DOCKETED	
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Filer:	Christina Cordero
Organization:	California Energy Commission
Submitter Role:	Commission Staff
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Docketed Date:	9/2/2022

National Electric Vehicle Infrastructure Pre-Solicitation Joint Workshop

Session 2 of 2

California Energy Commission and Caltrans

September 8, 2022 | 9:00 a.m.

Workshop Agenda

- Welcome and Introductions
- Housekeeping and Diversity Survey
- NEVI Overview
- Recap of Workshop Session 1
- Corridor Groups
  - Discussion
- Corridor Group Ranking
  - Discussion
- 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 2 Event Page

  https://www.energy.ca.gov/event/workshop/2022-09/session-2-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

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

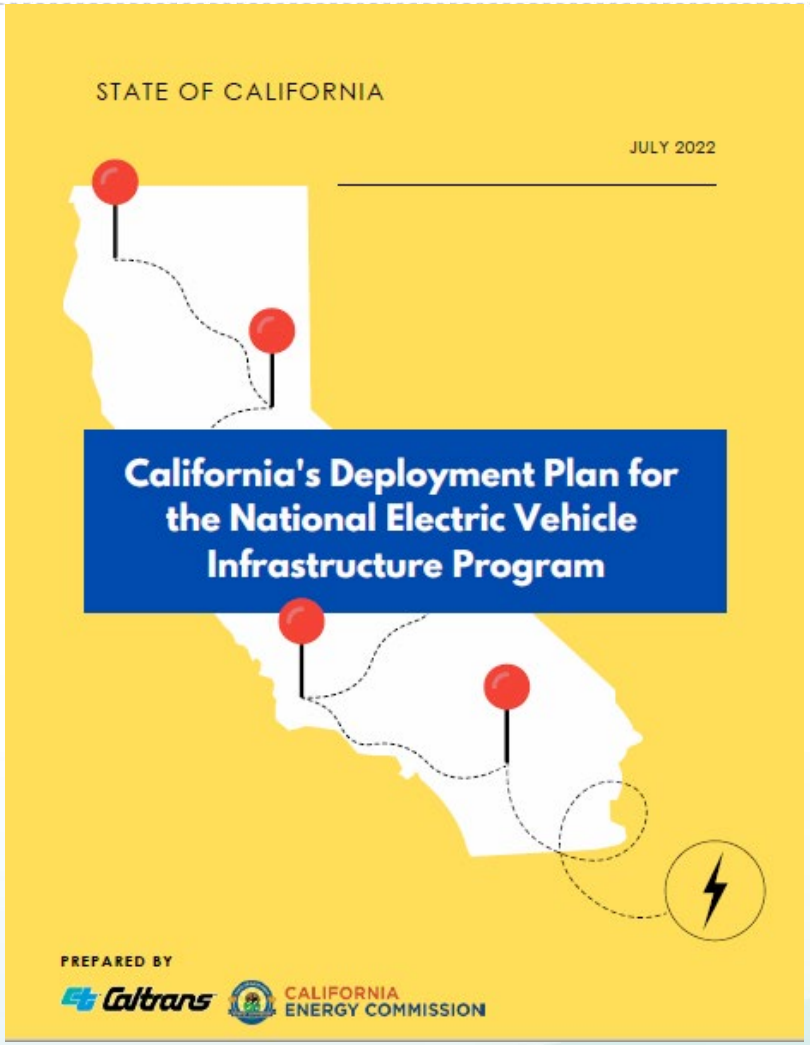
NEVI Is Part of State Strategy

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

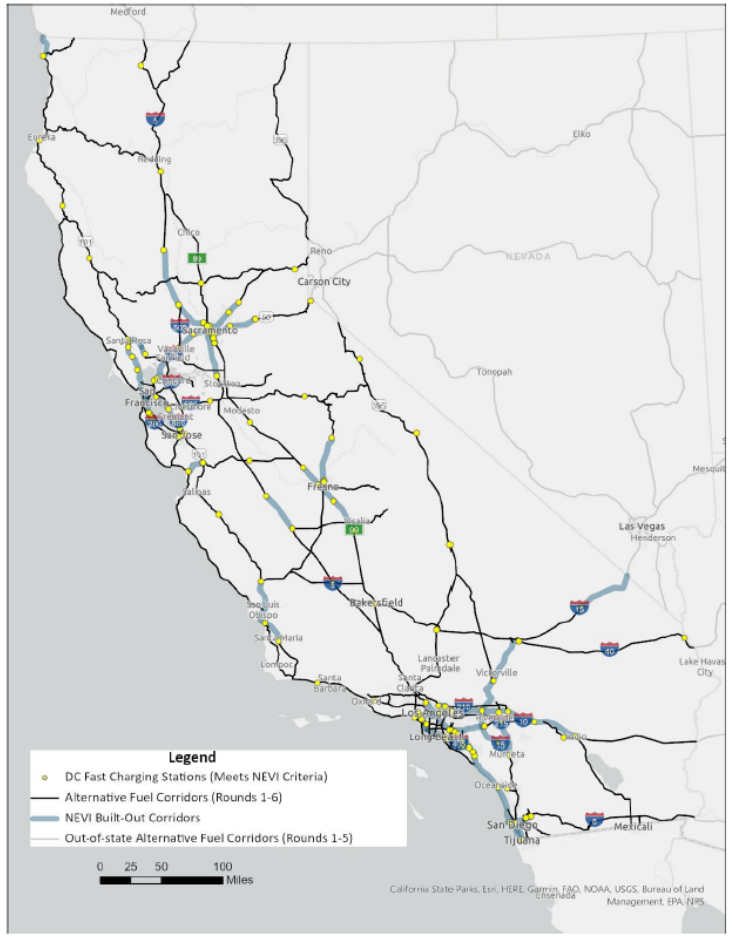


https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/nevi/2022-ca-nevi-deployment-plan-a11y.pdf

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



Source: U.S. Department of Energy Alternative Fuels Data Center

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

Session 1: NEVI Deployment Plan Concept

- Divide designated corridors into segments with one or more sites 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
- Session 1 Presentation available at:
  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

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/)

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

Proposed Corridor Segments and Groups

Proposed Corridor Groups

Legend

- Stations that meet NEVI Criteria

Group

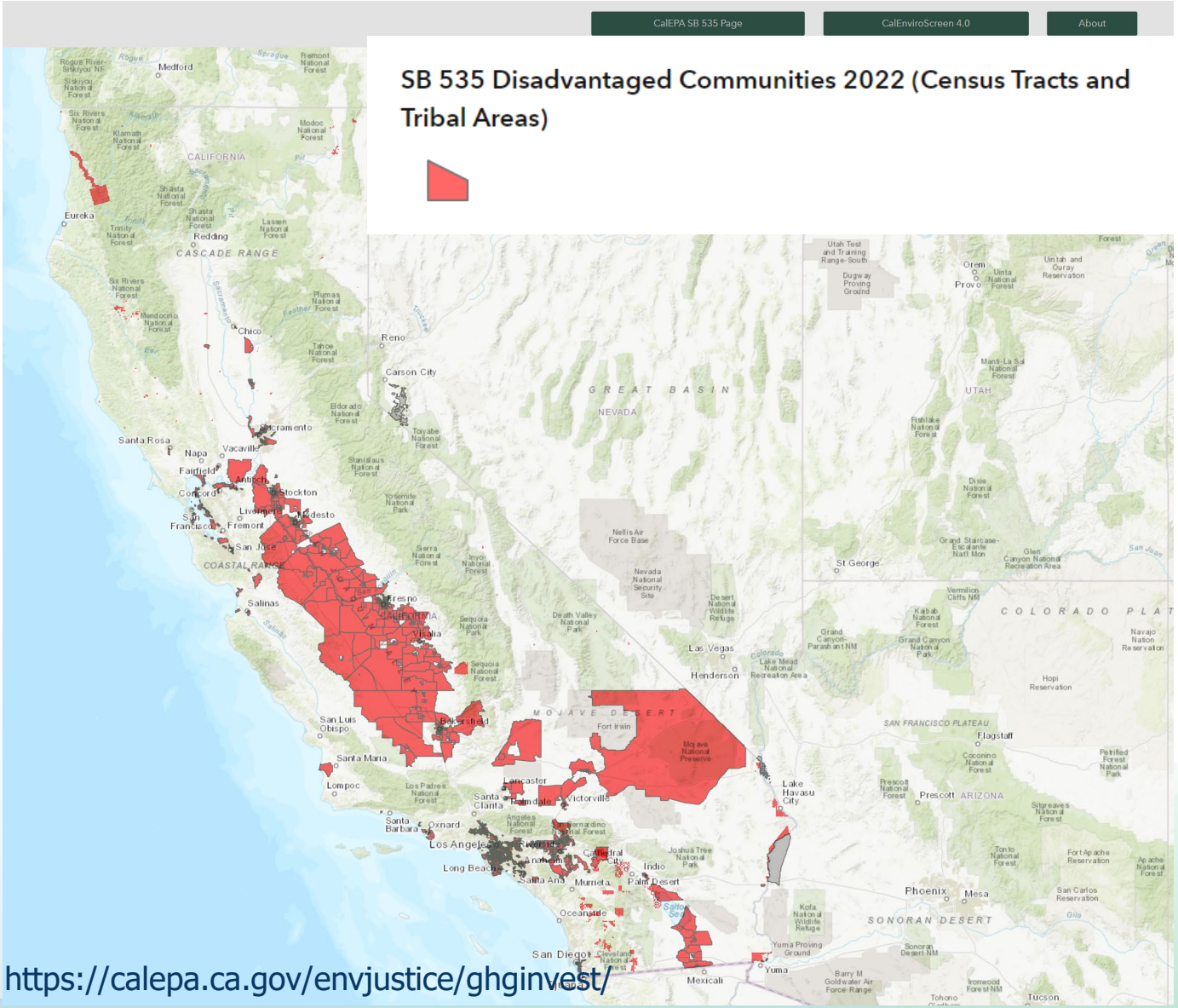
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20

* Stations that meet minimum criteria may change at the time of solicitation release.

US Department of Transportation Federal Highway Administration Alternative Fuel Corridors Map

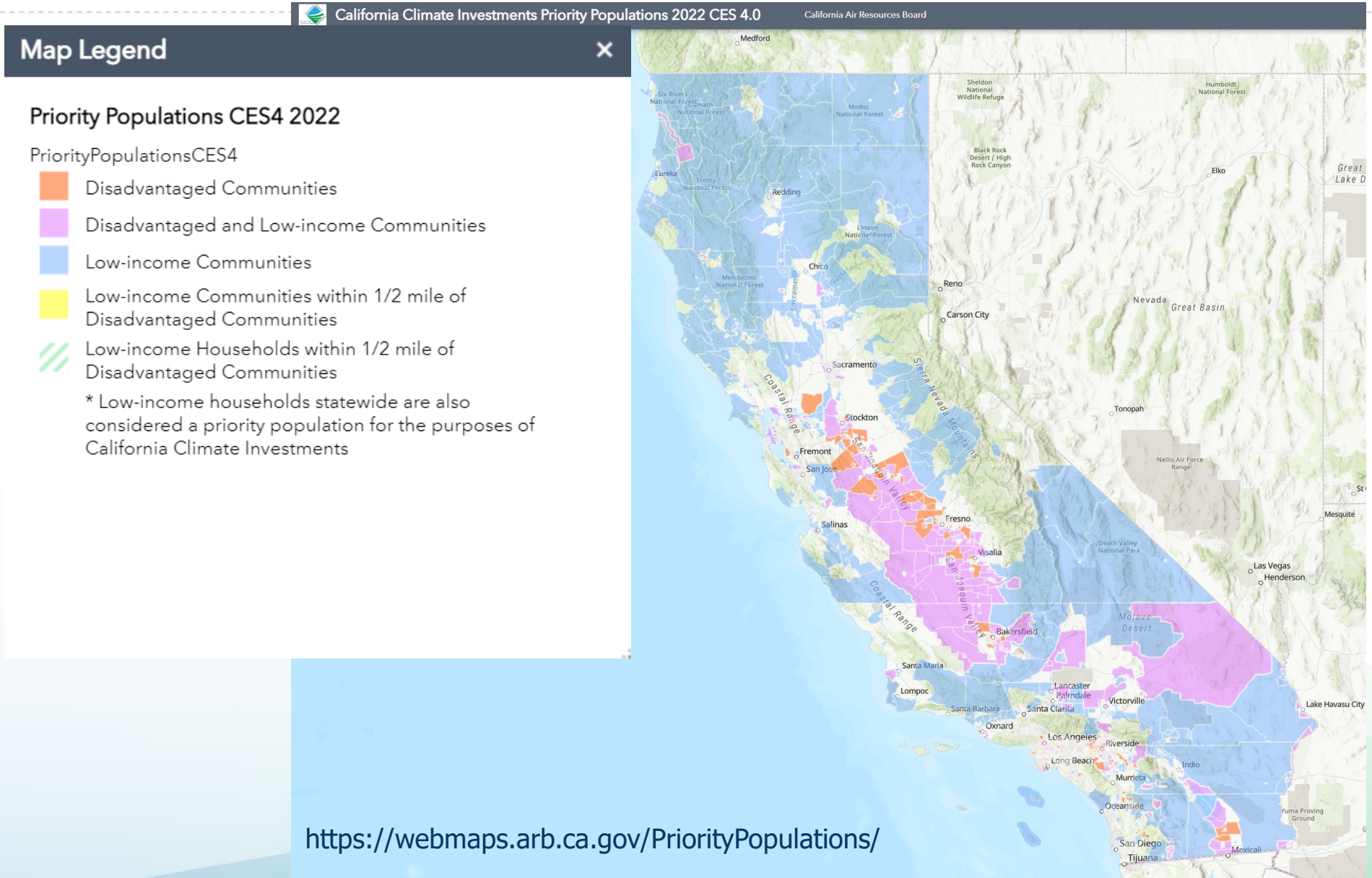
https://hepgis.fhwa.dot.gov/fhwagis/ViewMap.aspx?map=Highway+Information%7CElectric+Vehicle+(EV-Round+1,2,3,4,5+and+6)

