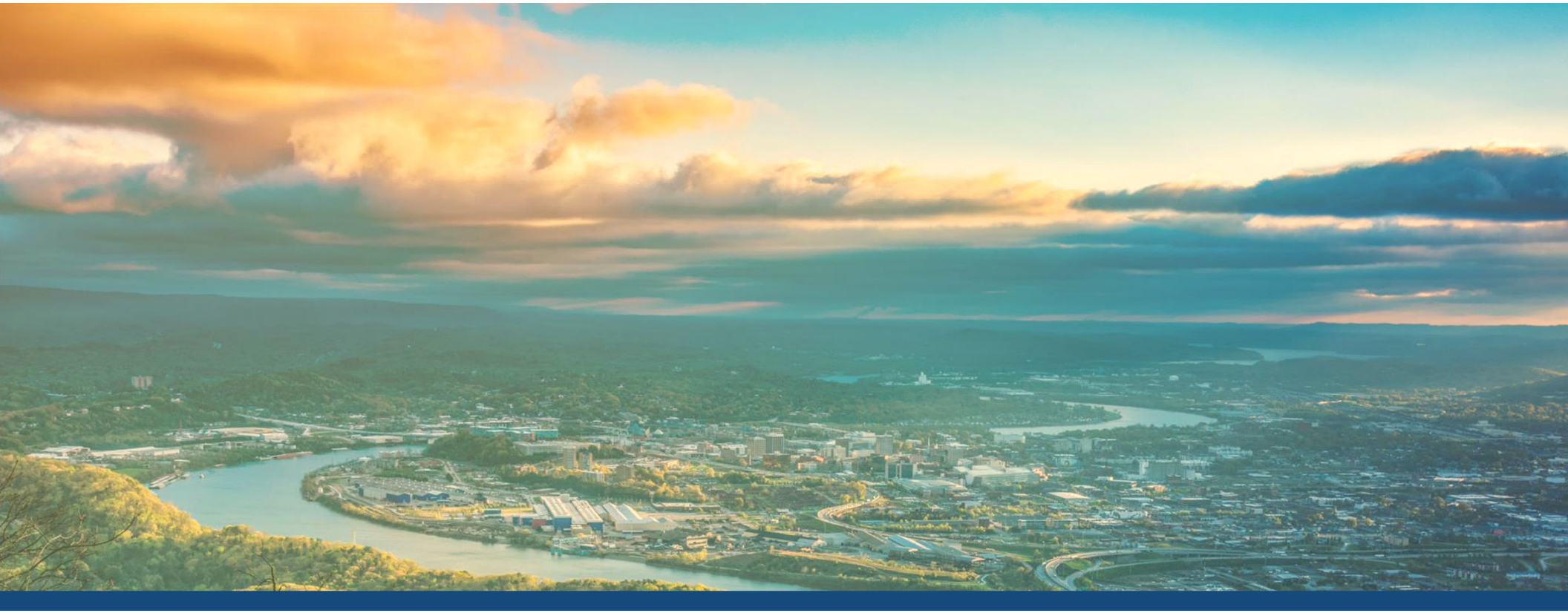


Infrastructure Investment Jobs Act (IIJA) Programs Updates

May 2023

NEVI Program Funding

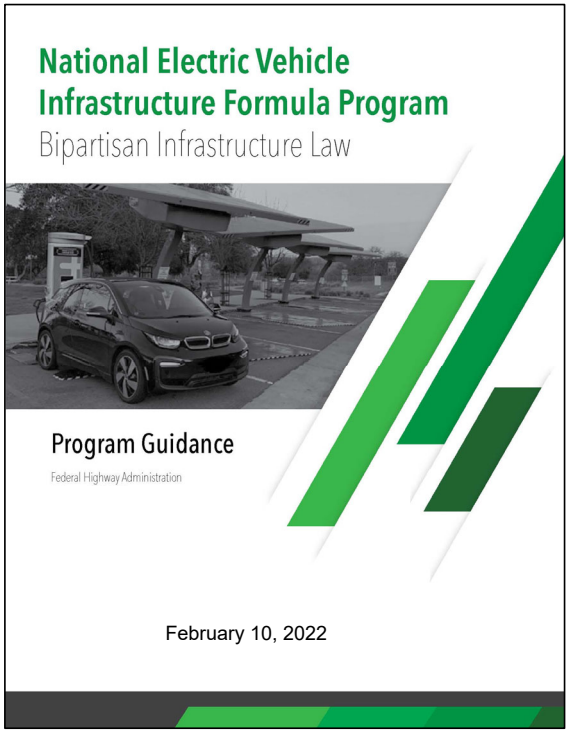
$7.5 billion in dedicated funding to expand electric vehicle (EV) charger accessibility to all Americans.

