

DOCKETED

Docket Number:	22-EVI-05
Project Title:	National Electric Vehicle Infrastructure (NEVI) Funding Program
TN #:	245802
Document Title:	Presentation - National Electric Vehicle Infrastructure Pre-Solicitation Joint Workshop Session 1 of 2
Description:	N/A
Filer:	Spencer Kelley
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	9/2/2022 11:51:23 AM
Docketed Date:	9/2/2022



National Electric Vehicle Infrastructure Pre-Solicitation Joint Workshop

Session 1 of 2

California Energy Commission and Caltrans
September 7, 2022 | 9:00 a.m.



Workshop Agenda



- Welcome and Introductions
 - Commitment to Diversity
 - Empower Innovation
- NEVI Overview
- Draft Solicitation Overview
 - Process
 - Purpose
 - Corridor Groups
 - Proposed Eligibility and Requirements
- Application Evaluation
- Questions & Answers
- Next Steps
- Adjourn



Housekeeping

- Workshop is recorded on Zoom
- Virtual Participation via Zoom or telephone during the Q&A period
- Presentation is available online:
 - [NEVI Pre-Solicitation Workshop: Session 1 Event Page](https://www.energy.ca.gov/event/workshop/2022-09/session-1-national-electric-vehicle-infrastructure-funding-program-pre)
<https://www.energy.ca.gov/event/workshop/2022-09/session-1-national-electric-vehicle-infrastructure-funding-program-pre>
- CEC NEVI web page:
<https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-program-nevi>



Commitment to Diversity



The CEC adopted a resolution strengthening its commitment to diversity in our funding programs. The CEC continues to encourage disadvantaged and underrepresented businesses and communities to engage in and benefit from our many programs.

To meet this comment, CEC staff conducts outreach efforts and activities to:

- Engage with disadvantaged and underrepresented groups throughout the state;
- Notify potential new applicants about the CEC's funding opportunities;
- Assist applicants in understanding how to apply for funding from the CEC's programs;
- Survey participants to measure progress in diversity outreach efforts



Diversity Survey



Scan the code on a phone or tablet with a QR reader to access the survey.

One Minute Survey

The information supplied will be used for public reporting purposes to display anonymous overall attendance demographics

Zoom Participants, please use the link in the chat to access the survey or scan the QR code on the left of the screen with a phone or tablet to access the survey

Survey will be closed at the end of the day

Survey Link:

https://forms.office.com/Pages/ResponsePage.aspx?id=RBI6rPQT9k6NG7qicUgZTqEU3EeANX9DvlX_on7oPclUMVowWEZWTFZUMzJBVUs5QkxOSUc5UzRYRi4u



Find Partners on EmpowerInnovation.net



Empower Innovation aims to accelerate your clean tech journey with easy access to funding opportunities from the Energy Commission and others, resources and events, and connections to people and organizations

www.empowerinnovation.net

FIND A PARTNER

Announce your interest in funding opportunities and message potential project partners directly.

RESOURCES & TOOLS

Browse the collection of resources including Resource Libraries, Funding Sources, Tools, and Databases.



National Electric Vehicle Infrastructure (NEVI) Program



- Established through Infrastructure Investment and Jobs Act (IIJA)
- Establish a nationwide, interconnected network of publicly available electric vehicle chargers along Alternative Fuel Corridors
- California's distribution of the formula funding is estimated at \$384 million over 5 years
- Local governments and community benefit organizations will have the opportunity to apply for \$2.5 billion in discretionary funding.