Disadvantaged Communities



https://calepa.ca.gov/envjustice/ghginvest/

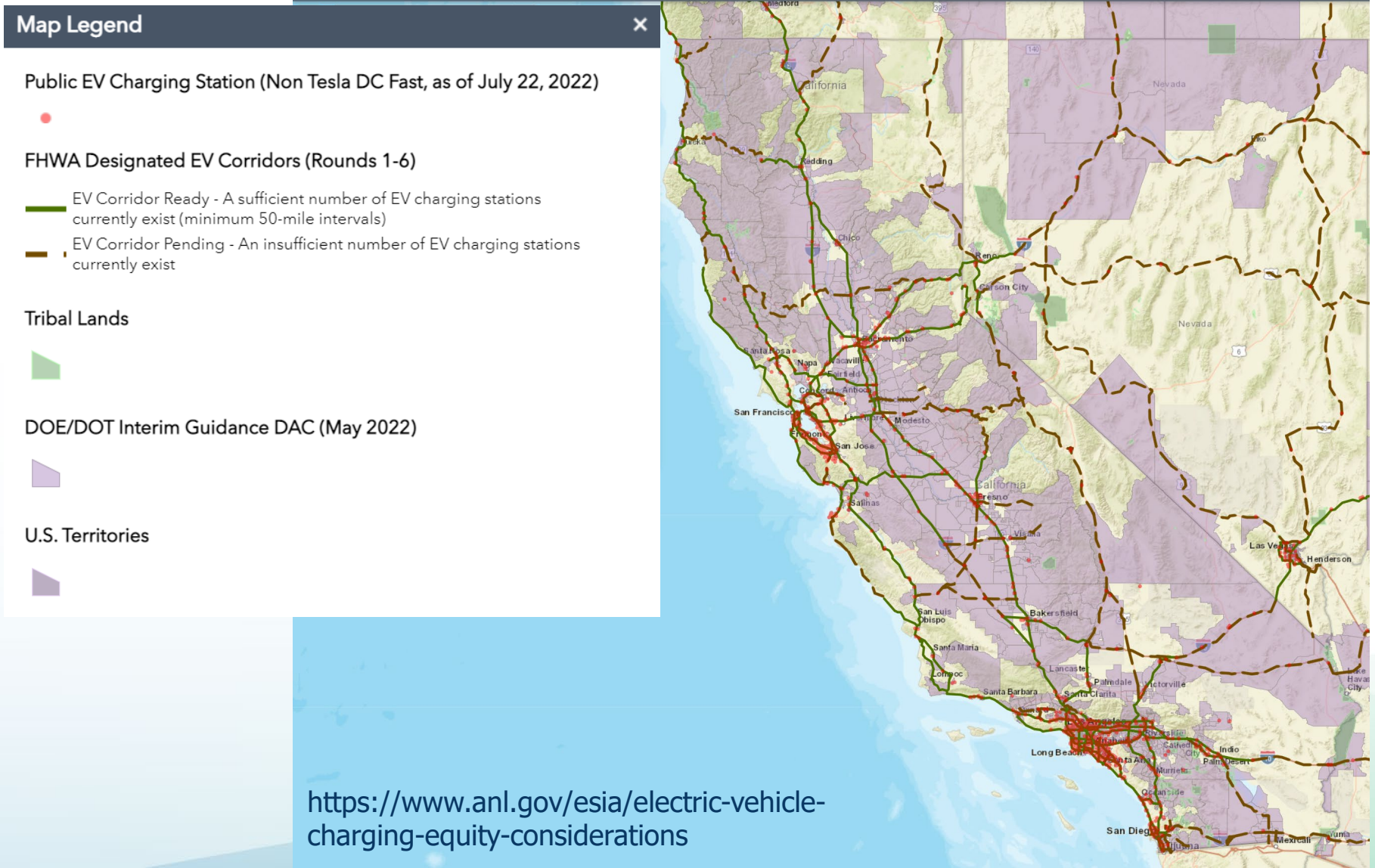
Low-income Communities



https://webmaps.arb.ca.gov/PriorityPopulations/

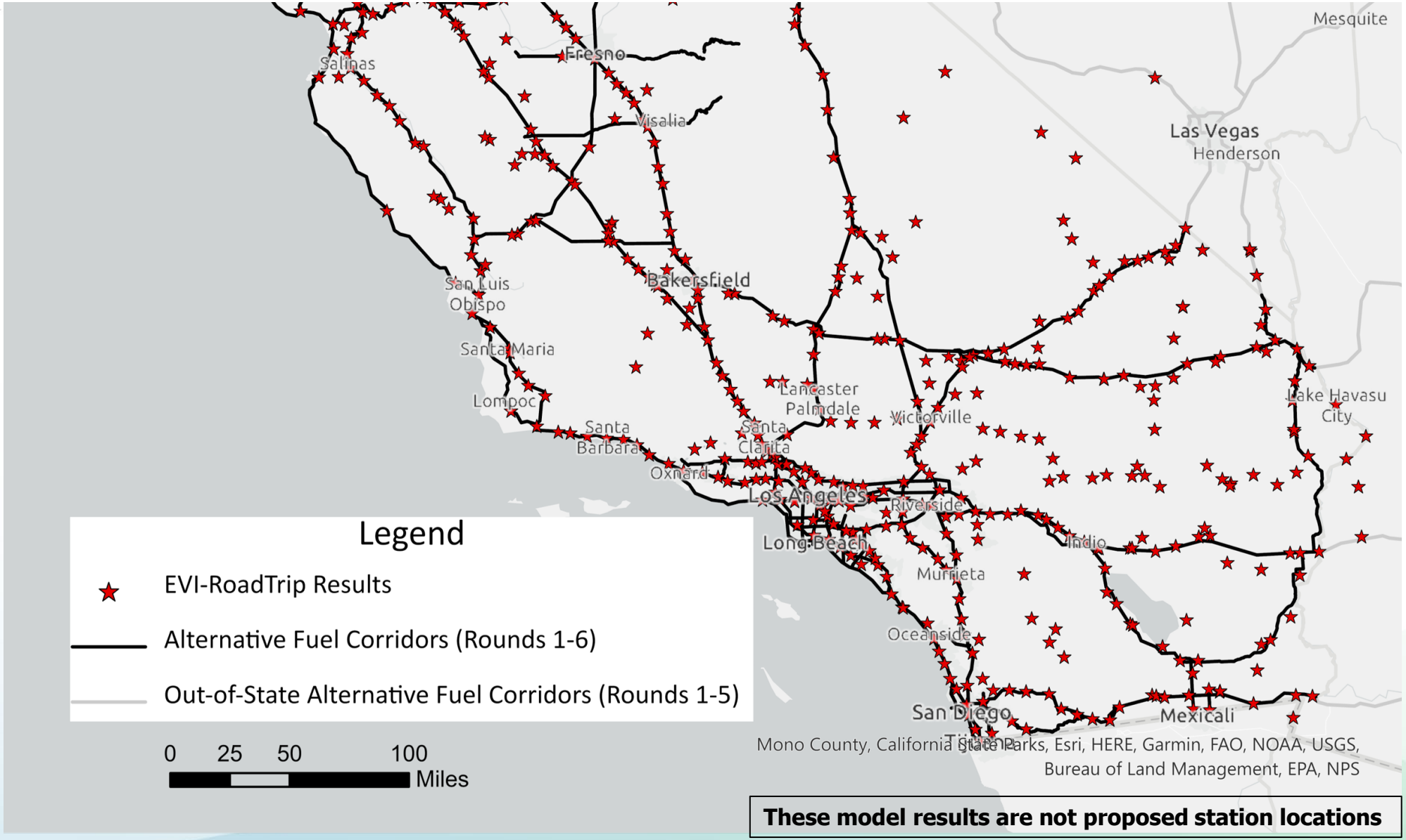
Justice40 Communities

Electric Vehicle Charging Justice40 Map



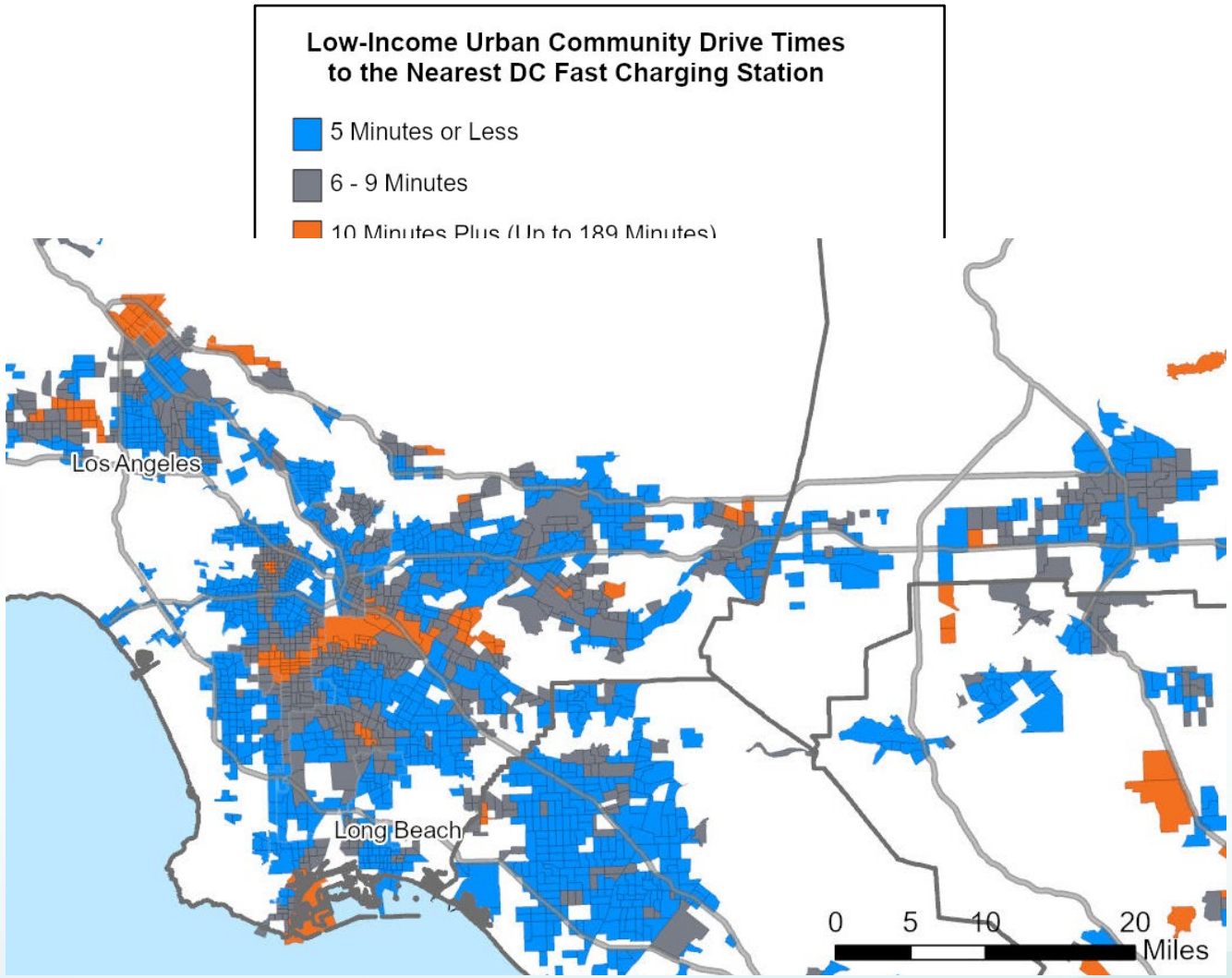
https://www.anl.gov/esia/electric-vehicle-charging-equity-considerations

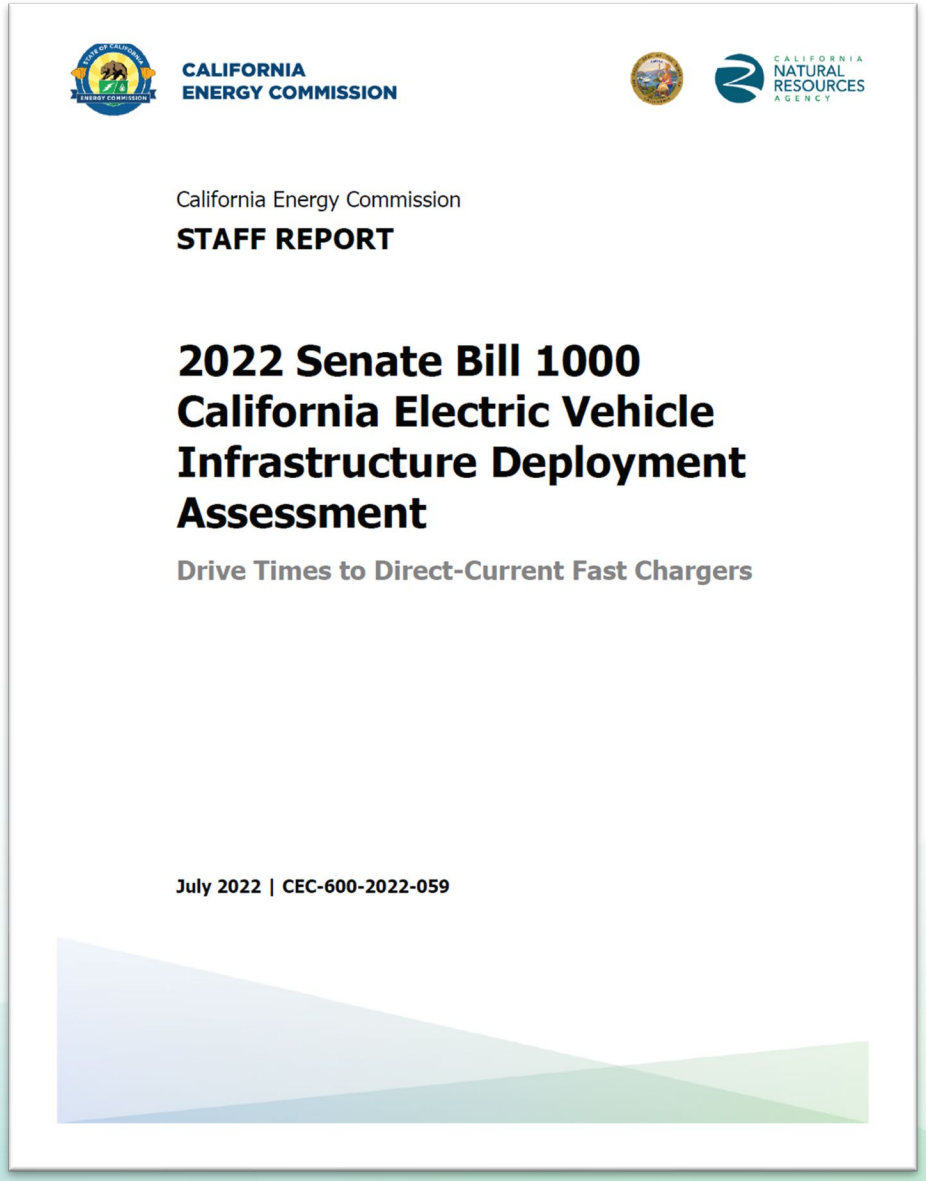
RoadTrip: 2030 Calculated Charging Demand



