

<b>DOCKETED</b>	
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<b>Docketed Date:</b>	3/12/2024



# California Energy Commission and Caltrans

Joint Workshop on Concepts for the 2<sup>nd</sup> Solicitation under  
California's National Electric Vehicle Infrastructure (NEVI) Formula Program

Presenters: Jane Berner and Josh Meserth (CEC), Emily Belding (Caltrans), and additional staff for discussion

Date: March 12, 2024

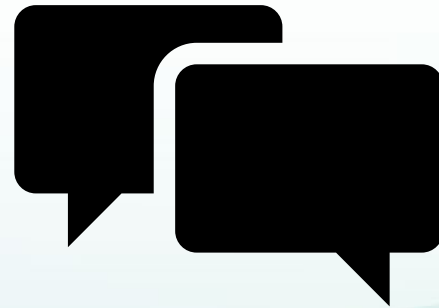


# Workshop Purpose



Obtain **stakeholder feedback** on:

- Draft concepts presented for the second California National Electric Vehicle Infrastructure (NEVI) solicitation
- The first California NEVI solicitation, GFO-23-601





# Workshop Agenda



- Welcome and Introductions
  - Commitment to Diversity
  - Partnership Resources
- NEVI Overview
- Draft Solicitation Overview for NEVI Solicitation #2
  - Corridor Groups Update
  - Similarities and Differences from NEVI Solicitation #1
- Discussion Session
  - Feedback on NEVI Solicitation #1
  - Suggestions for NEVI Solicitation #2
- Next Steps
- Adjourn



# Housekeeping



- Workshop is recorded on Zoom
- Virtual Participation via Zoom or telephone during the Q&A period
- This presentation is available online at the Workshop web page:

<https://www.energy.ca.gov/event/workshop/2024-03/joint-workshop-california-national-electric-vehicle-infrastructure-nevi>

- CEC NEVI web page:

<https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program>



# 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

Diversity Survey - Pre-Solicitation  
Workshop for Second NEVI  
Solicitation



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/g/Zpsgj0esD7>



# 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](http://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.





# NEVI Matchmaker Tool



- “NEVI Matchmaker Tool” on CEC NEVI website.
- Enables site hosts and other project partners to find each other.
- From responses: NEVI Interested Site Host and Partner List spreadsheet
  - Interested partners: 129
  - Interested site hosts: 40
- Questions:
  - Did you use this tool?
  - Should we continue it?
  - How could we improve it?

The screenshot shows a sidebar menu with three main sections: 'Data and Maps' (light blue background with a plus sign), 'Project Team Resources' (dark blue background with a white 'x' icon), and 'Solicitations' (light blue background with a plus sign). The 'Project Team Resources' section is expanded, showing a list of items: 'CALeVIP Connects', 'Empower Innovation', 'Interested Site Host and Partners List', and 'NEVI Matchmaker Tool'. Each item has a small icon to its right.



# 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



# Get to Know



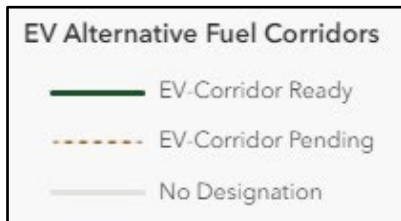
“National Electric Vehicle Infrastructure Standards and Requirements”

Code of Federal Regulations, Title 23, Part 680 (23 CFR 680)

<https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680>

# NEVI Basic Requirements

- Public stations
- 4 Direct Current Fast Chargers with Combined Charging System (CCS) Connectors
- No more than 50 miles between stations
- Maximum distance from corridor: 1 mile
- Site power  $\geq 600$  kW supporting  $\geq 150$  kW per port and across 4 ports simultaneously



Map link: <https://hepgis-usdot.hub.arcgis.com/apps/5c4d9e173301473688468fc7cf6dbe19/explore>



# NEVI Deployment Plans



## California's 2022 Deployment Plan:

<https://dot.ca.gov/-/media/dot-media/programs/esta/documents/nevi/california-nevi-deployment-plan-ada-rev-20220804.pdf>