NEVI Is Part of State Strategy

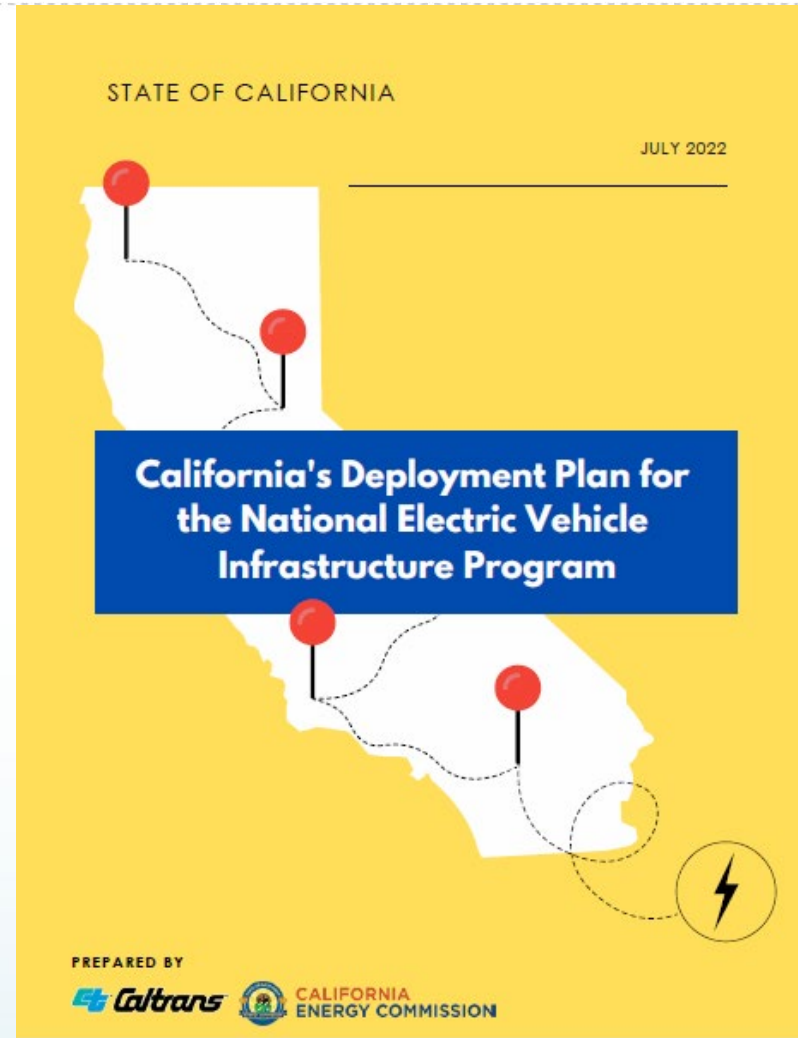
Overall Funding for ZEV Infrastructure Deployment

Fiscal Year	Light-Duty	Medium- and Heavy- Duty
2021-22 ¹	\$317 million	\$391 million
Proposed 2022-23 through 2025-26 ²	\$1,666 million	\$1,714 million

1. Clean Transportation Program (CTP) and ZEV Package 1.0
2. CTP and ZEV Package 2.0, including NEVI



NEVI Deployment Plan Development



<https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/nevi/2022-ca-nevi-deployment-plan-a11y.pdf>



Designated Corridors



Building charging infrastructure along California's highways – to get people where they want to go.

- Public stations
- 4 DC Fast Chargers (CCS Connectors)
- Max 50 miles between stations
- Max 1 mile from highway
- Site power ≥ 600 kW supporting ≥ 150 kW per port and across 4 ports simultaneously

[https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+\(EV-Round+1,2,3,4,5+and+6\)#](https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information|Electric+Vehicle+(EV-Round+1,2,3,4,5+and+6)#)





NEVI Deployment Plan Concept



- Divide designated corridors into segments with one or more charging stations per segment
- Identify groups of corridors segments by geography
- Rank groups to fund highest priorities first
- Issue competitive solicitation(s) for agreements to install chargers on identified groups
- Private entities will acquire, install, own, develop, operate, and maintain chargers



NEVI Implementation Timeline



Milestone	Time
Draft plan released	June 8, 2022
State submits final plan	August 1, 2022
Federal approval of eligible plans	By September 30, 2022
State develops grant funding opportunity	Q2 2022 to Q4 2022
Anticipated first round of solicitation release	Q1 2023
Subsequent rounds of solicitation releases	Q3 2023; Q1 2024; Q3 2024