These model results are not proposed station locations

SB1000 Report: Measuring Access to Chargers





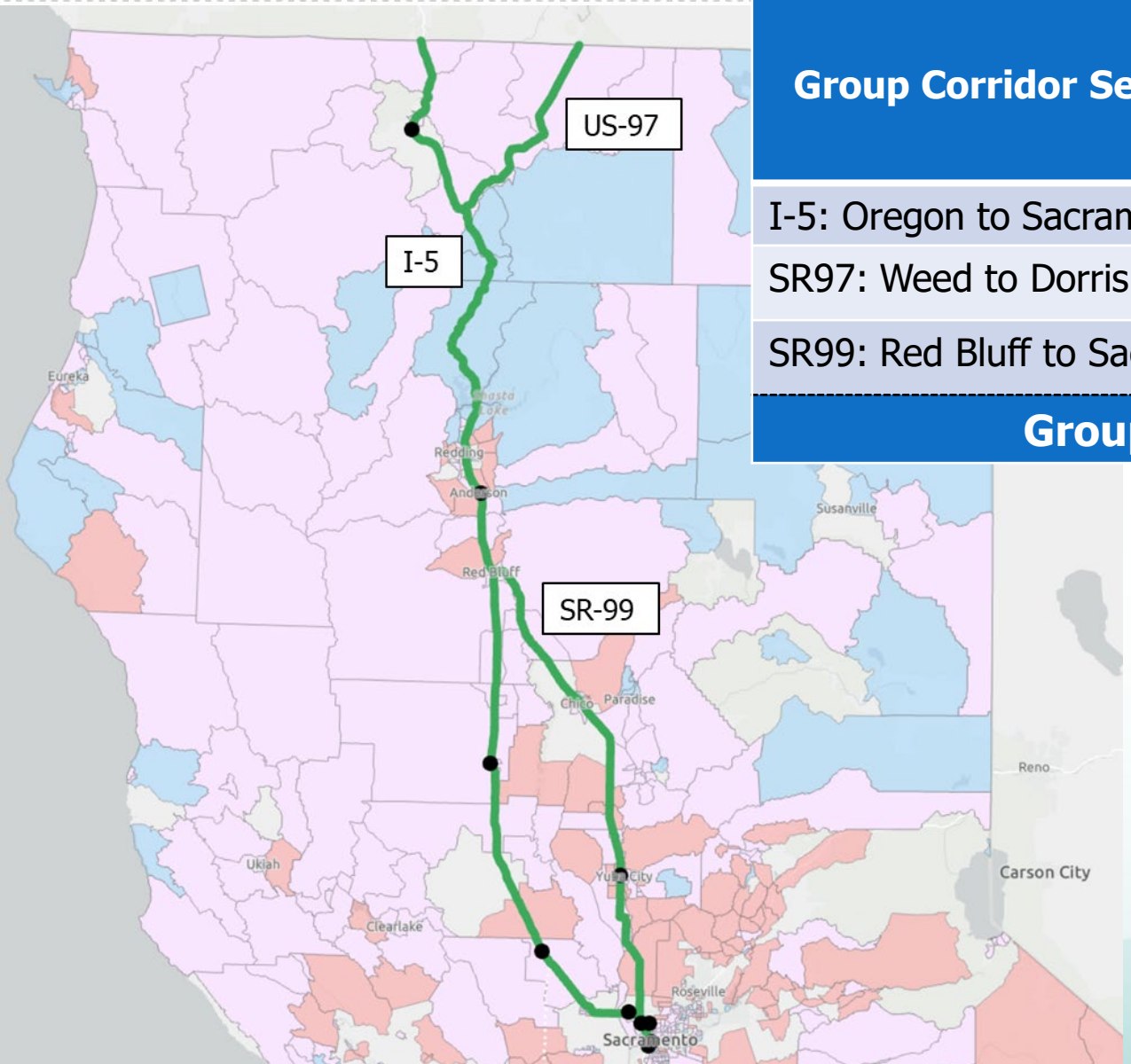
SB 1000 Webpage: https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/electric-vehicle-infrastructure

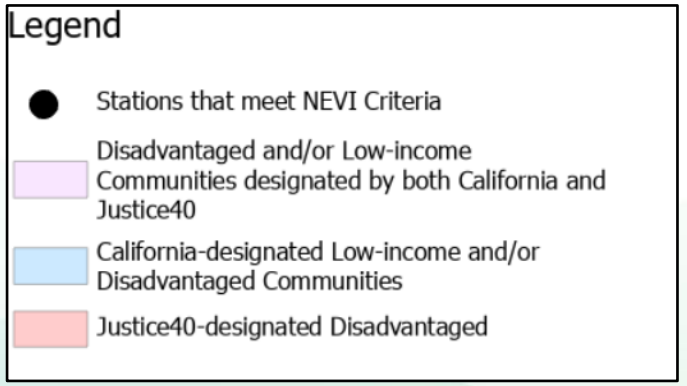
Corridor Group Strategy

- Regional/Geographical
- Group Interstate Highway segments
- Balance number of new charging stations
  - 5 – 9 stations per group
  - 20 – 170 chargers per group
- Number of stations:
  - No more than 50 miles apart
  - Within 1 mile of each corridor's starting and ending points
  - "Required sites" to meet these criteria
- Number of chargers:
  - Greater of (number of stations * 4) OR (RoadTrip demand * ½)

Proposed Corridor Group #1

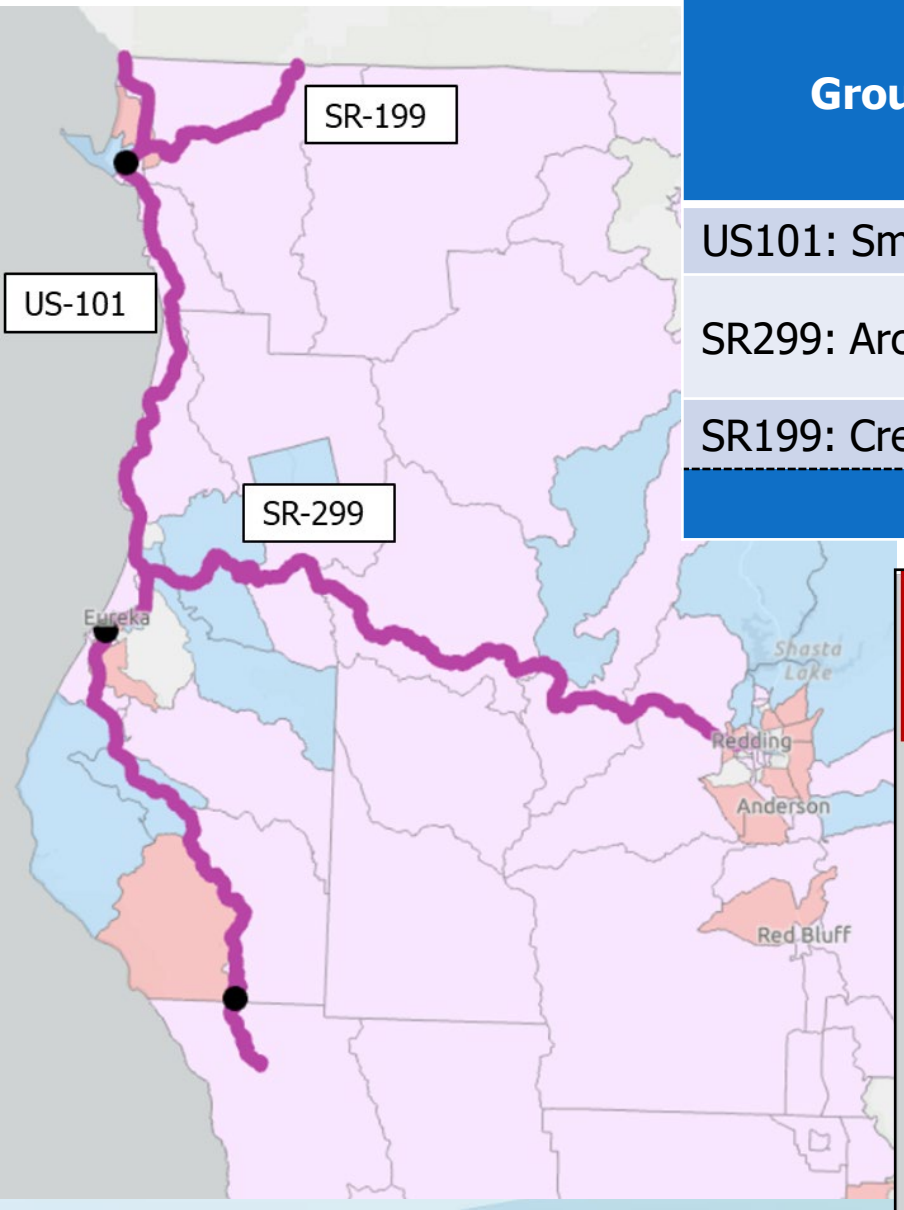
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-5: Oregon to Sacramento	3	36	-
SR97: Weed to Dorris	2	8	I-5/SR97 (Weed)
SR99: Red Bluff to Sacramento	2	8	I-5/SR99 (Red Bluff)
Group Total:	**7**	**52**	

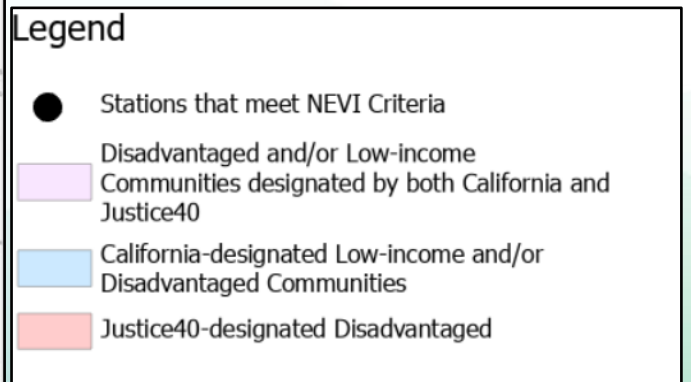




Proposed Corridor Group #2

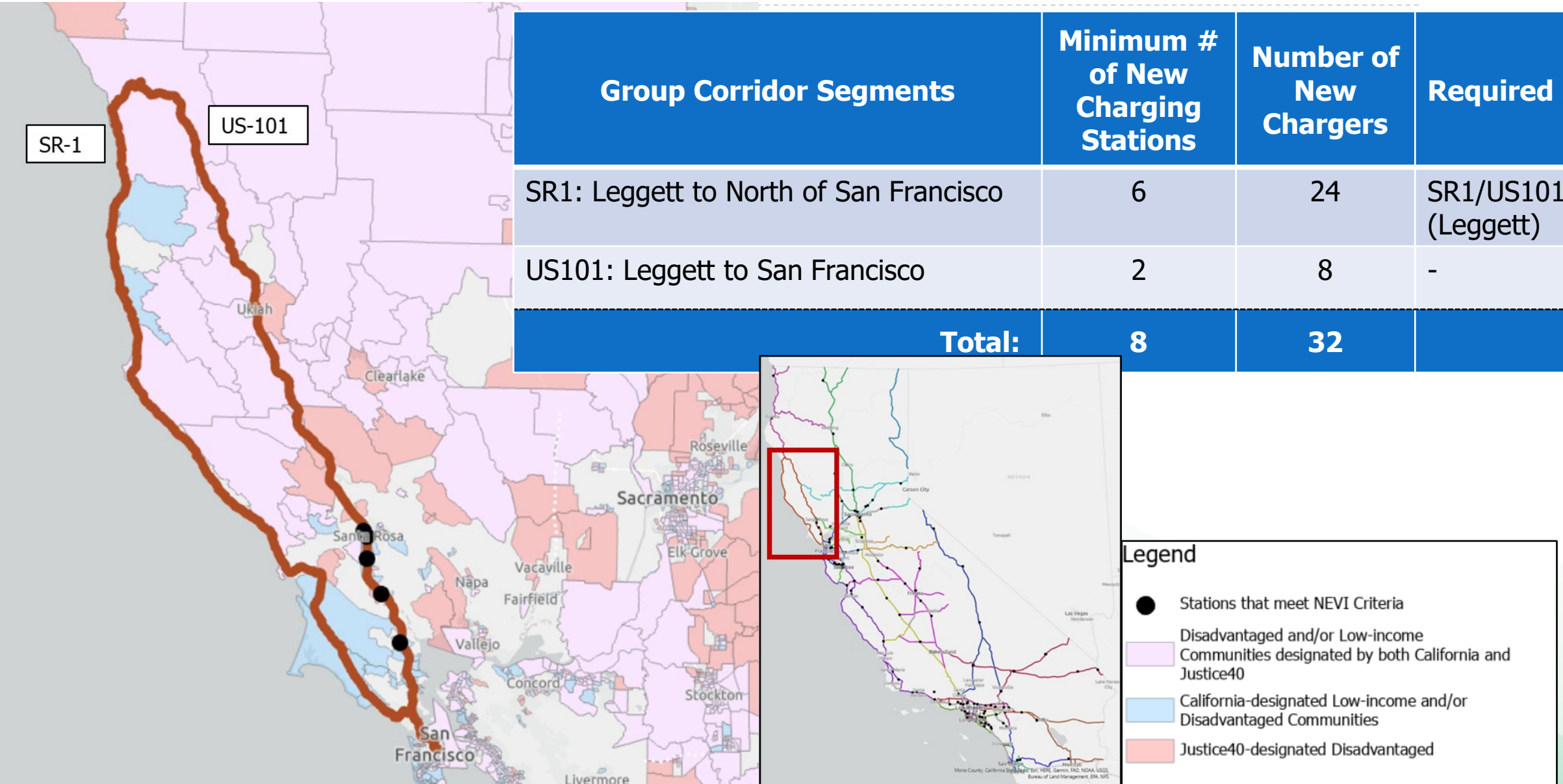
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
US101: Smith River to North of Leggett	4	16	-
SR299: Arcata to Redding	4	16	US101/SR299 (Arcata), SR299/I-5 (Redding)
SR199: Crescent City to Oregon Border	1	4	-
Total:	**9**	**36**	