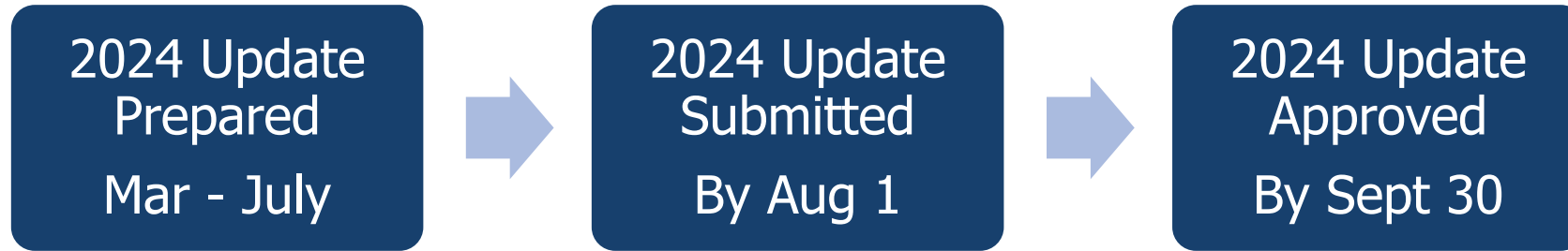
## California's 2023 Deployment Plan:

<https://dot.ca.gov/-/media/dot-media/programs/esta/documents/nevi/2023-ca-nevi-plan-update-final-a11y.pdf>



# 2024 NEVI Activities

## Annual California NEVI Deployment Plan Update



## GFO-23-601: 1<sup>st</sup> NEVI Solicitation



## 2<sup>nd</sup> NEVI Solicitation





# NEVI Deployment Plan Concept



- Divide designated corridors into segments with one or more charging stations per segment
- Identify groups of corridor 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

# Corridor Groups in 2023 Plan



- 21 Corridor Groups numbered 1 through 20 with number 6 divided into 6A and 6B.
- Methodology for creating and ranking corridor groups was explained in detail in the NEVI Funding Program Pre-Solicitation Joint Workshop [Session 1](#) and [Session 2](#) in September 2022.





# Ranking Method



Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 (J40) community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a Disadvantaged Community (DAC) and/or a Low-Income Community (LIC) (CalEnviroScreen 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

Variable	Factor	Score
Number of 150 kW, or greater, DCFCs needed along the corridor	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
No		0
Corridor Section connects to neighboring state's AFC	Yes	1
	No	0
<b>Max Points:</b>		<b>83</b>



# 1<sup>st</sup> NEVI Solicitation – GFO-23-601



- Six Corridor Groups
- \$40,500,000 offered
- \$150,000 maximum grant per new CCS charging port
- Fifty percent match share required

Corridor Group	Included Freeways	Maximum Award	Min. # New Charging Stations	Total # New CCS Charging Ports
6A	I-5 (Central Valley)	\$10,050,000	2	67
6B	I-5 (Southern Central Valley)	\$12,150,000	2	81
7	SR-58, I-15, I-40	\$9,300,000	7	62
16	I-8, I-15, I-805	\$3,000,000	5	20
19	I-210, I-215, I-405	\$2,400,000	4	16
20	I-110, I-710, I-605, I-105	\$3,600,000	6	24



# What We Have Been Working On



- Since releasing the first NEVI solicitation, we have:
  - Incorporated newly designated Alternative Fuel Corridors (Round 7)
  - Two new Corridor Groups
  - Sought guidance from federal program coordinators
  - Re-evaluated existing EV charging stations for NEVI compliance



# 2<sup>nd</sup> NEVI Solicitation Proposal



- Offer all remaining corridor groups in Solicitation #2
- Estimated total offer: \$110,220,000
  
- Two Offerings
  1. Two-part projects: \$109,260,000
  2. Stand-alone projects: \$960,000