$2.5 billion competitive, discretionary **grant program** FHWA led **-** NOFO opened March 14, Closes May 30, 2023

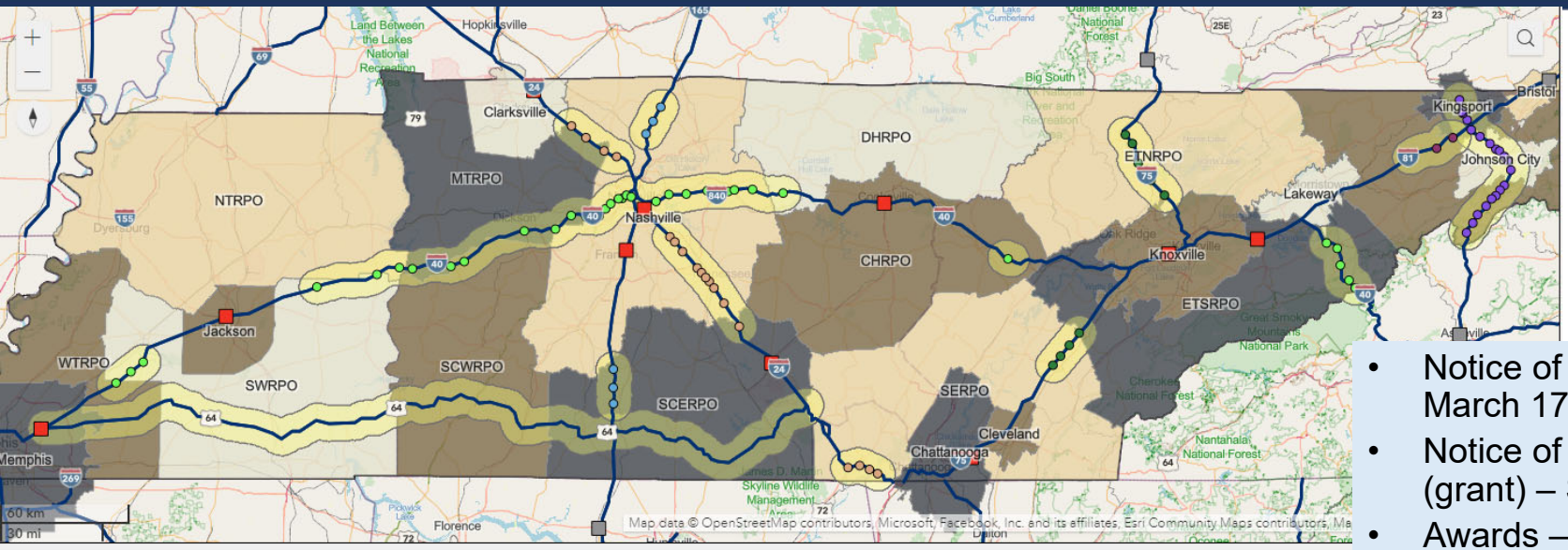
- 1.25 billion – Corridor Charging grants *(TDEC is applying on behalf of the state. Focus – Freight charging along AFC's.*
- 1.25 Billion – Community Charging grants **(open to MPO's)**

