



Notice of Intent No. DE-FOA-0002880

Notice of Intent to Issue Funding Opportunity Announcement No. DE-FOA-0002881

DISCLAIMER: This Notice of Intent (NOI) is for informational purposes only. Comments regarding this NOI are not being sought and will not be accepted for consideration at this time. Any information contained in this NOI is subject to change.

The Joint Office of Energy and Transportation (Joint Office), through the U.S. Department of Energy Office of Energy Efficiency and Renewable Energy (EERE), intends to issue a Funding Opportunity Announcement (FOA) entitled “Joint Office of Energy and Transportation Ride and Drive Electric, Fiscal Year 2023 Funding Opportunity Announcement.”

The Joint Office was created through the Infrastructure Investment and Jobs Act (Public Law 117-58), also known as the Bipartisan Infrastructure Law (BIL) under Title VIII, Division J, Federal Highway Administration - Highway Infrastructure Program¹ to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation. The Joint Office’s vision is a future where everyone can ride and drive electric, and the Office is a critical component in the implementation of the BIL. Specifically, the Joint Office provides 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 Joint Office provides technical assistance related to zero emission vehicles, conducts data sharing, studies, training, and certification program development, invests in pilots and demonstrations, and pursues other actions to reduce transportation-related emissions and to mitigate the effects of climate change. This FOA will seek to advance the mission and vision of the Joint Office by addressing discrete challenges to a convenient, affordable, reliable, secure, and equitable electric vehicle (EV) charging network by enhancing institutional capacity, encouraging holistic approaches, fostering inclusive and equitable outcomes, and ensuring a world-class customer experience. Specifically, it is anticipated that the FOA may include the following Areas of Interests:

Area of Interest 1 – Enhancing EV Charging Resiliency

As transportation electrification grows in prevalence and importance, there is an increasing need to ensure that communities and energy systems are appropriately prepared for disruptive events. Specifically, there is a need for state and local entities, as well as electric utilities, to develop resilience strategies and plans for EV charging networks to ensure reliable, equitable access as well as continuity of EV charging services. These plans will need to account for

¹ Infrastructure Investment and Jobs Act, Public Law 117-58 (November 15, 2021). [H.R.3684 - 117th Congress \(2021-2022\): Infrastructure Investment and Jobs Act | Congress.gov | Library of Congress](#). This FOA uses the more common name “Bipartisan Infrastructure Law”.

intermittent or sustained power outages, disruptive and increasingly severe weather (snowstorms, fire, hurricanes, etc.), and other failure modes that can lead to service disruptions. In addition to robust plans and underpinning policies, it is also expected that key technologies (e.g., on-site energy storage, microgrids, portable power/charging services, bi-directional power) will need to be demonstrated and validated to inform broader adoption.

This area of interest will establish and fund a cohort of teams from across the country to develop and share resilience plans for EV charging and to identify and potentially implement key technology pilots and demonstrations that have broad benefits and applicability. Specifically, state and local stakeholders, electric utilities, and [Clean Cities Coalitions](#), will have the chance to develop EV charging resiliency strategies and operational plans. Ideas developed and demonstrated in these potential projects will help to enhance additional federal investments in resilience and transportation electrification including the National Electric Vehicle Infrastructure (NEVI), Charging and Fueling Infrastructure (CFI) Discretionary Grants, Low-No Emissions Transit, and Clean School Bus Programs.

Area of Interest 2: Equitable Access and Opportunity in Electrification

Area of Interest 2a – Community-Driven Models for Electric Vehicle Charging Deployment

The objective of this area of interest is to understand how to maximize benefits for underserved and disadvantaged communities related to the current and future deployment of EV charging infrastructure. Project teams should include or be led by community-serving organizations that play critical roles in communities. Projects should focus on determining how investments in EV supply equipment (EVSE) can benefit the community, including business models for creating community benefits that may incorporate novel financing and funding mechanisms, and/or also (1) explore methods for siting potential EV supply equipment that benefit the community, (2) demonstrate community-driven approaches to planning for EV charging deployment, (3) determine how to measure, track, and validate benefits with the community to exceed Justice40 goals, (4) identify what transportation and/or mobility services need to be made available or improved for the best overall experience with, and access to electrified transportation (5) identify and address accessibility barriers to charging stations through innovative design, technology implementation, alternative payment options, or other novel solutions. Applications may include direct installation of EV chargers to evaluate how benefits accrued or may use approaches developed under other Federal, State, or private programs. In addition, project teams should summarize best practices that maximize community benefits to ensure future EV infrastructure investments can leverage these learnings.

Area of Interest 2b – Workforce Development

The objective of this area of interest is to develop and implement strategies that will develop and diversify a high-quality workforce within the electrified transportation industry to support producing, installing, operating, and maintaining EV charging infrastructure, including infrastructure supported by the Federal Highway Administration's NEVI and CFI programs. Transportation electrification presents significant potential for economic growth that can also create ladders of opportunity for all Americans by providing both opportunities for new jobs as well as upskilling opportunities for the incumbent workforce.