# 2nd NEVI Solicitation Proposal, Cont.



## Two-part Projects

- Break 16 corridor groups into two halves
  - First half (higher ranked)
  - Second half (lower ranked)
  - First half corridor groups to be completed before second half
  - Applicants complete two corridor groups (one from the higher-ranked half and one from the lower-ranked half) per project
- Why?
  - Offer available funds in a manageable way
  - Enable faster deployment, advance planning

## Stand-alone Projects

- One or more small corridor groups to be stand-alone projects
  - Initial Case: Corridor Group 22
- Why?
  - Unique location
  - Enable expanded applicant pool
  - Enable faster deployment



# Corridor Groups by Rank for Two-Part Projects



## First Half – Higher Ranked Corridor Groups

Rank	Corridor Group	Group Score	Minimum New Charging Stations	New Charging Ports	% Match	Proposed Max Funding
1	12: Bay Area Interstates and I-80 to Sacramento	44.9	6	30	50%	\$4,500,000
2	14: Southern California I-8 and I-10 to Eastern border	39.8	8	56	50%	\$8,400,000
3	2: North State coastal corridors	36.0	9	36	20%	\$8,640,000
4	8: East-West corridors, Sacramento to Nevada	33.8	8	54	50%	\$8,100,000
5	1: North State, Sacramento to Oregon	32.1	11	60	50%	\$9,000,000
6	3: North Coast, San Francisco Bay Area to Leggett	32.0	8	32	20%	\$7,680,000
7	5: Eastern Sierra and Southern Central Valley	31.5	8	32	20%	\$7,680,000
8	9: Northern Central Valley state highways	30.3	9	42	50%	\$6,300,000



# Remaining Corridor Groups by Rank



## Second Half – Lower Ranked Corridor Groups

Rank	Corridor Group	Group Score	Minimum New Charging Stations	New Charging Ports	% Match	Proposed Max Funding
9	13: Southern Central Valley state routes	30.2	11	88	50%	\$13,200,000
10	4: Northeast State, US 395 to Oregon	30.0	5	20	20%	\$4,800,000
11	15: San Diego area state routes	28.0	8	32	20%	\$7,680,000
12	18: East-West routes around Los Angeles	27.0	5	20	50%	\$3,000,000
13	10: Central Coast routes	26.0	9	36	20%	\$8,640,000
14	17: L.A. and Orange County state routes	25.5	5	20	50%	\$3,000,000
15	21: Sierra Foothills south of Sacramento	24.7	3	12	20%	\$2,880,000
16	11: Delta and Wine Country state routes	18.3	6	24	20%	\$5,760,000



# Two-Part Project Application Process



- One application
- No limit to how many corridor groups pairs one applicant can apply to
- Maximum award: three corridor groups pairs (six total corridor groups) to one applicant
- Proposal for each corridor group evaluated and scored separately
- Applicants make their own corridor group pairings
  - Conversely, solicitation could dictate the pairings





# Proposed Application Form



## Example of Two-Part Projects

Check if Applying (at least one)	Higher Ranked Corridor Groups	Check if Applying (at least one)	Lower Ranked Corridor Groups
	12		13
	14		4
	2		15
	8		18
	1		10
	3		17
	5		21
	9		11