NEVI Resources

Federal Joint Office of Energy and Transportation Links:

- Technical Assistance Webpage (<https://driveelectric.gov/technical-assistance/>)
 - Guidance; FAQs; Notice of Proposed Rulemaking; Mailing List
- Justice40 Initiative (<https://driveelectric.gov/resources/>)
- Data and Tools (<https://driveelectric.gov/resources/>)

California Links:

- CEC NEVI Webpage
(<https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-program-nevi>)
- Caltrans Sustainability - Zero-Emission Vehicles
(<https://dot.ca.gov/programs/sustainability/zero-emission-vehicles>)
- Map of Disadvantaged and Low-income Communities
(<https://webmaps.arb.ca.gov/PriorityPopulations/>)



Draft Solicitation Overview



Purpose of Solicitation



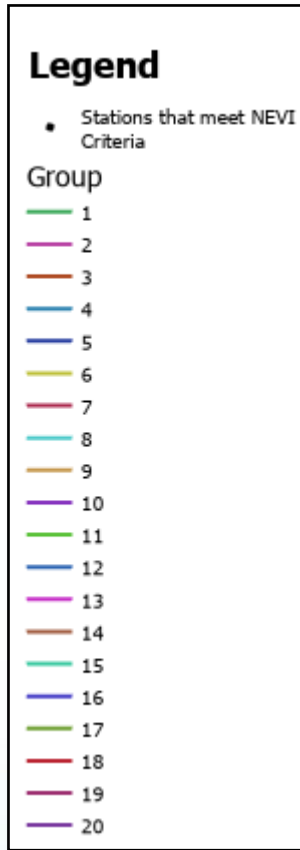
- Install high-powered direct current fast chargers along California's Alternative Fuel Corridors
- Install at least the required number of charging stations and chargers to complete the corridor sections within a group
- Competitive grant solicitation
- Leverage private funds