$5 billion formula program (NEVI Program)

- **$88 million** over 5 years to **Tennessee** (TEVI Deployment Plan)



TDOT Formula Funding



NEVI Candidate Sites

- I-24
- I-26
- I-40
- I-65
- I-75
- I-81

Existing NEVI-Compliant Chargers

- within TN
- outside TN

Gaps and Corridors

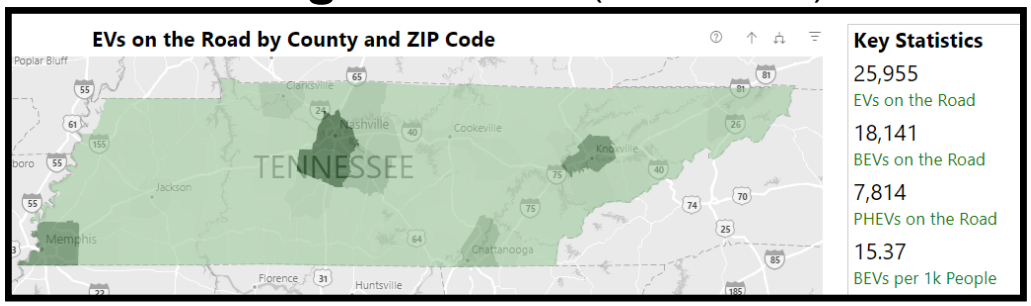
- Gap
- 1-mile travel distance (straight-line distance for US-64)
- Electric Vehicle Alt Fuel Corridor

- Notice of Intent - Released March 17
- Notice of Funding Opportunity (grant) – Spring 2023
- Awards – late summer (August/September)
- Contracts – Fall 2023
- Notice to Proceed – winter/spring 2024

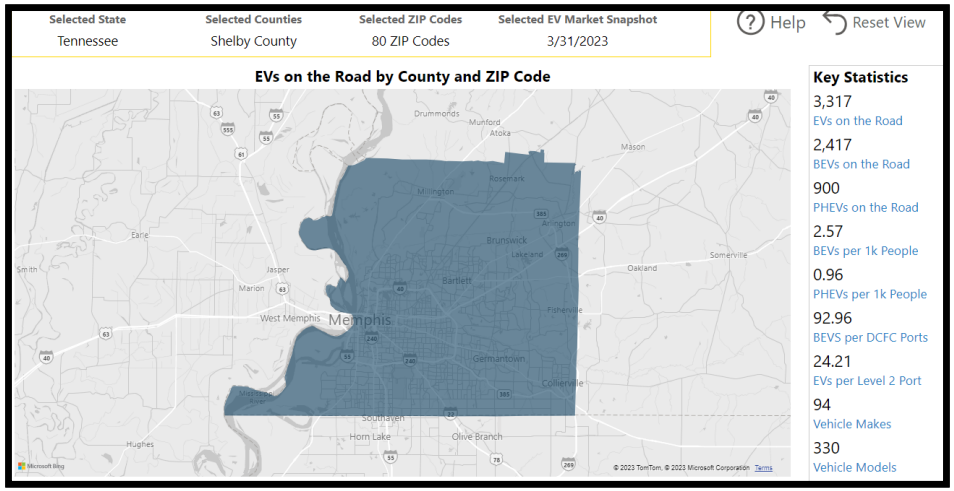
There are 10 existing NEVI compliant charging stations in TN (red squares)