Applications could, for instance, focus on strategies for ensuring a diverse and qualified workforce by investing in registered apprenticeship and quality pre-apprenticeship/apprenticeship readiness programs with support services for workers facing

barriers to career-track training and employment. Other support could include facilitating access for electricians to professional certifications, such as the [Electric Vehicle Infrastructure Training Program](#) (EVITP), introducing students to transportation electrification and other skilled trades careers through innovative education programs, and providing training on key skills needed to maintain and operate EV charging stations. These approaches should also consider steps that will train and benefit a diverse EVSE workforce and seek to develop partnerships with labor unions. Furthermore, this approach should also include taking proactive steps to encourage broader participation among Women, Black, Latino, Asian American Pacific, Indigenous, and other underrepresented groups in the development of those workforces, as specified in Executive Order 11246, as amended, Equal Employment Opportunity and Section 219 of Executive Order 14008, Tackling the Climate Crisis at Home and Abroad and OMB, “[Interim Implementation Guidance for the Justice40 Initiative](#),” M-21-28 (July 20, 2021)(Justice 40).

Consistent with Justice40, a delineation of how disadvantaged communities will benefit from this added high-quality job growth is expected to be part of applications. Strong labor, training, and installation standards will help produce a nationwide network of 500,000 EV charging ports by 2030 that provides a convenient, reliable, affordable, and equitable charging experience for all users. Innovative, scalable ideas that speak to the approach will be paramount.

Area of Interest 3: Improving EV Charging Performance and Reliability

High performance, uptime and reliability are foundational tenets of a national EV charging network that provides a positive experience for the customer. U.S. Manufactured EV chargers must consistently be safe, secure, and reliable at production as well as throughout their operational lifetime. The Joint Office intends to make foundational investments in projects that support American industry in ensuring a high-quality, safe, cybersecure, frictionless and consistent charging experience by a) increasing commercial capacity for testing and certification of high-power electric vehicle chargers manufactured in the U.S. (i.e., chargers with rated power capacity between 150 kW and 1 MW) prior to deployment and b) validating real-world performance and reliability through consistent and statistically relevant field testing.

Area of Interest 3a – Increasing Commercial Capacity for Testing and Certification of High-Power Electric Vehicle Chargers

Activities of interest include supporting accelerated production of high-quality, domestically manufactured EV chargers through open, independent commercial testing facilities to increase the capacity for testing high-power, electric vehicle chargers; developing new, low-cost tools that test equipment conformance to standards and performance expectations; creating and maintaining open-source libraries of conformance test cases and procedures; creating and documenting systems and procedures for testing charging devices to failure across a wide range of real-world conditions; and developing other innovative approaches to validate and certify charging equipment performance. Expansion of this testing capacity in the U.S. will help to ensure that chargers produced and installed in the United States are high-quality, safe, and reliable.

Area of Interest 3b – Validating High-Power EV Charger Real-World Performance and Reliability

Activities of interest include the development of a scalable, real-world DC fast charging (DCFC) performance and reliability assessment methodology, the development of a national baseline for DCFC performance and reliability, and completion of statistically relevant field assessments of

DCFC performance and reliability. Awardees will also work with relevant stakeholders to diagnose and resolve performance and reliability problems. Finally, awardees will develop and execute a “train the trainer” workforce development activity to train state and local authorities to assure the long-term reliability of the national charging network and strengthen local workforces.

DISCLAIMER: This NOI is issued so that interested parties are aware of the Joint Office's intention to issue a FOA in the near term. Any information contained in this NOI is subject to change. Applications are not being accepted at this time. The Joint Office may issue a FOA as described in this NOI, may issue a FOA that is significantly different than the FOA described in the NOI, or may not issue a FOA at all. The Joint Office will not respond to questions concerning this NOI. If a FOA is released, the Joint Office will provide an avenue for potential Applicants to submit questions.

The Joint Office plans to issue the FOA on or about March 2023 via the EERE eXCHANGE website <https://eere-eXCHANGE.energy.gov/>. If Applicants wish to receive official notifications and information from EERE regarding this FOA, they should register in EERE eXCHANGE. When the FOA is released, applications will be accepted only through EERE eXCHANGE.

In anticipation of the FOA being released, Applicants are advised to complete the following steps, which are **required** for application submission:

- Register and create an account in EERE eXCHANGE at <https://eere-eXCHANGE.energy.gov>. This account will allow the user to apply to any open EERE FOAs that are currently in EERE eXCHANGE.

As of July 29, 2022*, eXCHANGE was updated to integrate with Login.gov. As of September 29, 2022*, potential applicants are required to have a Login.gov account to access EERE eXCHANGE. As part of the eXCHANGE registration process, new users will be directed to create an account in [Login.gov](#). Please note that the email address associated with Login.gov must match the email address associated with the eXCHANGE account. For more information, refer to the Exchange Multi-Factor Authentication (MFA) Quick Guide in the [Manuals section](#) of eXCHANGE.

It is recommended that each organization or business unit, whether acting as a team or a single entity, use only one account as the contact point for each submission. Questions related to the registration process and use of the EERE Exchange website should be submitted to: EERE-eXCHANGESupport@hq.doe.gov

- Register with the System for Award Management (SAM) at <https://www.sam.gov>. Designating an Electronic Business Point of Contact (EBiz POC) and obtaining a special password called an MPIN are important steps in SAM registration. Please update your SAM registration annually. Upon registration, SAM will automatically assign a Unique Entity ID (UEI).
- Register in FedConnect at <https://www.fedconnect.net/>. To create an organization account, your organization's SAM MPIN is required. For more information about the SAM MPIN or other registration requirements, review the FedConnect Ready, Set, Go! Guide at https://www.fedconnect.net/FedConnect/Marketing/Documents/FedConnect_Ready_Set_Go.pdf
- Register in Grants.gov to receive automatic updates when Amendments to a FOA are posted. However, please note that applications will not be accepted through Grants.gov. <http://www.grants.gov/>. All applications must be submitted through EERE eXCHANGE.