Proposed Corridor Groups



Proposed Corridor Groups - Map

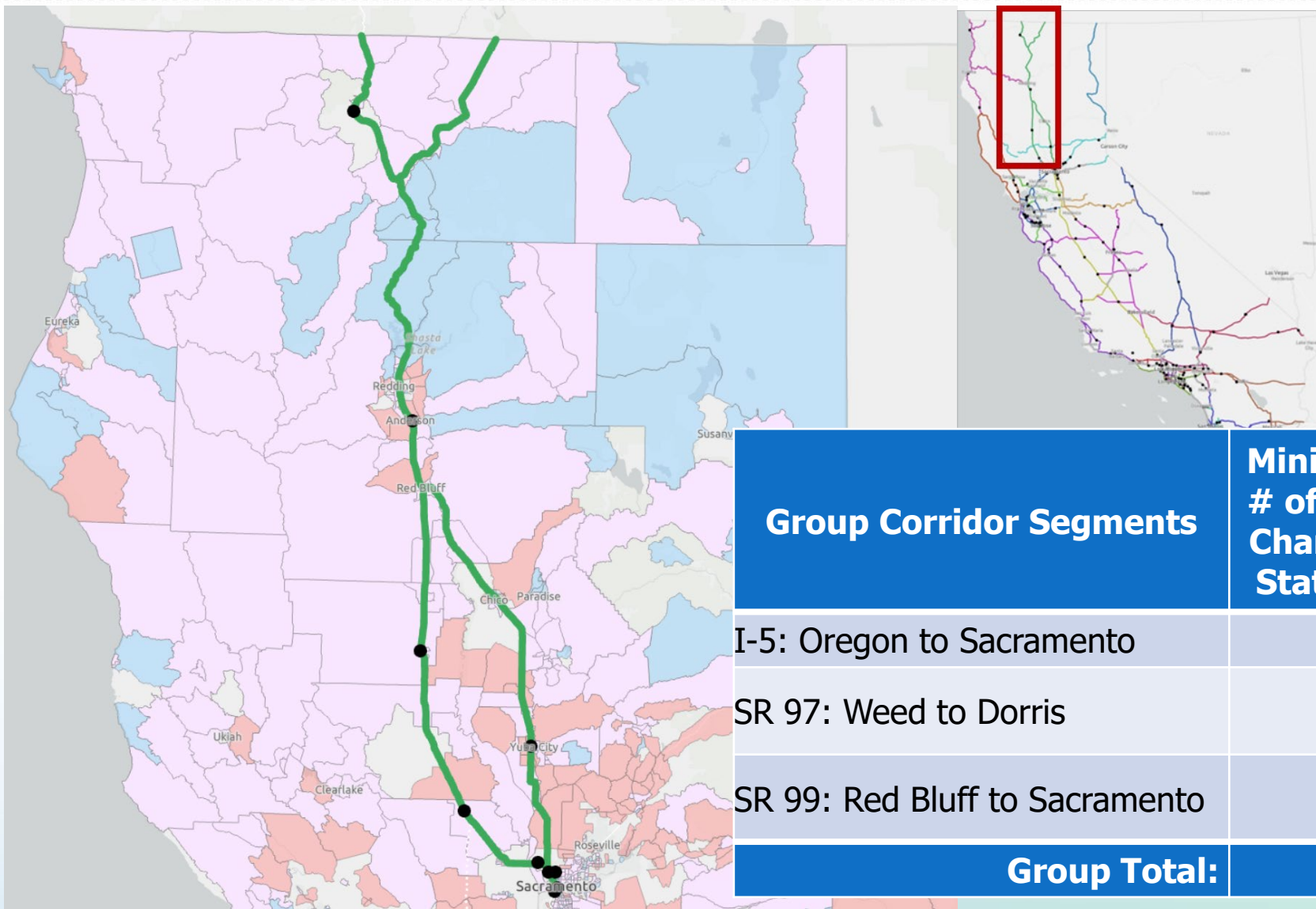


[FHWA Interactive Map for Alternative Fuel Corridors](https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information%7CElectric+Vehicle+(EV-Round+1,2,3,4,5+and+6))

[https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information%7CElectric+Vehicle+\(EV-Round+1,2,3,4,5+and+6\)](https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information%7CElectric+Vehicle+(EV-Round+1,2,3,4,5+and+6))