# A Closer Look at the Corridor Groups

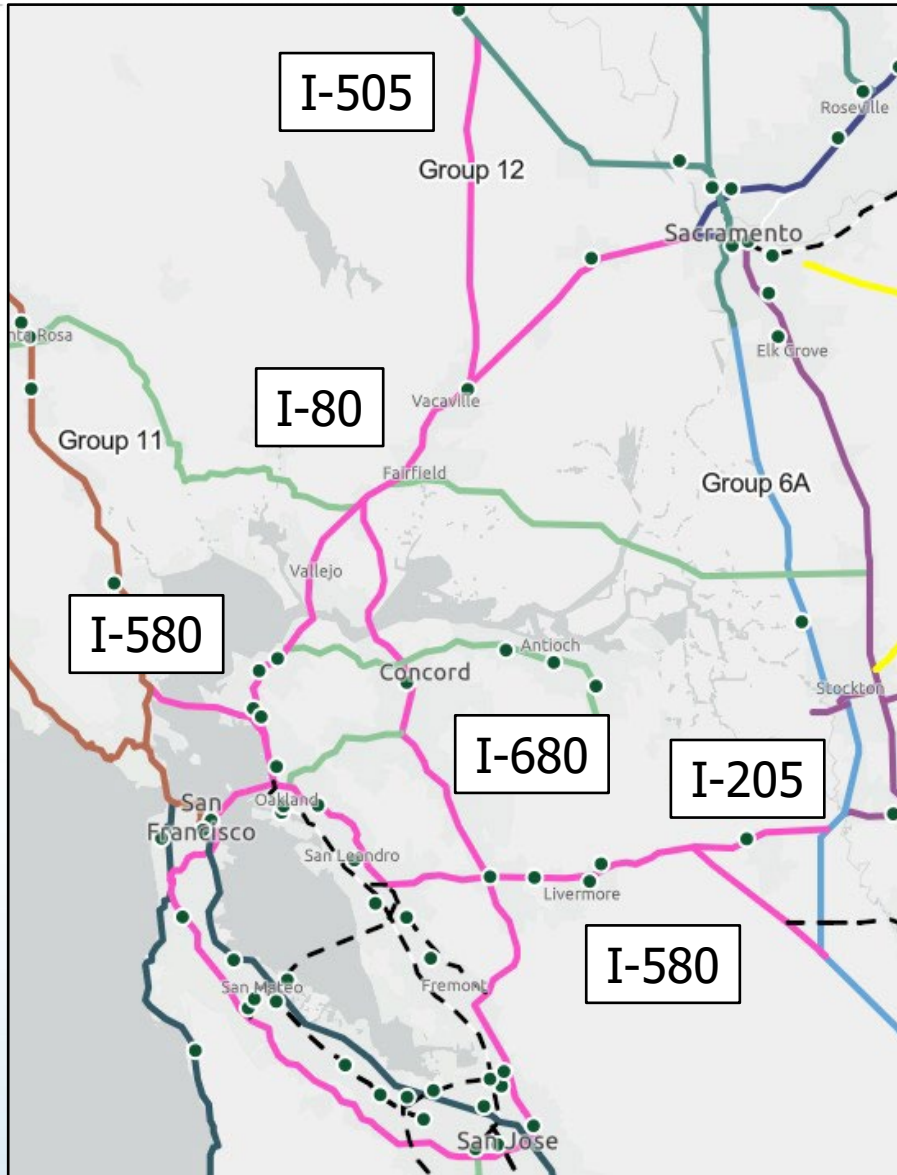
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## Higher Ranked Corridor Groups