Current State

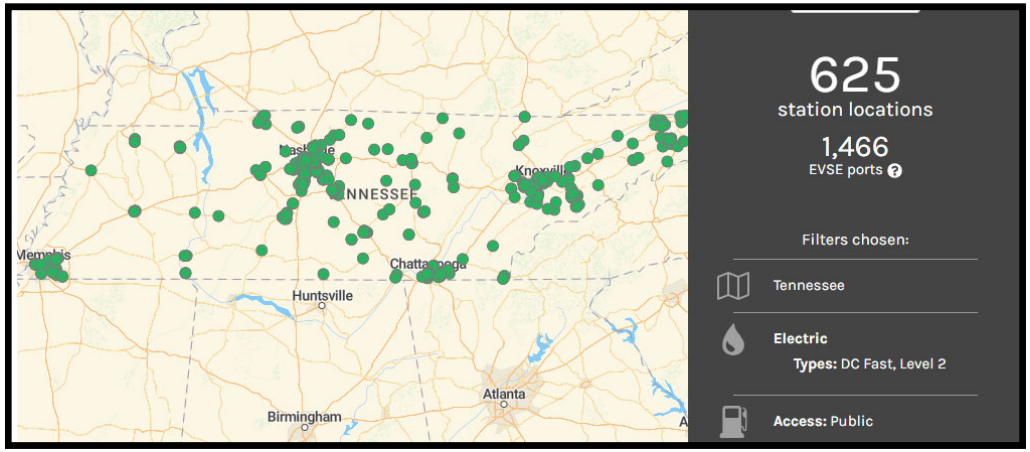
EV Registrations (March 2023)



State EV Registration Data – Atlas EV Hub



Existing Infrastructure



Alternative Fuels Data Center
www.afdc.energy.gov

BEV = Battery Electric
PHEV = Plug-in Hybrid Electric

Carbon Reduction Program

$6.4 billion Nationally, (FY2022 – FY2026)

$6.4 billion formula program (allocated to state DOT's)

TN portion is $139,172,276

- Funding for projects to reduce Transportation Emissions Reductions.
- States must develop a Carbon Reduction Strategy
  - Submit for approval by November 15, 2023
  - Identify alternatives to single occupant vehicle trips.
  - Identify vehicles or modes of travel that result in lower transportation emissions.
  - Identify construction practices that result in lower emissions.

TN

Carbon Reduction Program (CRP)

What's unique about CRP?

- 65% of funds apportioned to a state are obligated by population.
  - Meaning all MPO's have been given a pre-determined suballocation.
  - The 4 TMA's have project selection authority within their boundaries.
- 35% of funds may be obligated anywhere in the state at the DOT's discretion.
- MPO's can program their allocations prior to the states' strategy plan.

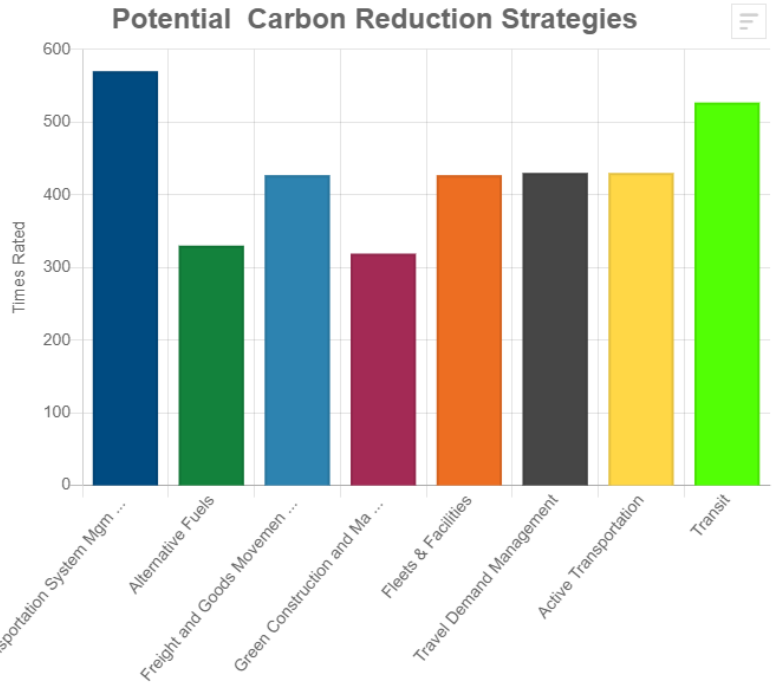
2022-2206 Total CRP Apportionment	Suballocations Apprortionment Total				Aportionment available in any area
estimated	>200K	50K to 200K	5K to <50K	<5K	
$139,172,279	$38,808,662	$10,380,333	$9,392,080	$31,880,908	$48,710,296
Chattanooga	$4,315,591				
Knoxville	$7,964,055				
Memphis	$12,707,819				
Nashville_Davidson	$13,821,197				

TDOT developed a survey to help determine what types of project were important to each population category. The survey closed on May 5, 2023. The results from the survey will inform the decision for developing carbon reduction projects.