Proposed Corridor Group #1

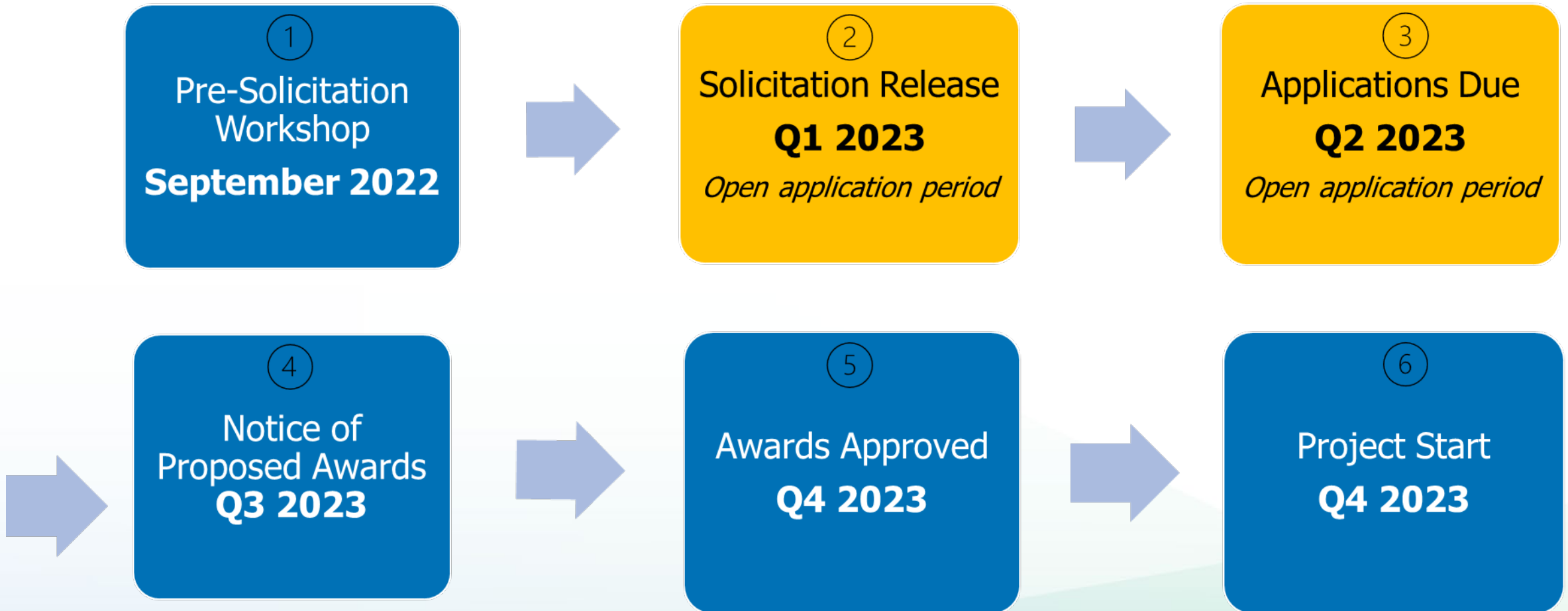


Legend

- Stations that meet NEVI Criteria
- Group 1 Corridors
- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-5: Oregon to Sacramento	3	36	
SR 97: Weed to Dorris	2	8	I-5, SR 97, Split (Weed)
SR 99: Red Bluff to Sacramento	2	8	I-5, SR 99 Split (Red Bluff) and Chico
Group Total:	7	52	

Solicitation Process





Multiple Solicitations Concept



- Multiple releases over two years
- New solicitation approximately every six months; dates and corridor groups published well in advance
- Accept applications for a defined number of corridor groups with each solicitation



Proposed Match Funding



- Federal requirement of at least 20% match share
- Proposal: Standard will be 50% match share required from recipients
- Proposal: 20% match share from recipients for Groups where:
 - NEVI minimum capacity exceeds CEC projected demand
 - Rural areas with less existing infrastructure

Examples

Match share	NEVI funding amount (CEC grant award)	Match funding amount (recipient)	Total project cost
50%	\$5,000,000	\$5,000,000	\$10,000,000
20%	\$2,000,000	\$8,000,000	\$10,000,000
20%	\$1,000,000	\$4,000,000	\$5,000,000



Proposed Match Funding by Corridor Group



Group	Match Share Requirement
1	50%
2	20%
3	20%
4	20%
5	20%
6	50%
7	50%
8	50%
9	20%
10	20%

Group	Match Share Requirement
11	50%
12	50%
13	50%
14	20%
15	50%
16	50%
17	50%
18	50%
19	50%
20	50%



Proposed Maximum Awards: \$146 million

- Maximum total project cost = \$250,000 per charger
- Maximum award = (Max total project cost) * (1 – match requirement)

Group	Maximum Award	Group	Maximum Award
1	\$10.400 million	11	\$3.000 million
2	\$7.200 million	12	\$3.500 million
3	\$6.400 million	13	\$15.400 million
4	\$4.000 million	14	\$11.200 million
5	\$6.400 million	15	\$4.000 million
6	\$20.750 million	16	\$3.000 million
7	\$14.600 million	17	\$2.500 million
8	\$10.000 million	18	\$2.500 million
9	\$8.400 million	19	\$2.500 million
10	\$7.200 million	20	\$3.000 million

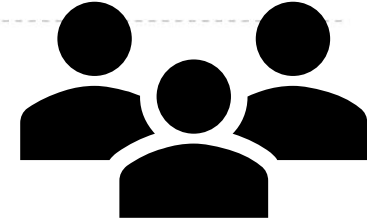


Applications and Awards

- Applicants may submit one application per corridor group
- The CEC and Caltrans will screen and score applications
- The projects with the highest overall ranking and at least the minimum passing score for each corridor group will be recommended for funding
- A single applicant may not receive more than [3] awards in this solicitation. The applicant's highest [3] scoring applications will be awarded