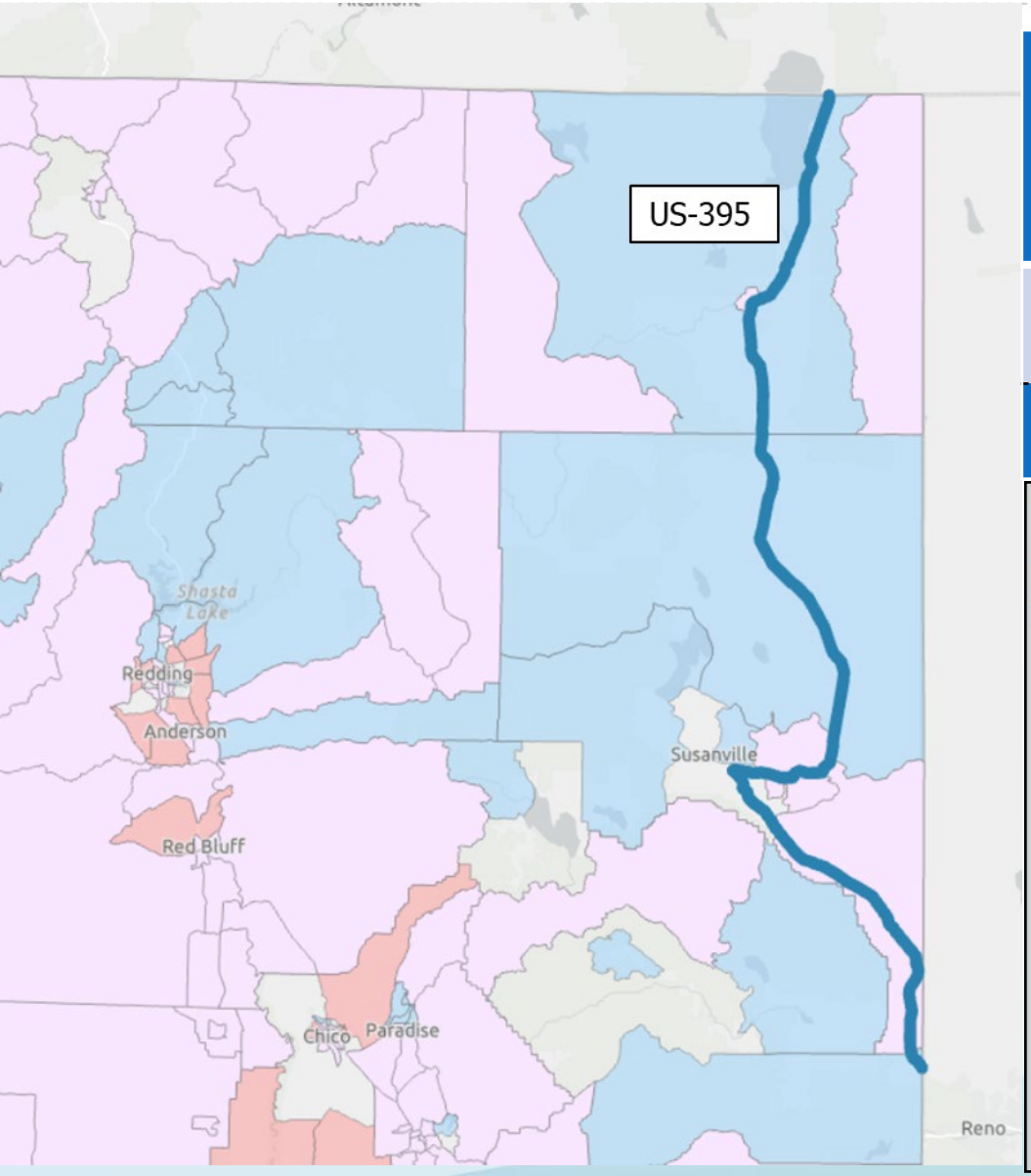


Proposed Corridor Group #3

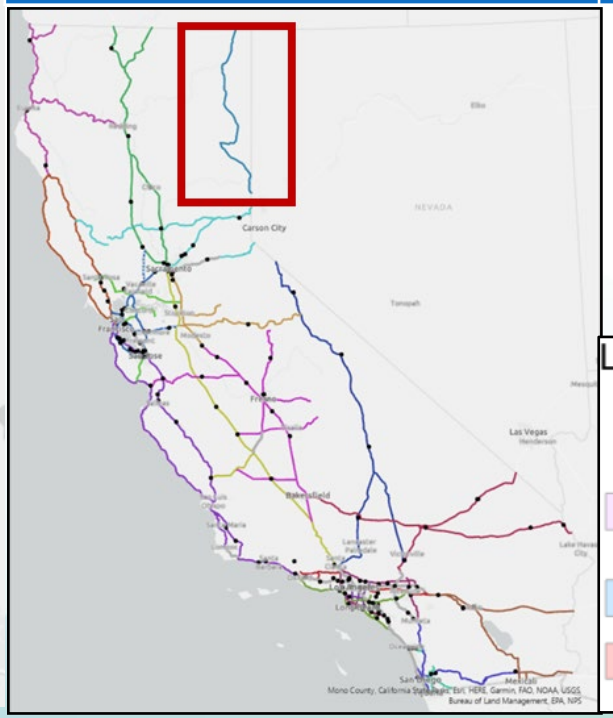
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR1: Leggett to North of San Francisco	6	24	SR1/US101 (Leggett)
US101: Leggett to San Francisco	2	8	-
Total:	**8**	**32**	

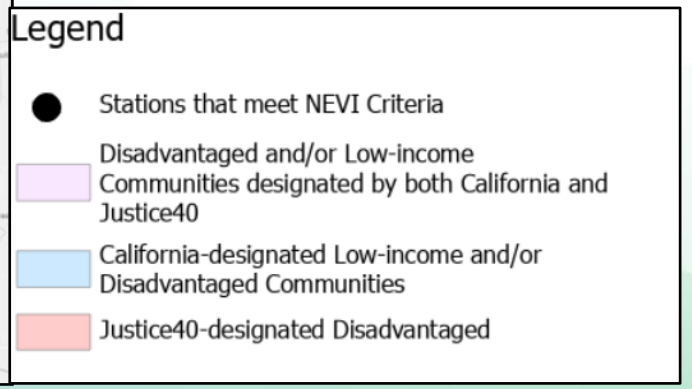


Proposed Corridor Group #4

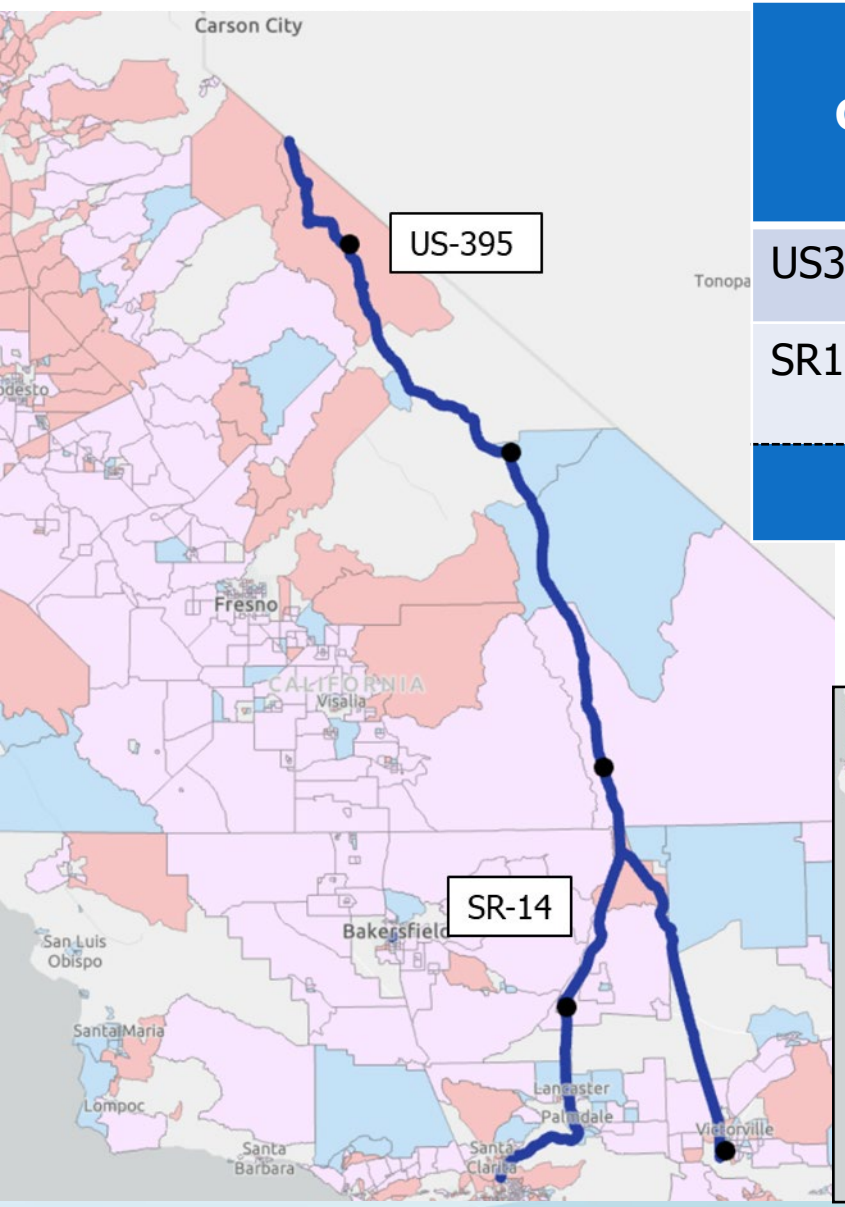


Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
US395: Oregon Border to Nevada Border	5	20	-
Total:	**5**	**20**	



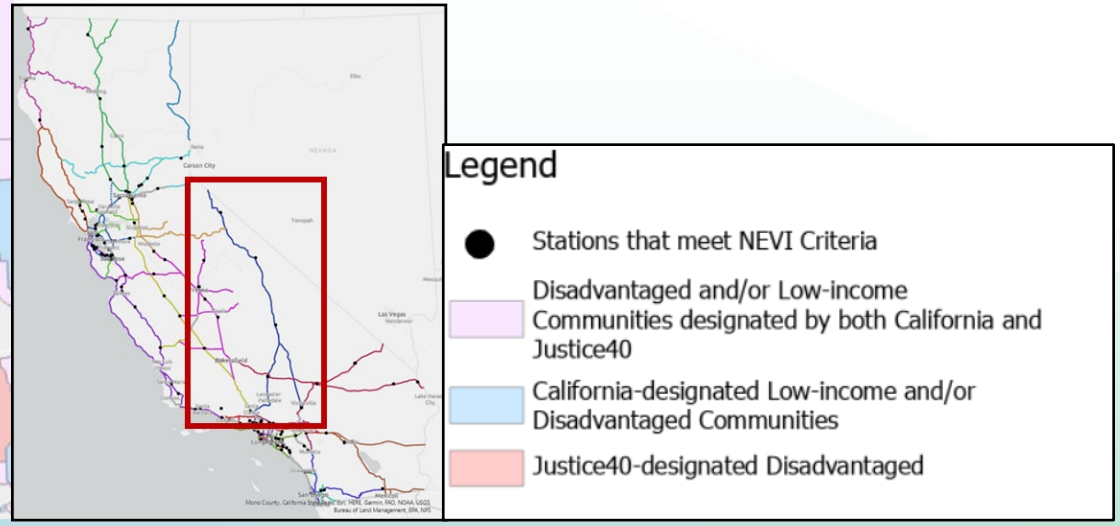


Proposed Corridor Group #5

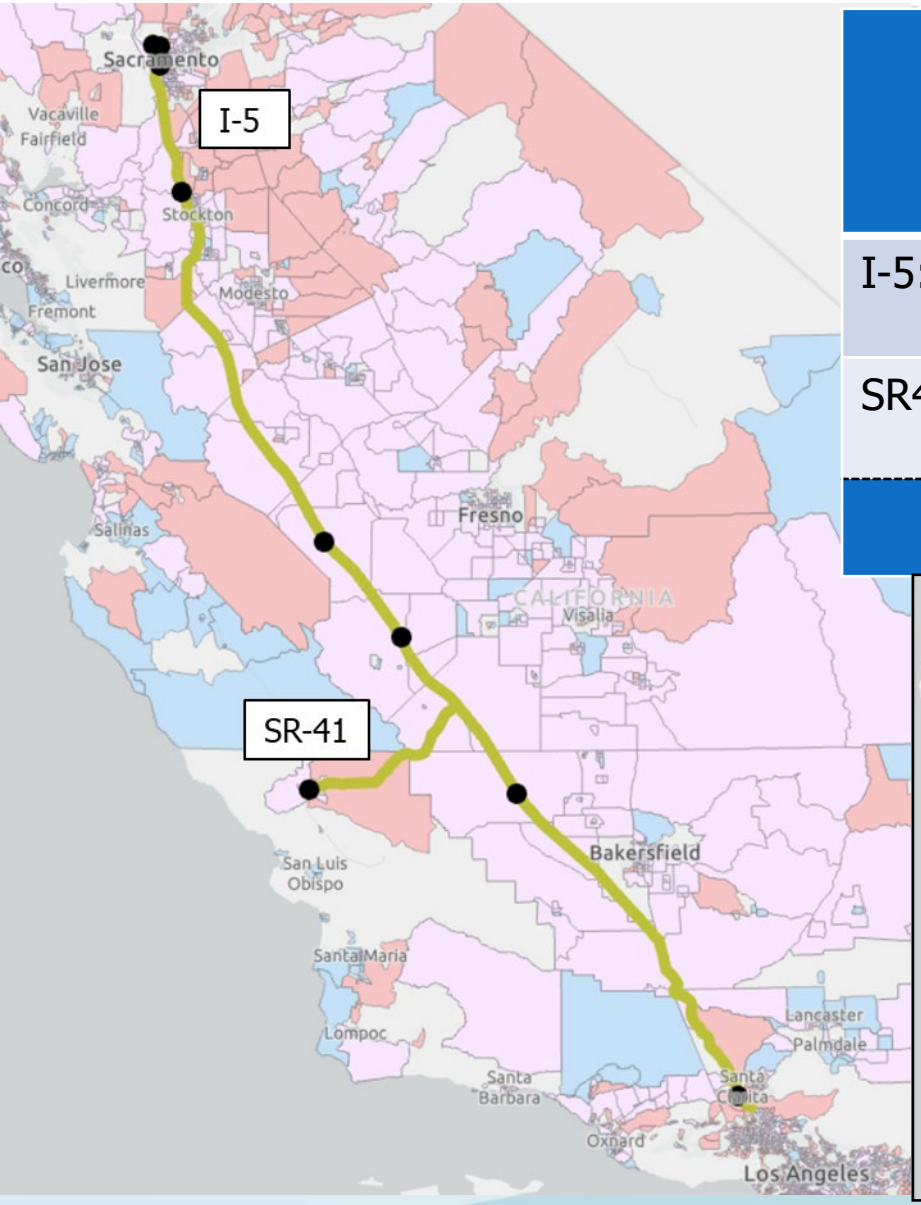


Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
US395: Hesperia to Nevada Border	5	20	*
SR14: Santa Clarita to Inyokern	3	12	SR14/US395 (Inyokern) SR14/I-5 (Santa Clarita)
Total:	**8**	**32**	

