gas.
National Electric Vehicle Formula (NEVI)

1. Plan Creation: Plans should...
   - Incorporate existing charging and utility information
   - Forecast demand (# of EVs)
   - Calculate charger requirements based on charger capabilities
   - Incorporate community input (see p. 36 of CSE Oversight Guidance)
   - Reflect priority for rural, tribal and disadvantaged communities
   - Leverage technology
     - Multi-criteria decision making and GIS technologies for charger siting (see p. 9 of CSE Oversight Guidance)

2. Implementation: Process should...
   - Confirm conformity with qualified product list (see p. 41 of CSE Oversight Guidance)
   - Confirm site compliance (see p. 39 of CSE Oversight Guidance)
   - Include utility collaboration as required
   - Confirm networking
   - Require trained implementers
   - Condition funds on contract obligating data transfer and O&M (see p. 46-47 of CSE Oversight Guidance for description of data set)
   - Criteria for technical advisory service providers

3. Charger Data: Create Knowledge Center/Warehouse
   - Site data (location, etc)
   - Uptime data
   - Session data (see p. 46-47 of CSE Oversight Guidance for description of data set)
   - Warehoused in readily usable form
   - Charger Use Profiles: Convert data to knowledge to improve future planning

4. Operations & Maintenance
   - 5-year in-service requirement
   - O&M may be provided through private entities
   - Major workforce training opportunity (see p. 20 of CSE Oversight Guidance)
   - Metrics for confirming financial stability of O&M provider
   - Data warehouse used for enforcement