Eligible Applicants



- Private entities
- Applicants must accept the published Terms and Conditions, without negotiation
- Applicants are required to register with the California Secretary of State and be in good standing to enter into an agreement with the CEC
- Project team must include an “experienced” Charging Network Provider



Questions



1. How many groups should be available for bid in each solicitation round?
2. Is \$250,000 per charger an appropriate estimate for the total project cost?
3. Please comment on the proposed match share requirements



Proposed Project Requirements



Project Location

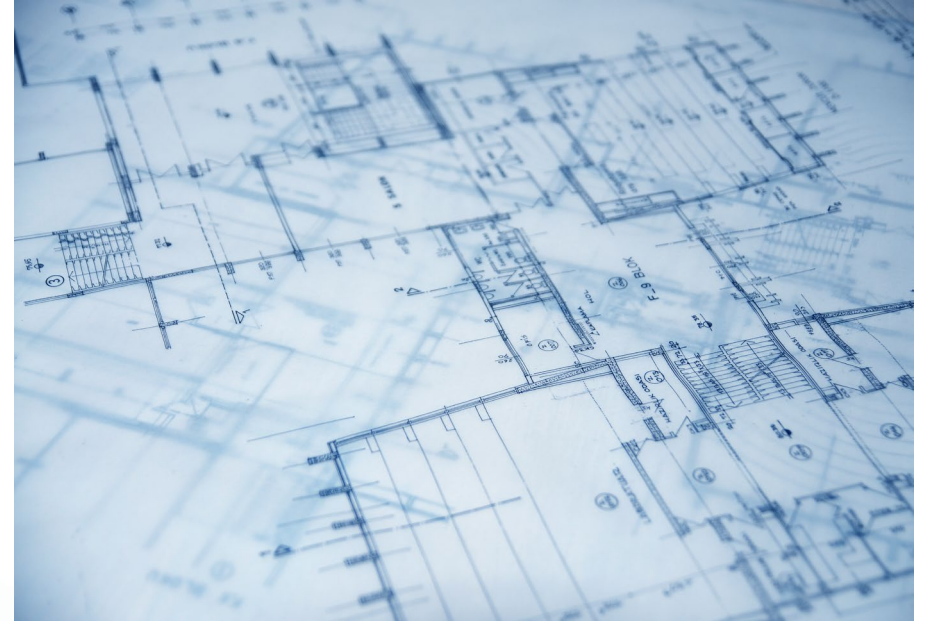


- Less than 50 miles between charging stations
- No more than 1 mile from corridor/off-ramp
- Adequate lighting
- Restroom available
- Chargers must be available 24/7/365
- At least 50% of chargers must be in DAC/LIC
- At least 40% of chargers must benefit J40 communities



Project Readiness

- Preliminary site designs
- Utility letter
- Site host letter





Equipment Requirements



- At least (4) 150 kW chargers per charging station
- CCS connectors (funds may be used for an adapter that is fully integrated into the charger such that it cannot be removed from the site)
- OCPP 2.0.1
- ISO-15118 hardware ready
- Networked
- Nationally Recognized Testing Lab safety certified
- Dispensers must be capable of 350 A
- All conduit runs sized for 350 kW to each dispenser
- At least 1 stub-out for future installation; may vary by group





Electric Vehicle Infrastructure Training Program (EVITP)



- Provisions of AB 841 (Ting, Chap. 372, 2020) will apply
 - Full text: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB841
 - ...“all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter... shall be installed by a contractor with the appropriate license classification..., and at least one electrician on each crew, at any given time, who holds an Electric Vehicle Infrastructure Training Program certification”
 - ... “a charging port supplying 25 kilowatts or more to a vehicle [shall] have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold Electric Vehicle Infrastructure Training Program certification.”
 - “One member of each crew may be both the contractor and an Electric Vehicle Infrastructure Training Program certified electrician.”
- Recipient must provide documentation of EVITP compliance