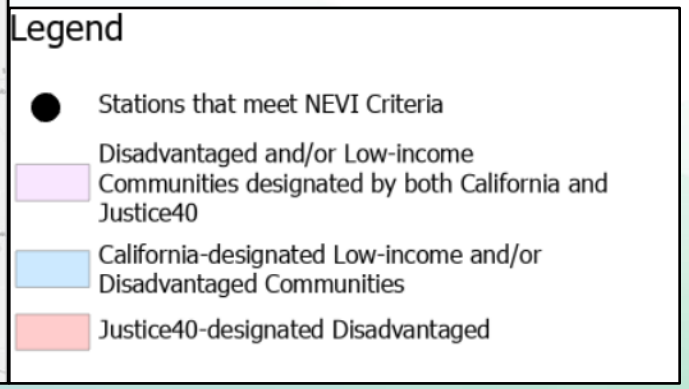
* Lee Vining is a required site for SR 120 in Group 9, so it is not an eligible site for US 395



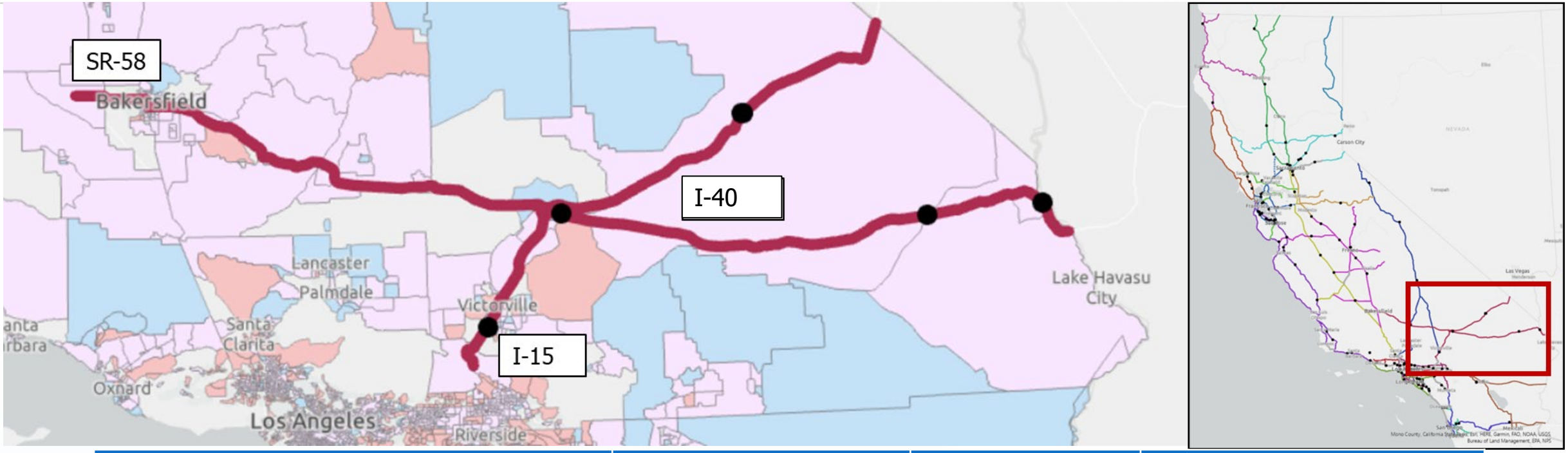
Proposed Corridor Group #6



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-5: Sacramento to Santa Clarita	7	162	I-5/SR41 (Kettleman City)
SR41: Paso Robles to Kettleman City	1	4	SR41/SR46 (Shandon)
Total:	**8**	**166**	

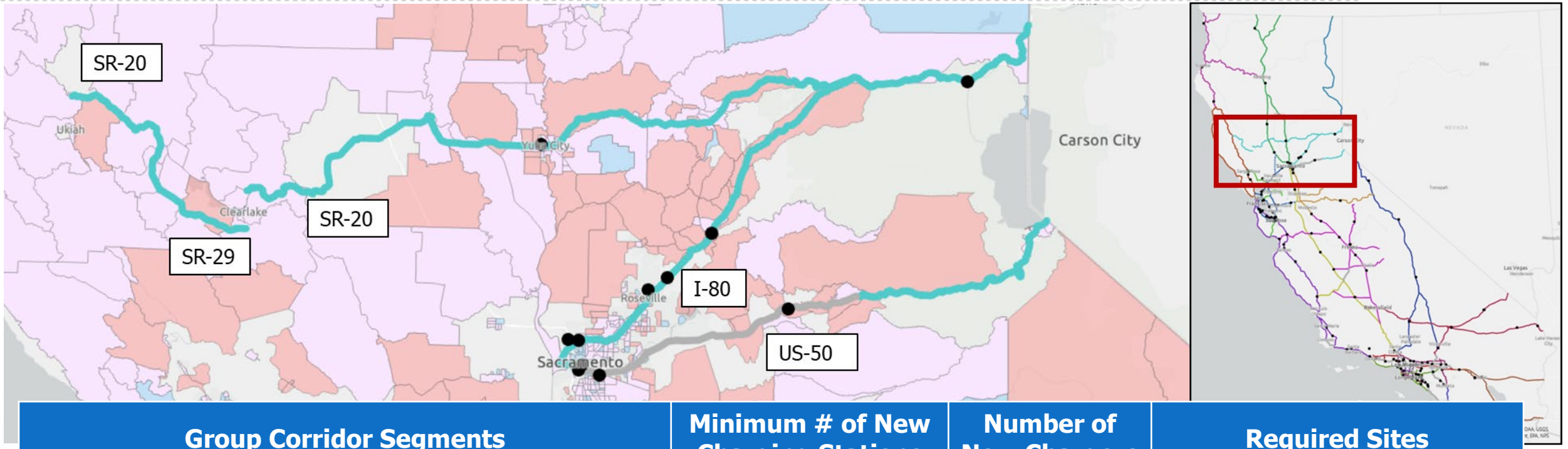


Proposed Corridor Group #7



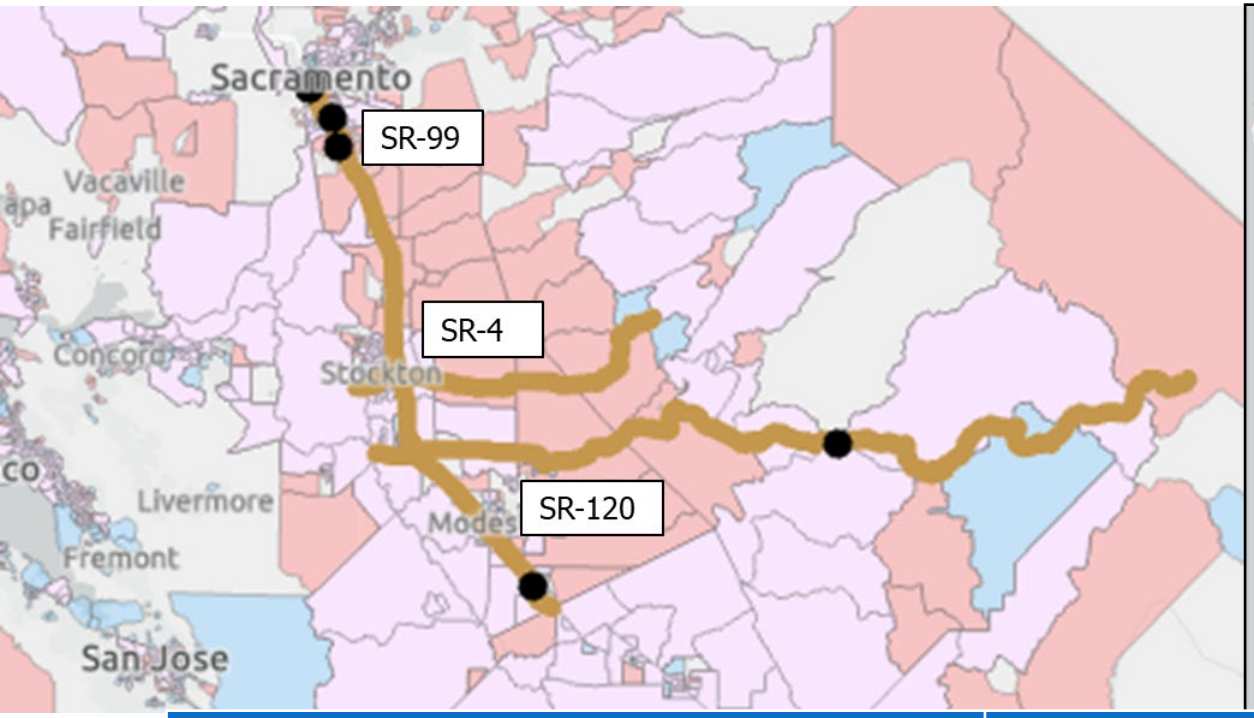
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR58: Buttonwillow to Barstow	4	16	SR58/I-15 (Barstow)
I-15: Hesperia to Nevada Border	2	45	-
I-40: Barstow to Needles	2	12	-
Total:	**8**	**73**	

Proposed Corridor Group #8



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR20: 5/20 split to 20/29 split, then 20/53 split to Yuba Pass	4	20	SR20/I-5 (Williams)
I-80: Sacramento to Nevada Border	1	16	-
SR29: Upper Lake to Lower Lake	2	8	SR20/SR29 (Upper Lake) and SR29/SR 53 (Lower Lake)
US50: Pollock Pines to Nevada	1	6	-
Total:	**8**	**50**	