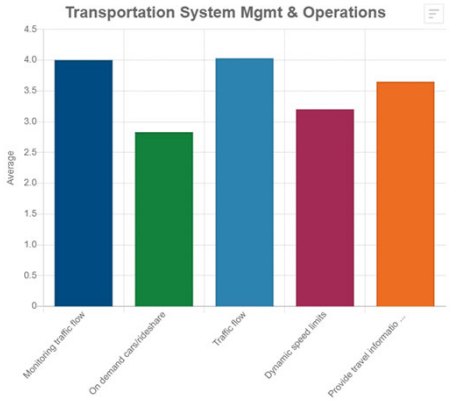
Carbon Reduction Program

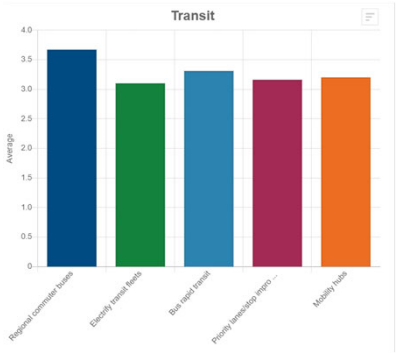
Statewide, TSMO and Transit were ranked highest

Strategies Ranking



- TSMO
  1. Traffic Flow
  2. Monitoring traffic flow
  3. Travel information
  4. On demand cars / rideshare
  5. Dynamic speed limits
- Transit
  1. Regional commuter buses
  2. Bus rapid transit
  3. Electrify Transit Fleets
  4. Priority Lanes and Mobility Hubs