Source: <https://evitp.org/>

<https://evitp.org/training/>



“Qualified Technician”

- § 680.106(j) Qualified technician. States shall ensure that the workforce installing, maintaining, and operating EVSE has appropriate licenses, certifications and training to ensure that the installation and maintenance of EVSE is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers. Further:
 - (1) Except as provided in paragraph (j)(2) of this section, all electricians installing, operating, or maintaining ESVE must meet one of the following requirements:
 - (2) Certification from the Electric Vehicle Infrastructure Training Program (EVITP).
 - (3) Graduation from a Registered Apprenticeship Program for electricians that includes EVSE-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.
 - (4) For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.
 - (5) All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of EVSE must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.

<https://www.federalregister.gov/documents/2022/06/22/2022-12704/national-electric-vehicle-infrastructure-formula-program>



Buy America Requirements

- Made in America laws, such as the Buy America Act requires Federally funded programs to purchase domestic “articles, materials, and supplies” when they are acquired for public use.
- The U.S. Department of Transportation (US DOT) established a temporary public interest waiver for additional construction materials for a period of 180 days which expires on November 10, 2022. The US DOT established this transitional waiver to prepare for compliance with the new Made in America standards for additional construction materials (i.e., nonferrous metals, plastic and polymer-based products, glass, lumber, and drywall).
- The Federal Highway Administration (FHWA) recently posted a proposal for comment in the Federal Register that would phase-in Buy America requirements for EV chargers in 2023.
- Caltrans and the CEC anticipate detailed information will be available prior to release of the solicitation.



National Environmental Policy Act (NEPA)



- Assures that proper consideration and approval are given to federally funded projects that may affect the environment
- Installation of EV charging infrastructure is generally the type of action that would not be expected to result in significant environmental impacts, and may qualify for a categorical exclusion (CE) under NEPA
- Before a CE, the project must be analyzed to determine whether there are unusual circumstances present that would require further analysis to determine whether the CE classification is appropriate
- Caltrans is exploring methods and processes to assist with the completion of environmental determinations and documents



Disadvantaged Business Enterprise (DBE) Program



The DBE program is designed to remedy ongoing discrimination and the continuing effects of past discrimination in federally-assisted highway, transit, airport, and highway safety financial assistance transportation contracting markets nationwide.

Criteria for a DBE	DBE Goals
<p>Must be a certified, for-profit small business:</p> <ul style="list-style-type: none">• At least 51 percent of the business is owned by one or more individuals who are both socially and economically disadvantaged, and• Management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it, and• Average annual gross receipts for the firm's previous three fiscal years cannot exceed \$23.98 million	<ul style="list-style-type: none">• A goal will be set for the participation of certified DBE firms with the release of the solicitation• The DBE Goal is based on opportunities for subcontracting, parts or material supply, and trucking• This goal is in the form of a percentage of federal funds• The appropriate Work Category Codes and NAICS Codes for the projects will be identified and compared to the number of certified DBE firms in the California Unified Certification Program (CUCP) Database

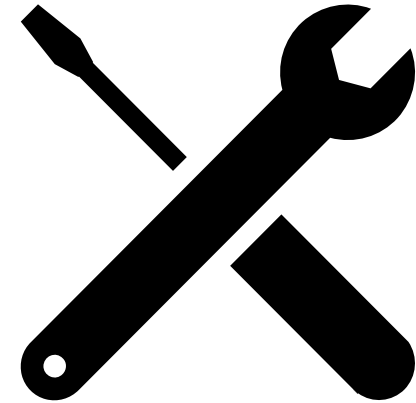


Operational Requirements



- 97% uptime
- 5-year operations and maintenance plan
- 5-year networking agreement

- Exploring Pay for Performance provisions





Eligible/Ineligible Projects



Eligible projects

- Install chargers at new charging stations
- Install chargers at existing charging stations