Proposed Corridor Group #9

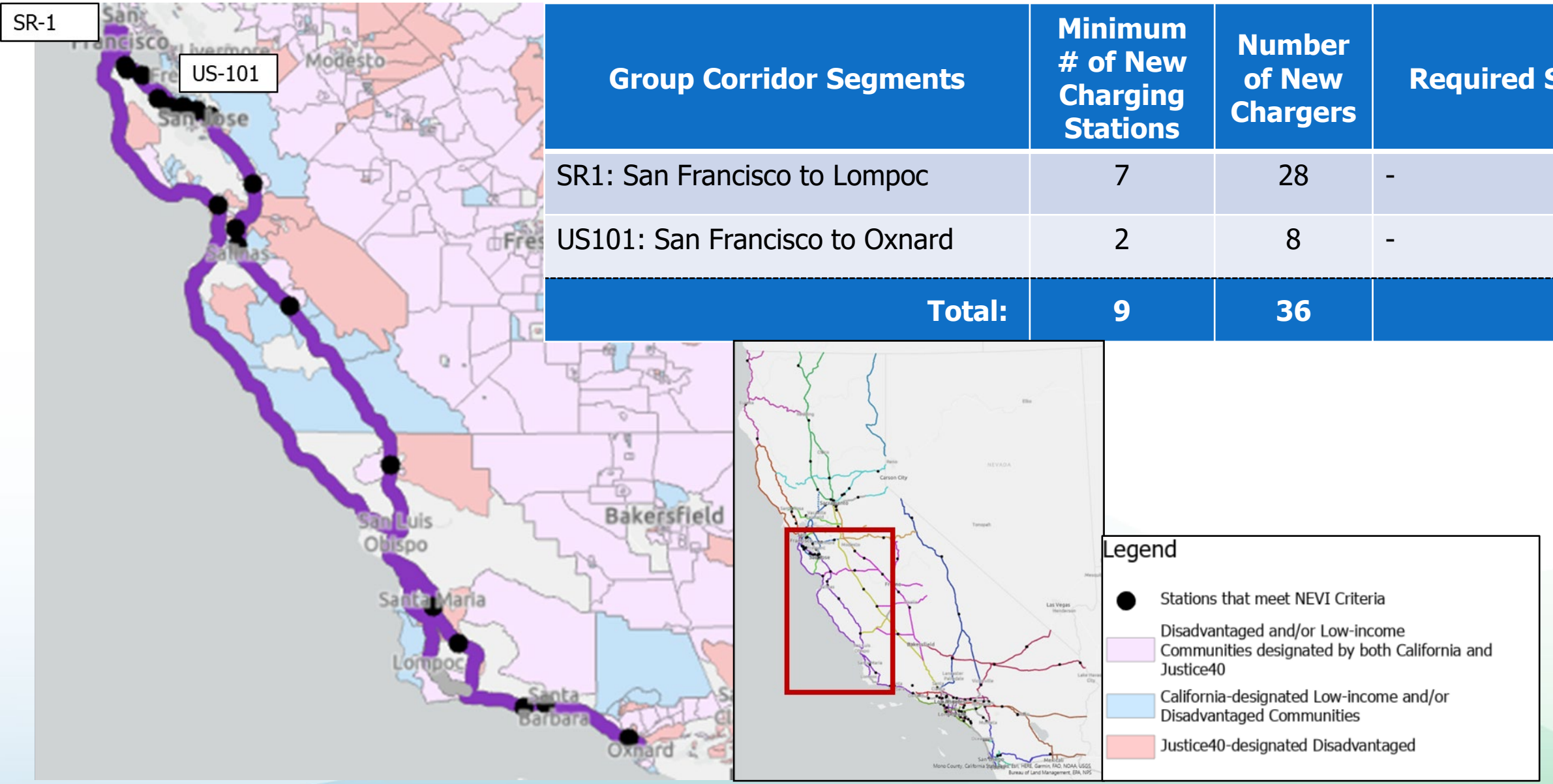


Legend

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

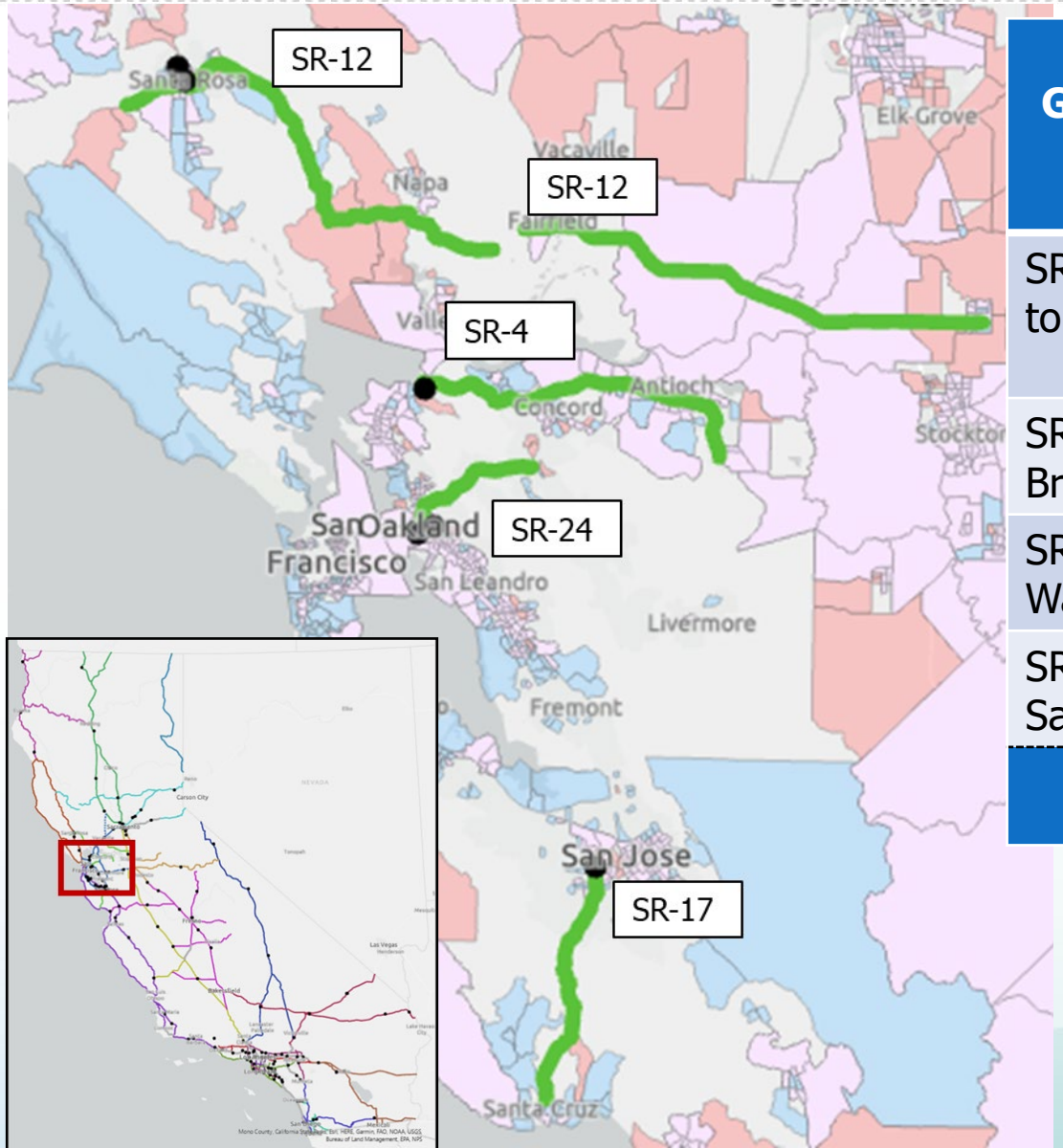
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR120: Manteca to Lee Vining	5	20	SR120/US395 (Lee Vining)
SR4: Stockton to Angels Camp	3	12	-
SR99: Sacramento to Turlock	1	10	-
Total:	**9**	**42**	

Proposed Corridor Group #10



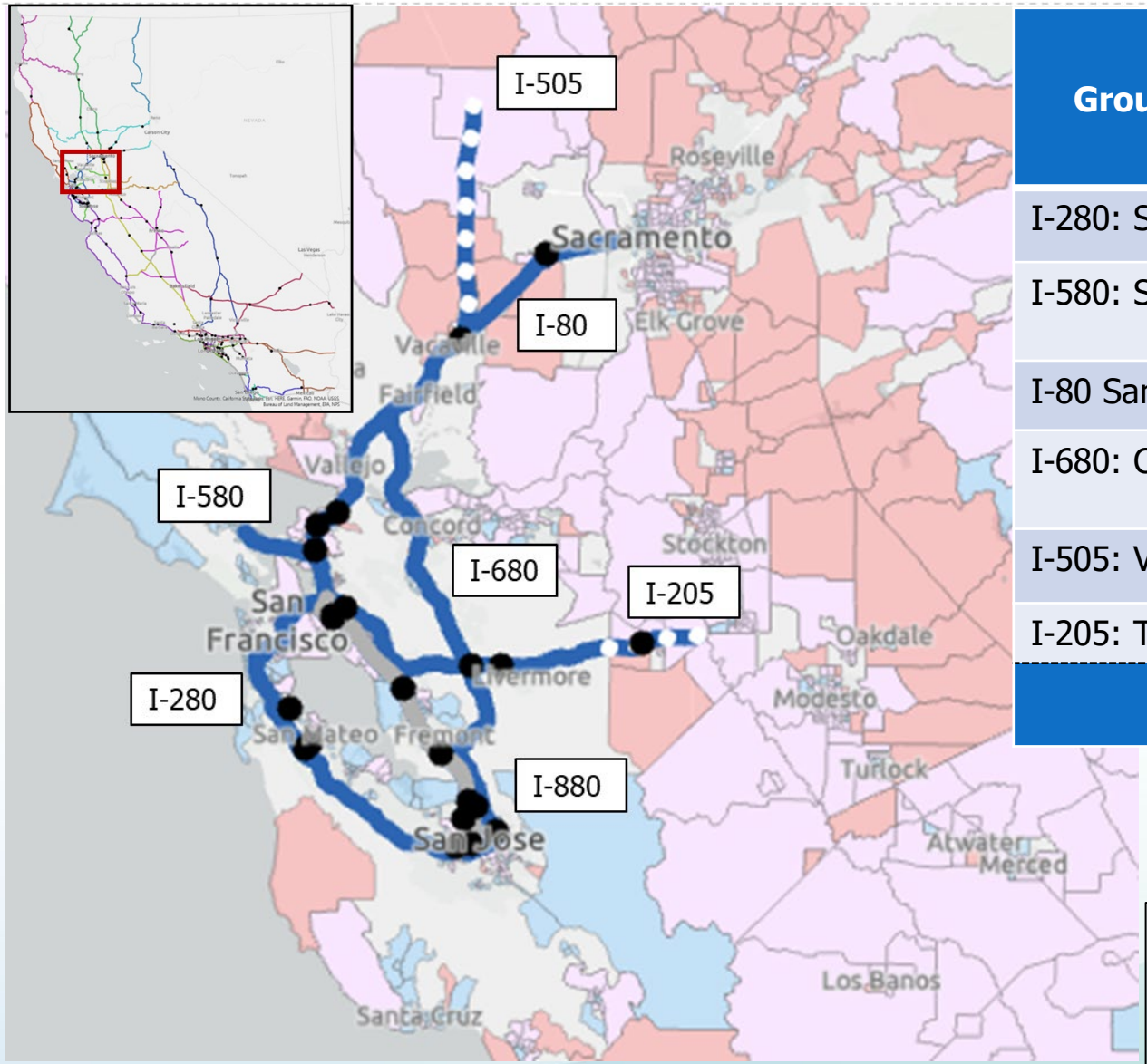
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR1: San Francisco to Lompoc	7	28	-
US101: San Francisco to Oxnard	2	8	-
Total:	**9**	**36**	

Proposed Corridor Group #11



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR12: Sebastopol to Lodi	3	12	SR12/SR116 (Sebastopol), SR12/SR99 (Lodi)
SR4: Hercules to Brentwood	1	4	-
SR24: Oakland to Walnut Creek	1	4	-
SR17: San Jose to Santa Cruz	1	4	SR17/SR1 (Santa Cruz)
Total:	**6**	**24**	

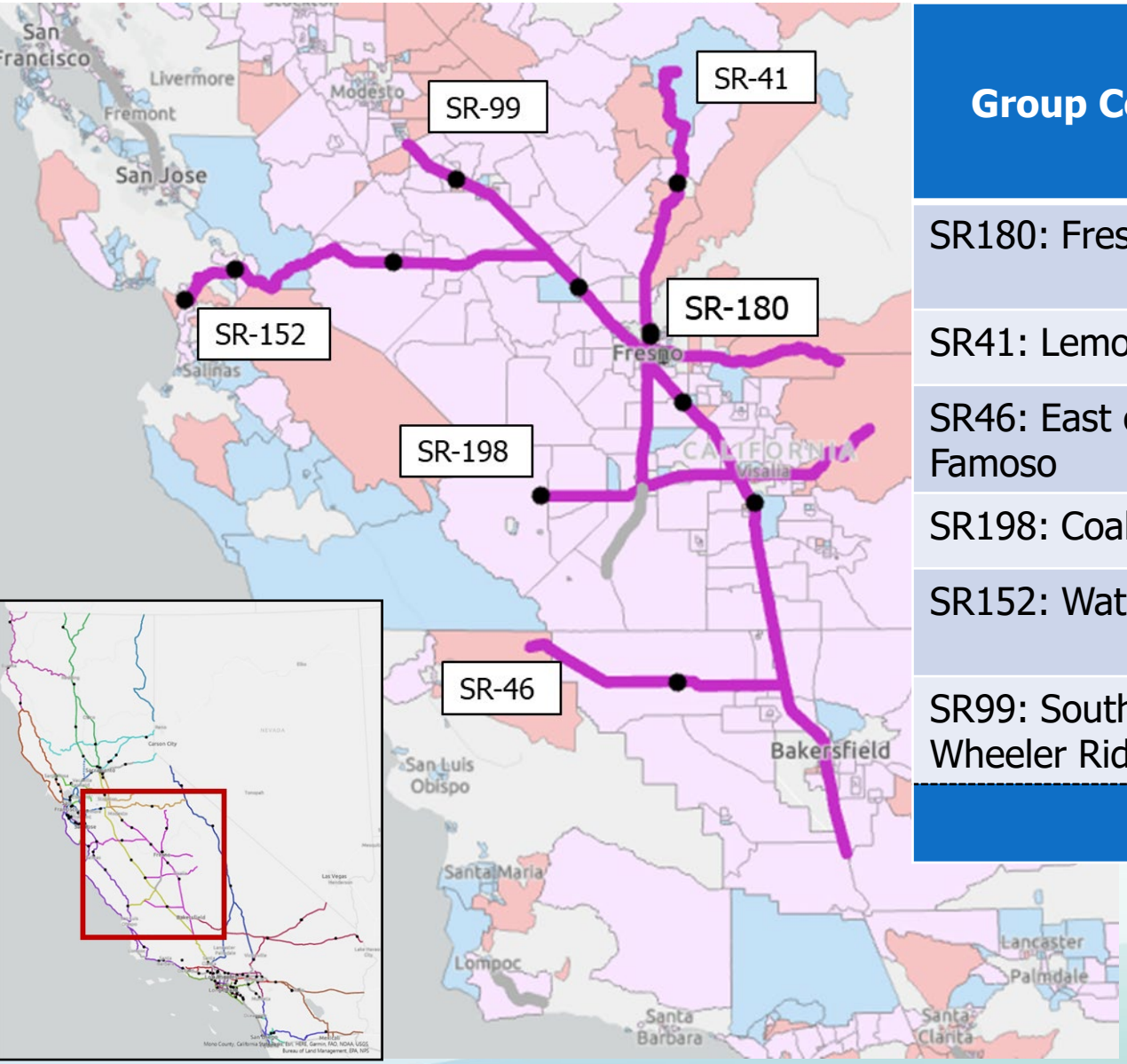
Proposed Corridor Group #12



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-280: San Francisco to San Jose	2	8	-
I-580: San Rafael to Tracy	2	8	I-580/US101 (San Rafael)
I-80 San Francisco to Sacramento	1	4	-
I-680: Cordelia to San Jose	1	4	I-80/I-680 (Cordelia)
I-505: Vacaville to Dunnigan	0	2*	-
I-205: Tracy	0	2*	-
Total:	**6**	**28**	

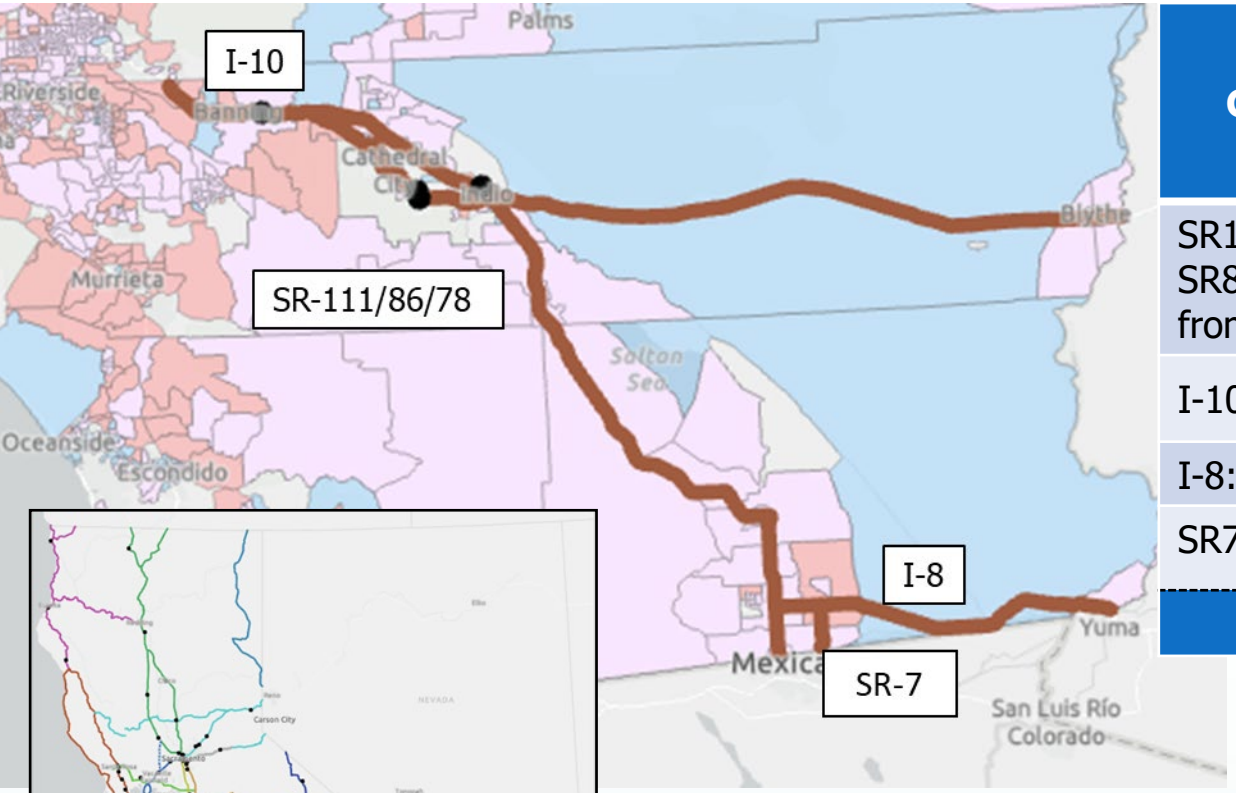
*Since new charging stations are not required on this corridor, these chargers may be added to any corridor in Group 12.