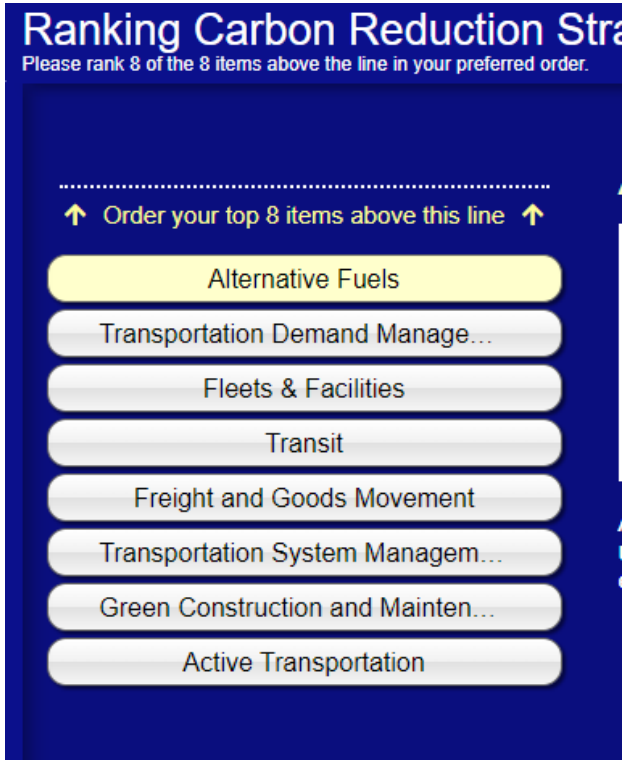




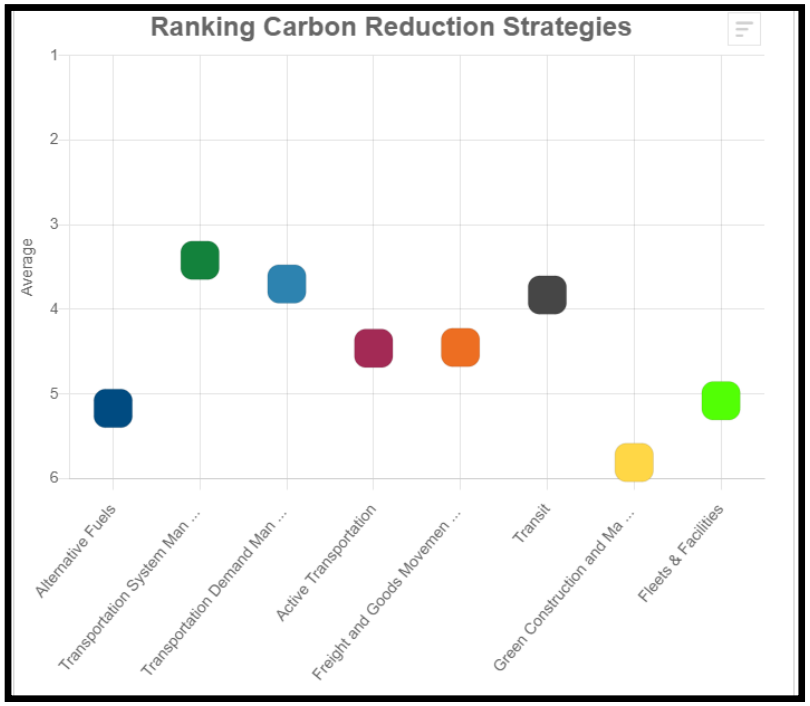
*of note – Street Lighting ranked very high even though Green Construction was not high as a category.

Carbon Reduction Program

Ranking strategies

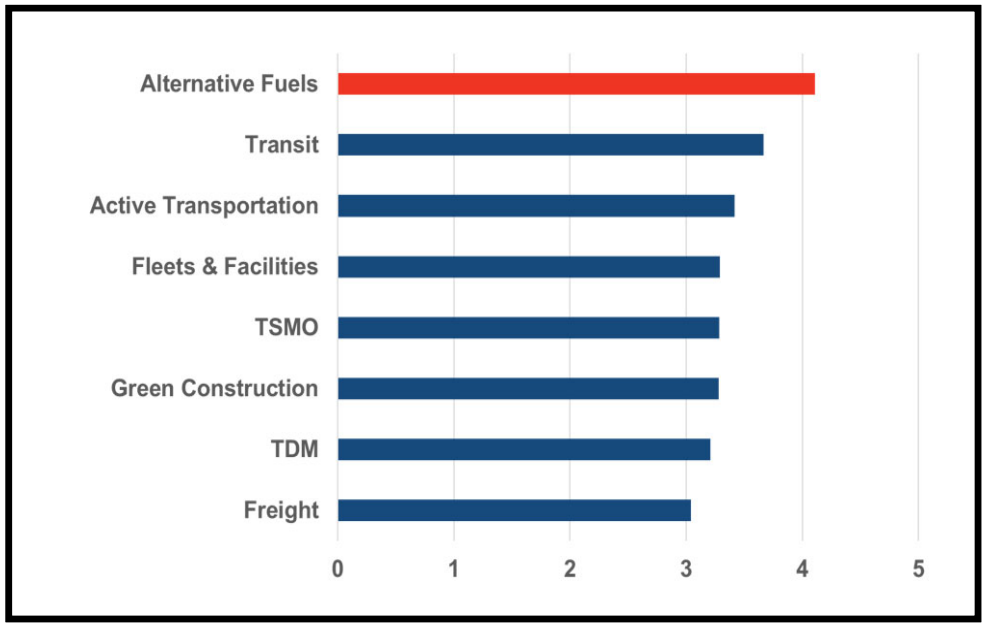


Survey Results (statewide)