# Corridor Group #12

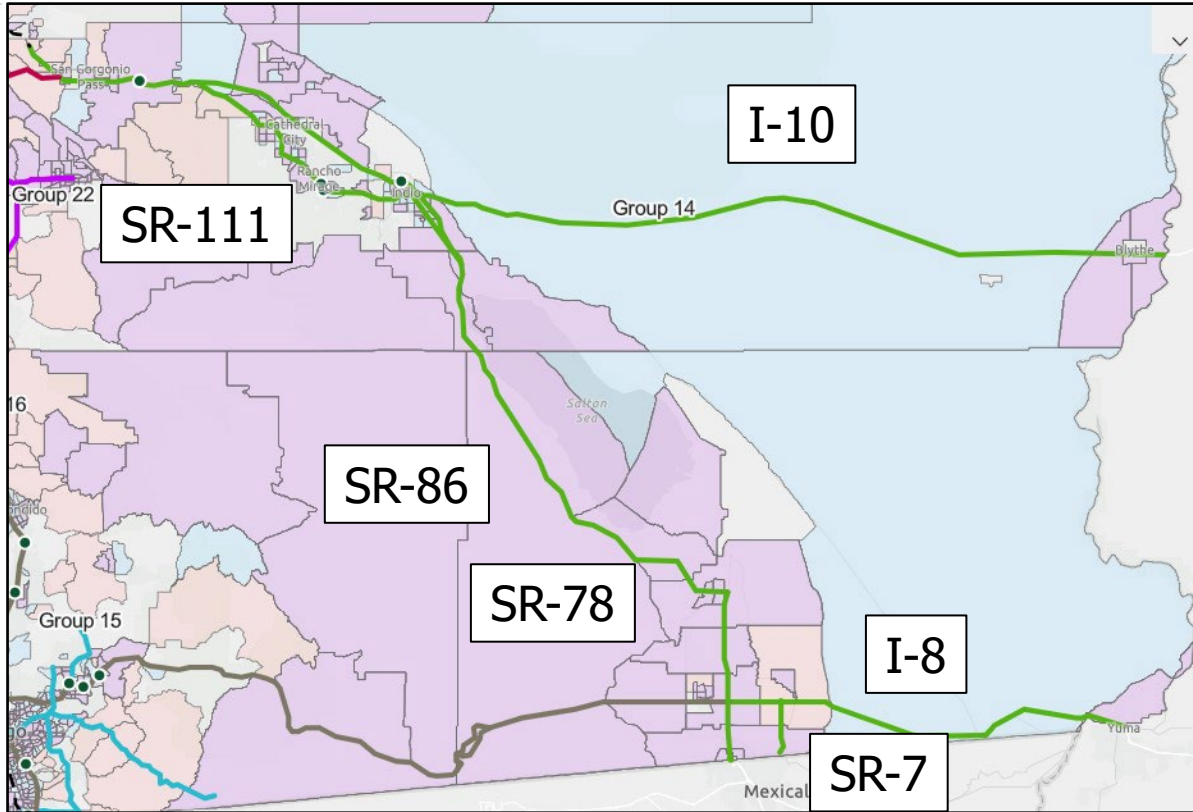


Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
I-280: San Francisco to San Jose	2	8	-
I-580: San Rafael (US101) to Tracy (I-5)	2	10	San Rafael Near Tracy
I-80 San Francisco to Sacramento	1	4	-
I-680: Cordelia to San Jose	1	4	I-80/I-680 (Cordelia)
I-505: Vacaville to Dunnigan	0	2*	-
I-205: Tracy	0	2*	-
<b>Total:</b>	<b>6</b>	<b>30</b>	<b>-</b>

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

An additional segment of Interstate 580 is newly designated as an Alternative Fuel Corridor.

# Corridor Group #14

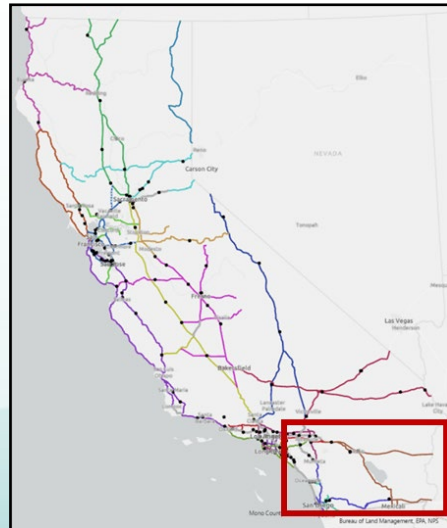


Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
SR111 Whitewater to Mecca, SR86/78 Coachella to Brawley, SR111 from Brawley to Calexico	3	12	-
I-10: Beaumont to Blythe	2	32	-
I-8: El Centro to Arizona Border	2	8	-
SR7: Holtville to Mexico Border	1	4	-
<b>Total: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