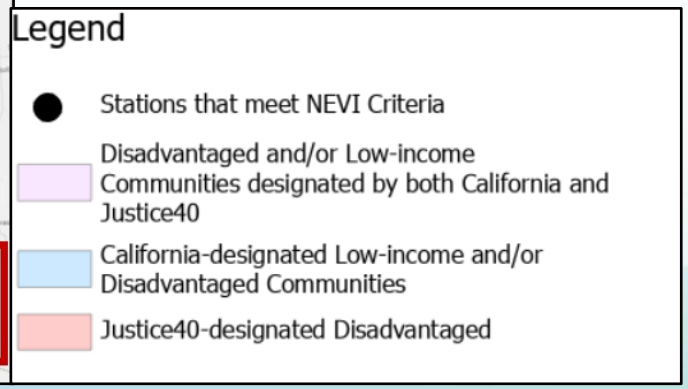
Proposed Corridor Group #13



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR180: Fresno to Squaw Valley	2	8	SR180/SR99 (Fresno)
SR41: Lemoore to Fish Camp	2	8	-
SR46: East of Shandon to Famoso	1	4	SR46/SR99 (Famoso)
SR198: Coalinga to Three Rivers	2	8	-
SR152: Watsonville to Chowchilla	1	9	SR152/SR99 (Chowchilla)
SR99: South of Turlock to Wheeler Ridge	1	40	-
Total:	**9**	**77**	

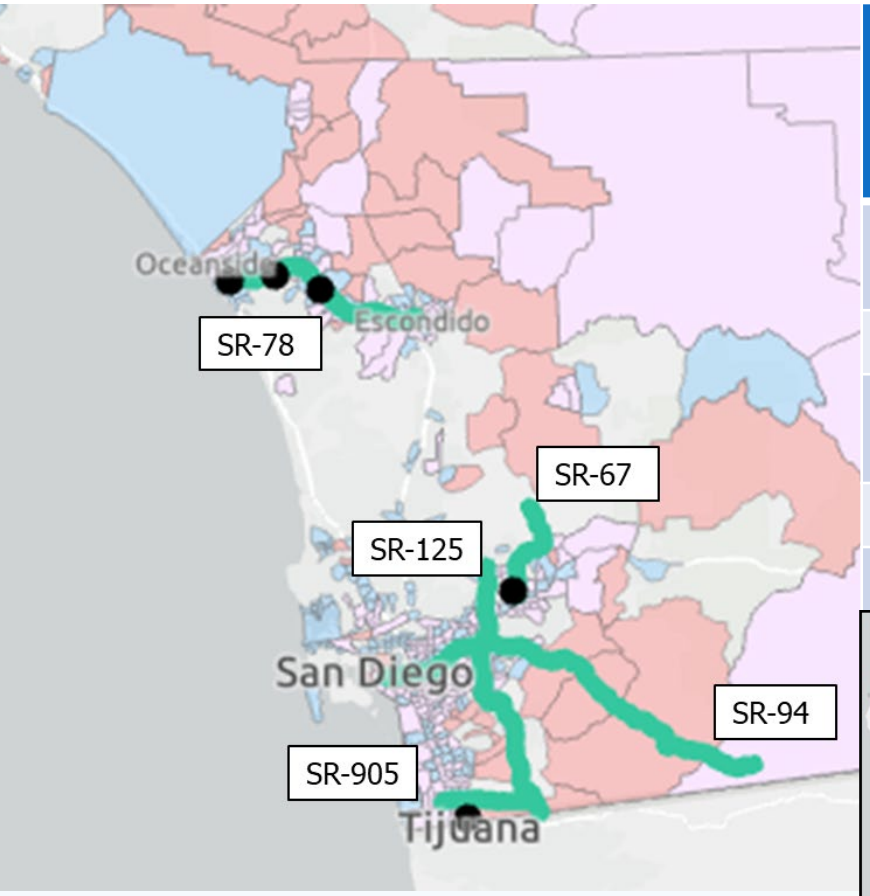
Proposed Corridor Group #14



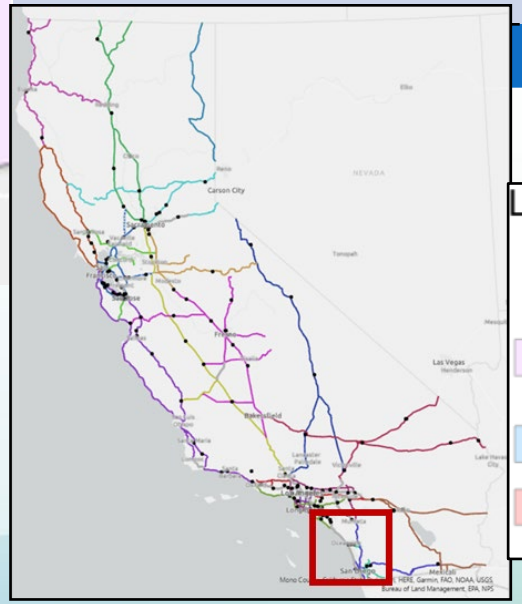


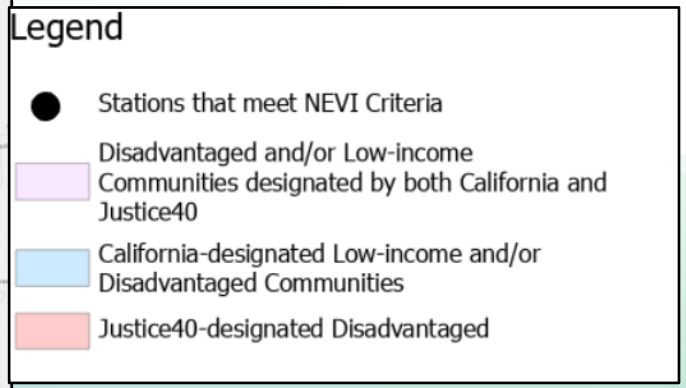
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR111 Whitewater to Mecca, SR86/78 Mecca to Brawley, SR111 from Brawley to Calexico	3	12	-
I-10: Beaumont to Blythe	2	32	-
I-8: El Centro to Arizona Border	2	8	-
SR7: Holtville to Mexico Border	1	4	-
Total:	**8**	**56**	

Proposed Corridor Group #15



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR125: Santee to Otay Mesa	2	8	SR125/SR52 (Santee), SR152/SR905 (Otay Mesa)
SR94: San Diego to Dulzara (Tecate)	2	8	SR94/I-5 (San Diego)
SR905: San Diego to Otay Mesa	2	8	SR905/I-5 (San Diego), SR905/SR125 (Otay Mesa)
SR78: Oceanside to Escondido	1	4	-
SR67: El Cajon to Eucalyptus Hills	1	4	-
Total:	**8**	**32**	





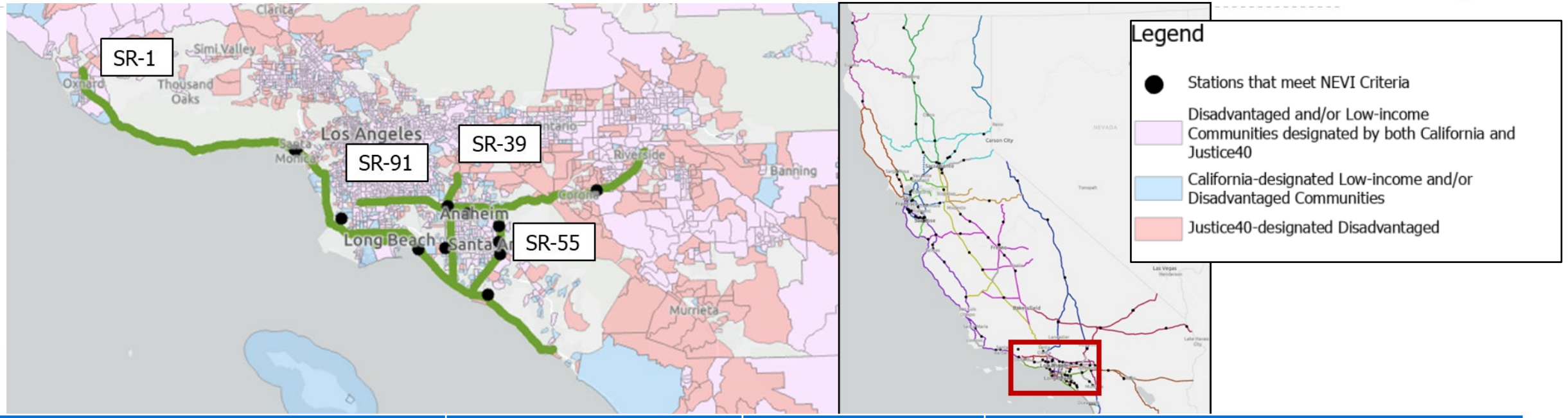
Proposed Corridor Group #16

Legend

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

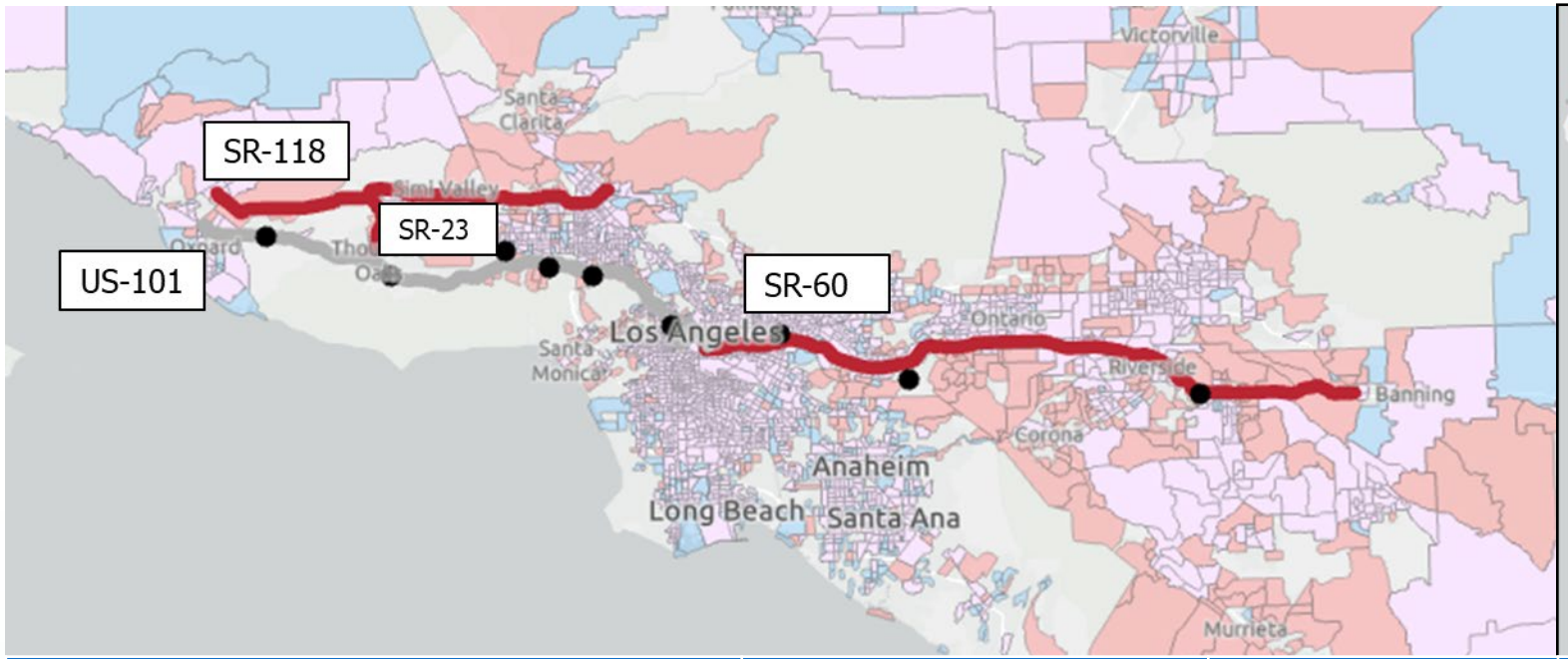
Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-8: San Diego to El Centro	2	8	-
I-15: San Diego to Murrieta	2	8	I-15/I-5 (San Diego) I-15/I-215 (Murrieta)
I-805: San Diego to San Ysidro	2	8	I-805/I-5 (San Diego) I-805/I-5 (San Ysidro)
Total:	**6**	**24**	

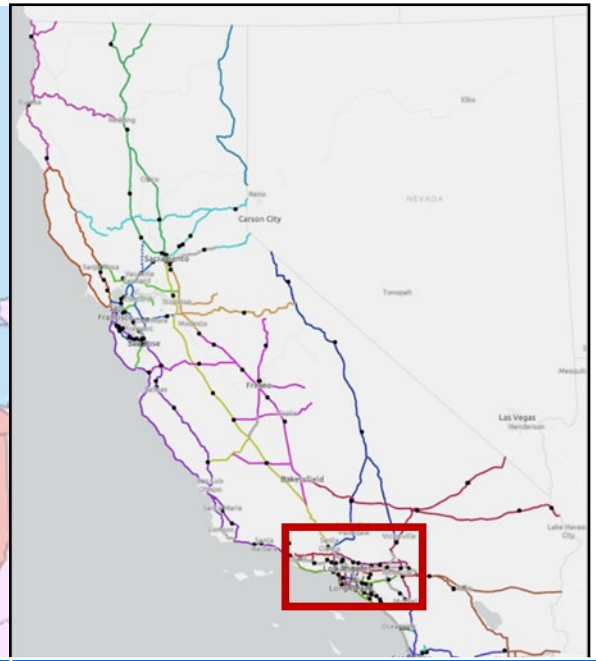
Proposed Corridor Group #17



Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR39: La Habra to Huntington Beach	2	8	SR39/SR1 (La Habra), SR39/SR72 (Huntington Beach)
SR55: Anaheim to Newport Beach	1	4	SR55/SR1 (Newport Beach)
SR91: Gardena to Riverside	1	4	SR91/I-110 (Gardena)
SR1: Oxnard to Dana Point	1	4	SR1/I-5 (Dana Point)
Total:	**5**	**20**	