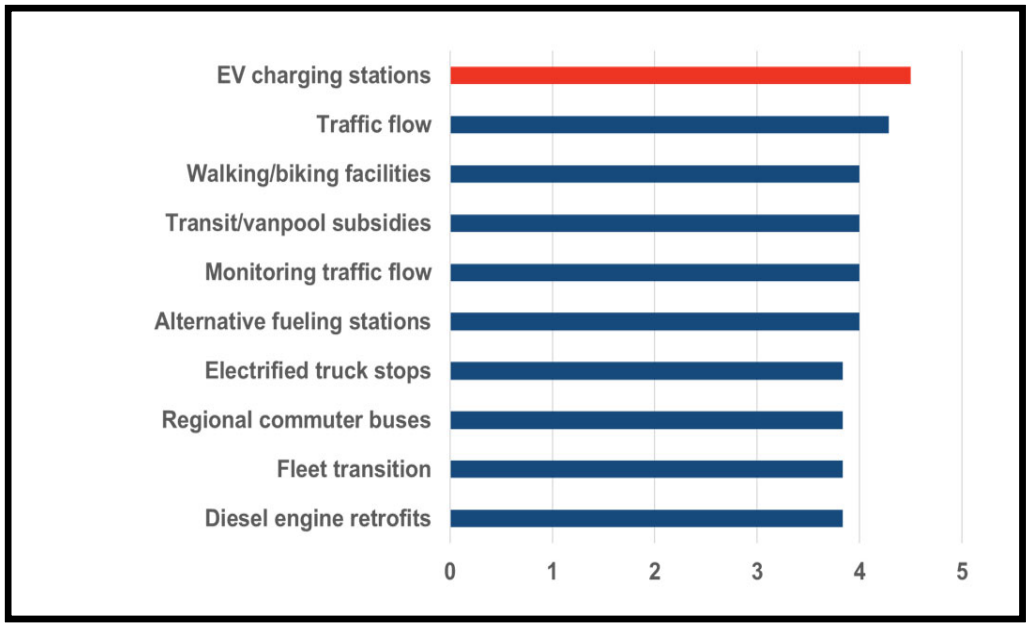


Priorities in Memphis

Strategies - Ranked



Project Types - Ranked



PROTECT Program

Promoting **R**esilient **O**perations for **T**ransformative, **E**fficient, and **C**ost-saving **T**ransportation

$8.7 billion Nationally, (FY2022 – FY2026) is comprised of:

$7.3 billion formula program (allocated to state DOT's)

$1.4 billion competitive, discretionary **grant** program

Tennessee's allocation is $158 million

over the 5 years

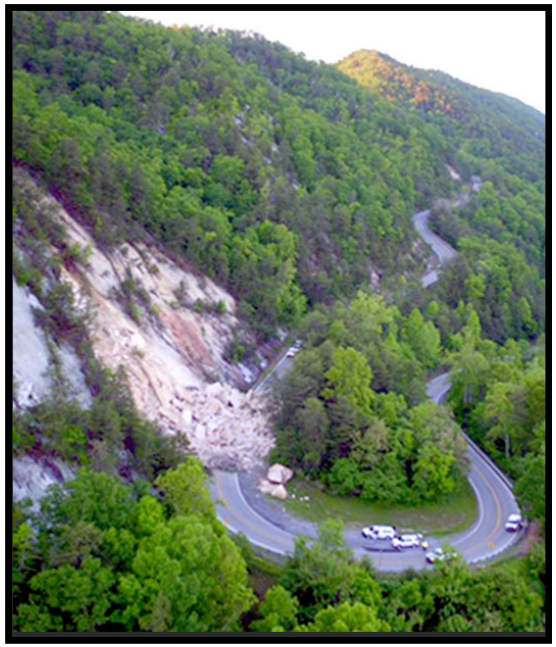
***Electric charging infrastructure along evacuation routes is an eligible expense.**

TN

Resiliency Planning

Resilience plans/studies – Consultants will review transportation assets, assess their vulnerability and provide resilience-building solutions.