Ineligible projects

- Replace existing chargers funded by public or ratepayer funding and less than 3 years old
- Demonstration projects for new technologies
- Research



Project Costs



Eligible project costs include:

- Electric vehicle supply equipment (EVSE)
- Transformers, electric panels, conduit, wiring, meters
- Distributed energy resources or energy storage equipment/systems capable of providing independent or supplemental power to the EV chargers
- Photovoltaic solar panels separately metered for electric vehicle charging
- Installation costs
- Planning and engineering design costs
- Stub-outs
- Demand management equipment
- Maintenance agreements
- Extended warranty or agreement for operation, maintenance, or servicing of equipment for up to five years
- Signage

Ineligible project costs include:

- CHAdeMO or Tesla connectors
- Level 1 and 2 chargers
- Distribution grid or other equipment costs that are otherwise covered by programs or tariff rules of the electric utilities
- Utility service upgrade costs covered by the utility
- Processes to comply with otherwise applicable legal requirements (e.g., permits)
- Paper studies or research projects



Questions on Requirements



1. Should there be any additional minimum requirements?
2. Is requiring conduit for 350 kW, and one additional space/stub-out, adequate future-proofing?
3. Do you have any concern on the proposed minimum requirements?



Application Evaluation



Application Review Process





Application Evaluation and Scoring

Proposed Scoring Criteria	Possible Points
1. Project Location	30
2. Project Implementation and Readiness	30
3. Project Benefits	20
4. Team Experience and Qualifications	10
5. Innovation and Sustainability	10
6. Cost	100
Total Possible Points	200
Minimum Points to Pass (70%)	140



Tentative Key Dates

Activity	Action Date
Solicitation Round 1 Release	Q1 2023
Pre-Application Workshop	Q1 2023
Applications Due (3 months after release)	Q2 2023
Anticipated Notice of Proposed Awards Posting	Q3 2023
Anticipated Energy Commission Business Meeting	Q4 2023
Solicitation Round 2 Release	Q3 2023
Solicitation Round 3 Release	Q1 2024
Solicitation Round 4 Release	Q3 2024



Questions on Scoring

1. Are there other criteria that should be evaluated?
2. Are the proposed points for each category appropriate?
3. Is a 3-month application period the right length of time?



Session 2: September 8, 2022



- Longer discussion of segments, groups, and group rankings
- **Event page:** <https://www.energy.ca.gov/event/workshop/2022-09/session-2-national-electric-vehicle-infrastructure-funding-program-pre>
- Join via Zoom or login in at <https://zoom.us/> and enter the Webinar ID **991 0578 8811** and passcode **NEVI@9** and follow all prompts.
- **To join by telephone.** Call toll-free at (888) 475-4499 or toll at (669) 219-2599. When prompted, enter the Webinar ID **991 0578 8811** and passcode **NEVI@9**.



Discussion



Two ways to comment or ask questions:

1. Use the raise hand function in Zoom

Zoom Phone Controls:

- *6 – Toggle mute/unmute
- *9 – Raise hand

2. Type questions in the Zoom Q&A Box

Please state your name and affiliation. Keep questions under 3 minutes to allow time for others.



Questions on Funding

1. How many groups should be available for bid in each solicitation round?
2. Is \$250,000 per charger an appropriate estimate for the total project cost?
3. Please comment on the proposed match share requirements.
4. Should there be any additional minimum requirements?
5. Is requiring conduit for 350 kW, and one additional space/stub-out, adequate future-proofing?
6. Do you have any concern on the proposed minimum requirements?
7. Are there other criteria that should be evaluated?
8. Are the proposed points for each category appropriate?
9. Is a 3-month application period the right length of time?



Submit Comments

Docket Name:

National Electric Vehicle Infrastructure Funding Program

Docket Number:

22-EVI-05

Link:

[e-Commenting Page for Docket 22-EVI-05](https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=22-EVI-05)

(<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=22-EVI-05>)

Comments are due by September 28, 2022



Thank You!