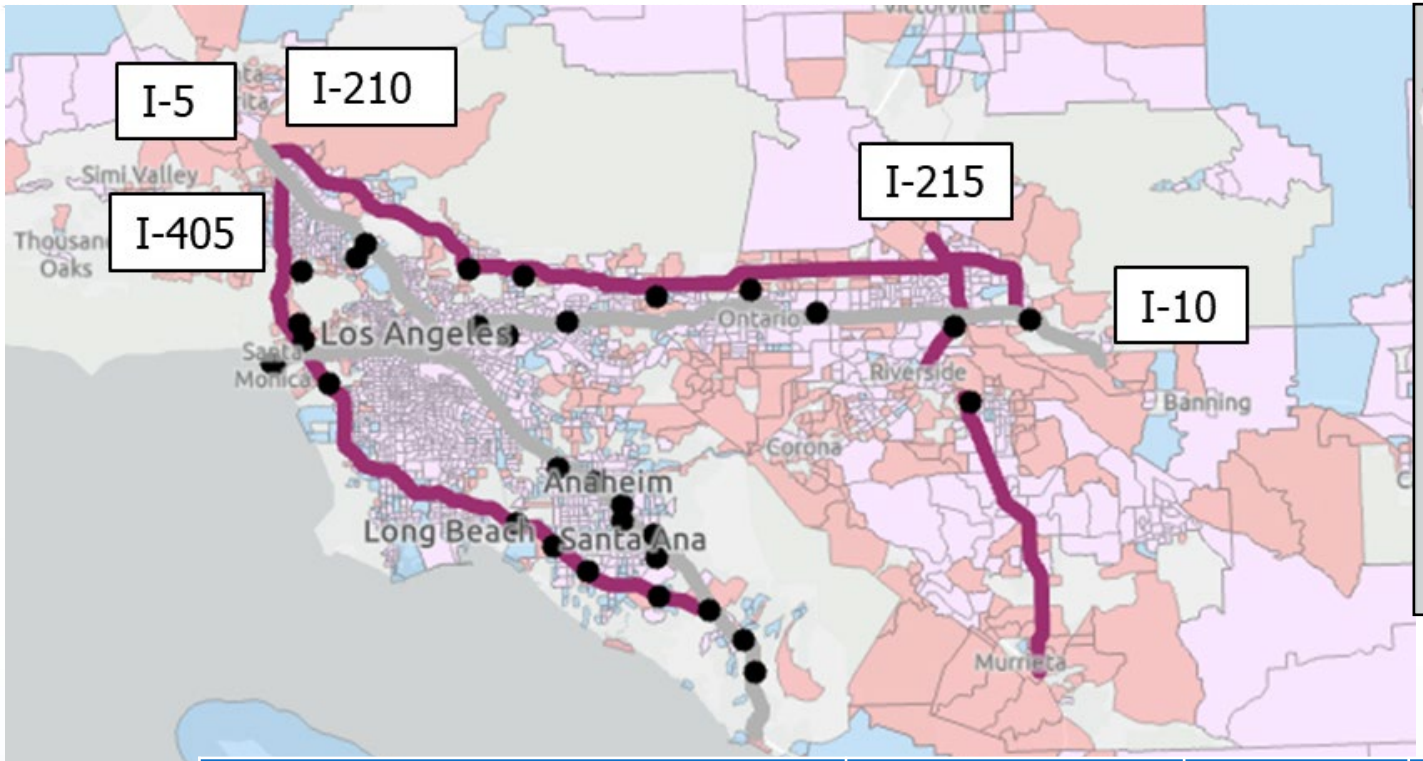
Proposed Corridor Group #18

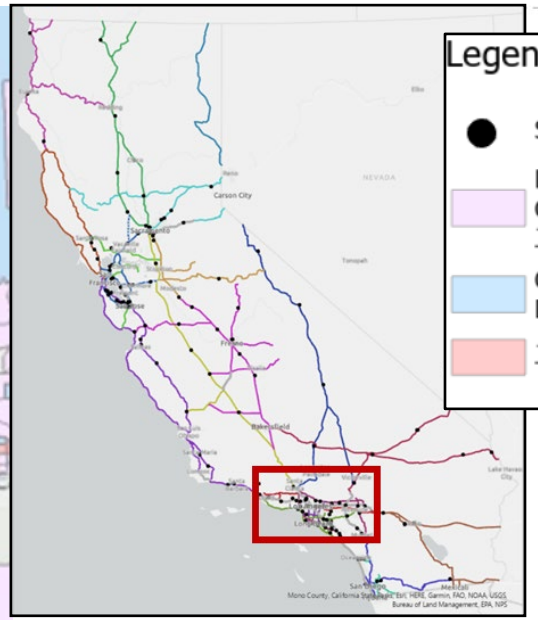




Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
SR23: Moonpark to Thousand Oaks	2	8	SR23/SR118 (Moonpark), SR23/US101 (Thousand Oaks)
SR118: Saticoy to San Fernando	2	8	SR118SR126 (Saticoy), SR118/I-210 (San Fernando)
SR60: Los Angeles to Beaumont	1	4	SR60/I-10 (Los Angeles)
Total:	**5**	**20**	

Proposed Corridor Group #19



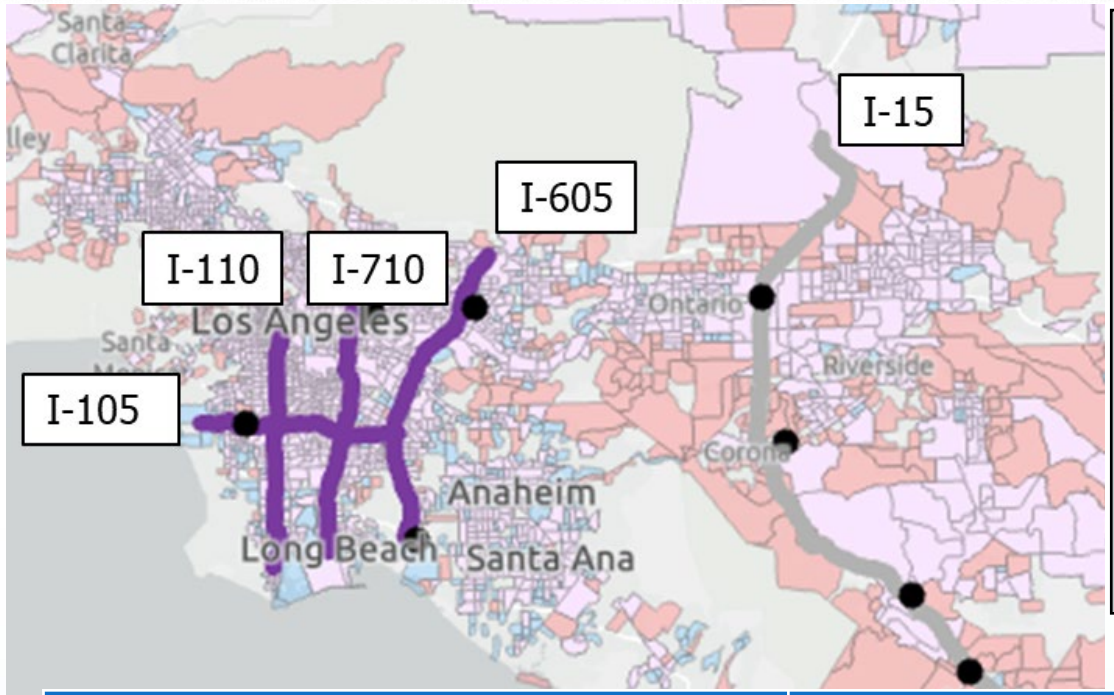


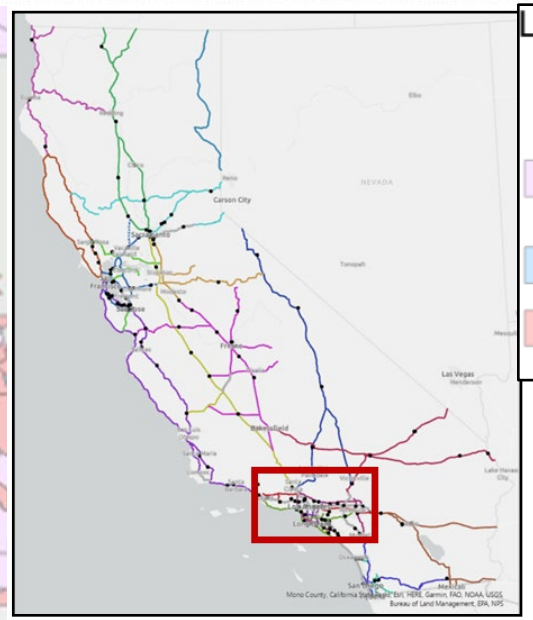
Legend

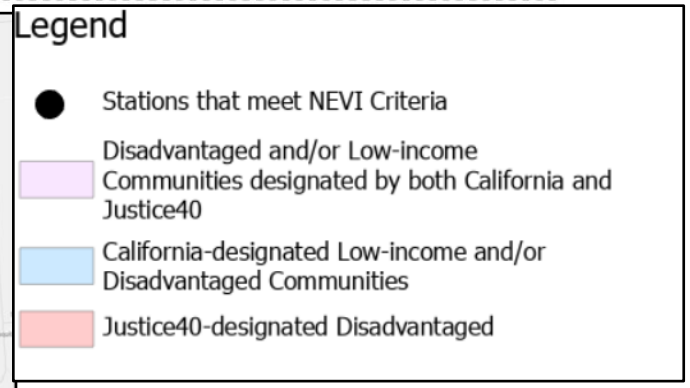
- Stations that meet NEVI Criteria
- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-210: Sylmar to Redlands	2	8	I-210/I-5 (Sylmar), I-210/I-10 (Redlands)
I-215: Murrieta to San Bernardino	2	8	I-215/I-15 (Murrieta) , I-215/I-15 (San Bernardino)
I-405: Mission Hills to Irvine	1	4	I-405/I-5 (Mission Hills)
Total:	**5**	**20**	

Proposed Corridor Group #20







Group Corridor Segments	Minimum # of New Charging Stations	Number of New Chargers	Required Sites
I-110: Los Angeles to San Pedro	2	8	I-110/I-10 (Los Angeles), I-110/SR47 (San Pedro)
I-710: Los Angeles to Long Beach	2	8	I-710/I-10 (Los Angeles) I-710/SR1 (Long Beach)
I-605: Irwindale/Duarte to Seal Beach	1	4	I-605/I-210 (Irwindale/ Duarte)
I-105: El Segundo to Norwalk	1	4	I-105/I-605 (Norwalk)
Total:	**6**	**24**	

Discretionary Exceptions

- "…a State may submit a request for discretionary exceptions from the requirement that charging infrastructure is installed every 50 miles along that State's portion of the Interstate Highway System within 1 travel mile of the Interstate… Exceptions must be clearly identified and justified…"
  - https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf

- **Question: Should California request any Discretionary Exceptions?**

Questions and Discussion on Corridor Groups

Proposed Corridor Group Ranking

Group Ranking

- **Purpose**
  - Rank the corridors for funding order
  - Each solicitation will accept applications for about five groups, starting at the top of the list
- **Weighting Considerations**
  - Interstates first
  - DAC/LIC/J40/Tribal (30% of total points)
  - Number of new charging stations and chargers
- **Method**
  - Scored each corridor segment
  - Calculated the group average score
  - Ranked groups by average score

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula - Interstates

- **Definition:** Interstate Highways

- **Explanation:** NEVI guidance: "States should prioritize the use of NEVI Formula Program funding for EV charging infrastructure along the Interstate Highway System."

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – Justice40 Communities

- **Definition:** Federally recognized disadvantaged communities. At least 40% of NEVI funding to be spent within Justice40
- **Process:** Determined percentage of corridor that has a Justice40 community within 1 mile of the corridor.
- **Explanation:** Prioritize underserved communities

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – DAC/LIC

- **Definition:** Census tracts identified as DAC and/or LIC according to CalEnviroscreen 4.0 and AB 1550.
- **Process:** Determined percentage of corridor that has a DAC/LIC within 1 mile of the corridor.
- **Explanation:** Prioritize underserved communities

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – 50% DAC/LIC & Justice40

- **Definition:** At least 50% of the corridor's census tracts are in both a DAC/LIC and a Justice40 community
- **Process:** Determined percentage of the AFC's census tracts which are in both a DAC/LIC and a Justice40 community
- **Explanation:** Prioritize underserved communities

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – RoadTrip (2030)

- **Definition:** Model for the number of chargers along corridors that are needed to support 2030 demand

- **Process:** CEC staff modeled energy demand for AFCs in 2030 and subtracted existing charger counts

- **Explanation:** Corridors with a larger difference between projected demand and current capacity need additional investment to encourage installations

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – Additional Charging Stations

- **Definition:** Number of new charging stations necessary to meet criterion that stations will be spaced no more than 50 miles apart

- **Process:**
  - Existing charging station gap analysis
    - Identified existing NEVI compliant sites
    - Reviewed corridor length and geography to determine the number of sites needed to assure gaps of less than 50 miles (Some exceptions may be necessary)

- **Explanation:**
  - Sites must be no more than 50 miles apart
  - Corridor needs vary

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – SB 1000

- **Definition:** Identified through the Senate Bill 1000 analysis as communities with sparse fast charging coverage (average drive times of 10 minutes or more to a public DC fast charging station).
- **Process:** Determined percentage of corridor miles that fall within communities with sparse fast charging coverage.
- **Explanation:** Corridors within communities with sparse fast charging coverage need additional investment.

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – Tribal

- **Definition:** Lands under control of federally recognized Tribes.
- **Process:** Determined percentage of corridor that has lands under control of federally recognized Tribes within 1-mile of the corridor.
- **Explanation:** Recognize the unique history and role of Tribes. Tribal lands are also considered to be DACs by both state and Justice40 definitions and weighted in those categories.

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Ranking Formula – Neighboring State AFC

- **Definition:** Corridor Segment continues into a neighboring state which also has the corridor designated as an AFC
- **Process:** Identified AFCs from Oregon, Nevada, and Arizona
- **Justification:** AFCs that cross borders contribute to the goal of a national network of chargers

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

Corridor Ranking Results

Rank	Group	Group Score
1	7	57.67
2	16	53.33
3	20	50.00
4	6	49.00
5	14	48.75
6	19	49.00
7	1	47.33
8	12	45.83
9	8	40.00
10	2	37.67

Rank	Group	Group Score
11	4	37.00
12	5	31.00
13	9	30.67
14	3	30.50
15	13	29.50
16	18	27.00
17	15	24.40
18	10	22.50
19	17	22.00
20	11	17.25

Question and Answers

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

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**

Discussion

1. Should any variables be added or removed?
2. Should the weighting be revised?
3. Is 20 groups appropriate? Should there be fewer/more?

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
	Max Points:	**83**

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

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)

Email: docket@energy.ca.gov
Subject Line: "22-EVI-05 NEVI"

Comments are due by September 28, 2022

Thank You!