- resilience planning,
- predesign, or design;
- technical capacity-building;
- evacuation planning and preparation.



Competitive Grants Proposed Timeline

- October 2023 - Announce grant opportunity
  - Application
  - Webinar
- December 2023 – Grant closes
- January 2024 – Review applications
  - Put forth recommendations to commissioner
- March 2024 – Announce awards
- March – April 2024 – contracts with consultants
- May 2024 – Kick- off plans/studies

Set-aside for Resilience-Related Planning

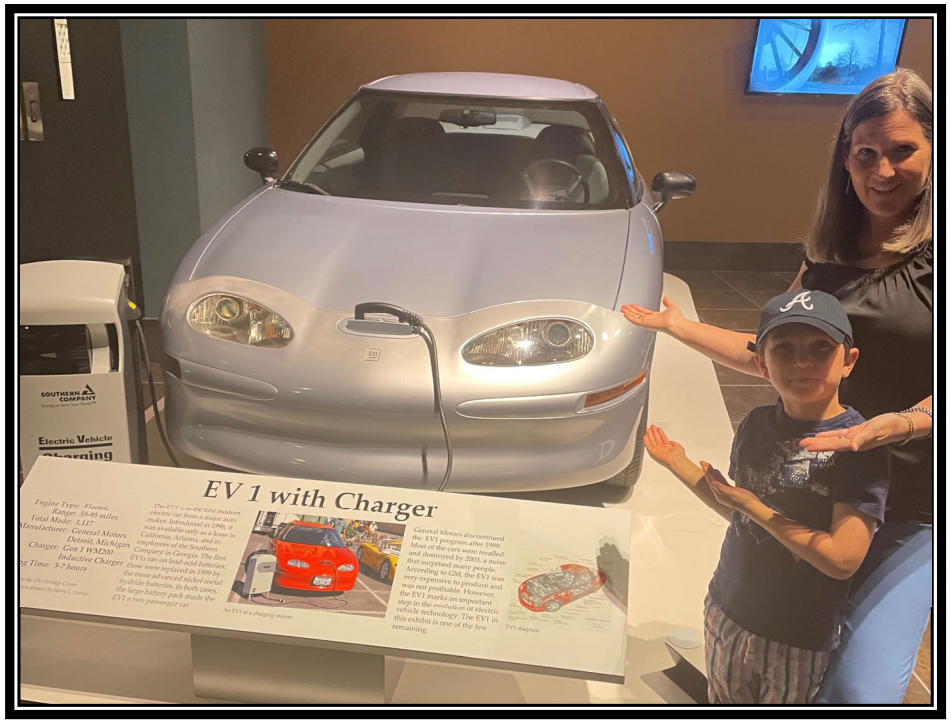
•Requires each State to use at least 2% of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning.

CMAQ Program

STIP Year 2023	STIP Year 2024	STIP Year 2025	STIP Year 2026		AQ FY2023	AQ Projected 2024	AQ Projected 2025	AQ Projected 2026	moved from original year
$141,067,536	$21,065,778	$12,940,580	$5,707,615		$24,216,556	$34,893,770	$34,873,931	$30,399,749	Programmed
					620,931	205,816	1,643,677	6,848,211	difference
					24,837,487	35,099,586	36,517,608	37,247,960	TTL Available

- STIP was rejected because of 5 items; one was, CMAQ was not fiscally constrained.
- To avoid delays, we only made changes that would be modifications and not trigger an amendment process. The STIP will be resubmitted to FHWA on May 19, for approval.
- CMAQ moving forward – the programs funds are all programed with existing projects, so the earliest award year would be 2027. Until then, we plan to look at and develop a strategy moving forward.

Conclusion



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This new funding is a monumental event, coming at a time when available workforce is also at a monumental low.

We will all need to work together to implement these transformative programs.

Feel free to reach out to me, I always welcome your feedback.