**Legend**

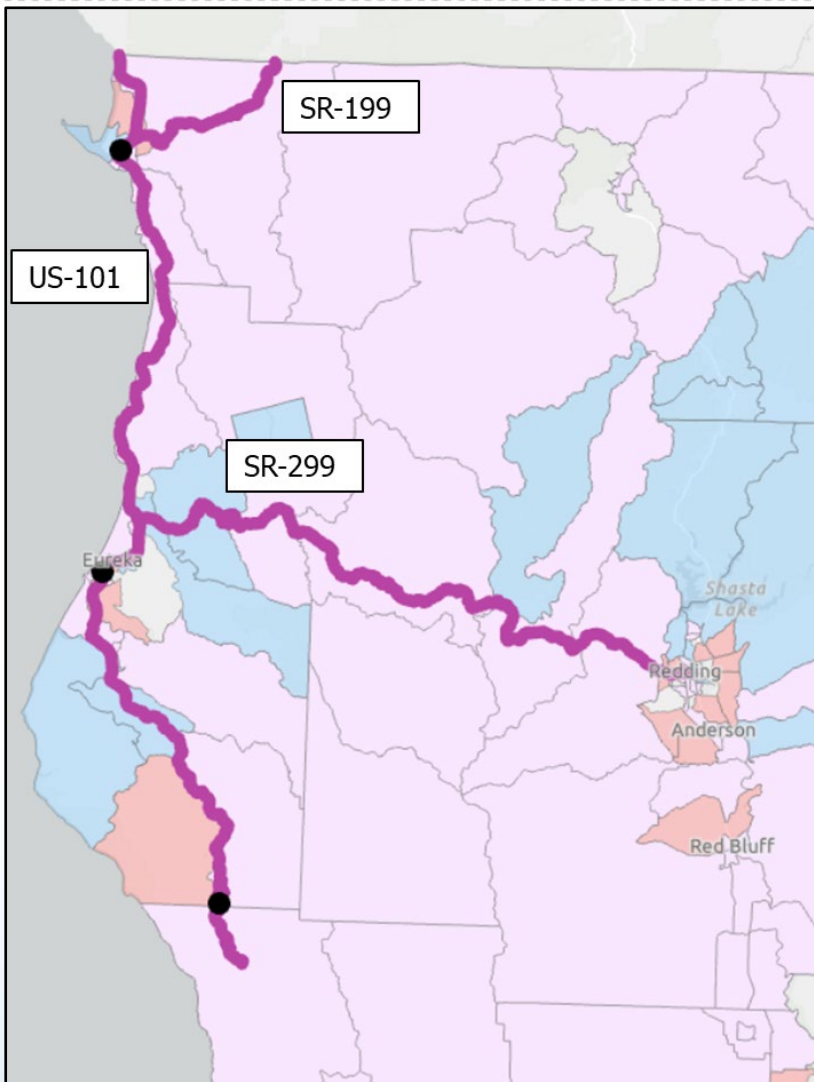
- Stations that meet NEVI Criteria
- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

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

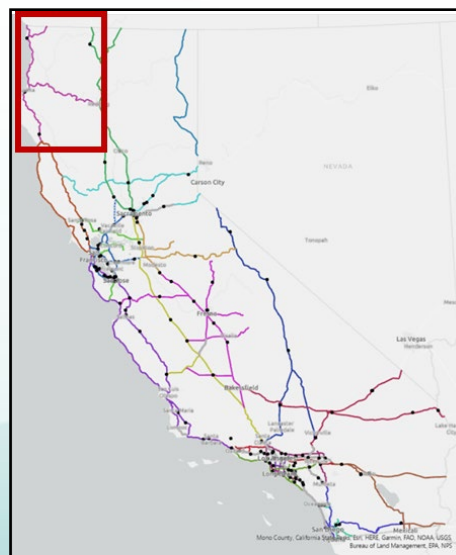


An additional segment of State Route 86 is newly designated as an Alternative Fuel Corridor

# Corridor Group #2



Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
US101: Oregon to North of Leggett	4	16	-
SR299: Arcata to Redding	4	16	US101/SR299 (Arcata), SR299/I-5 (Redding)
SR199: Crescent City to Gasquet	1	4	-
<b>Total:</b>	<b>9</b>	<b>36</b>	<b>-</b>



**Legend**

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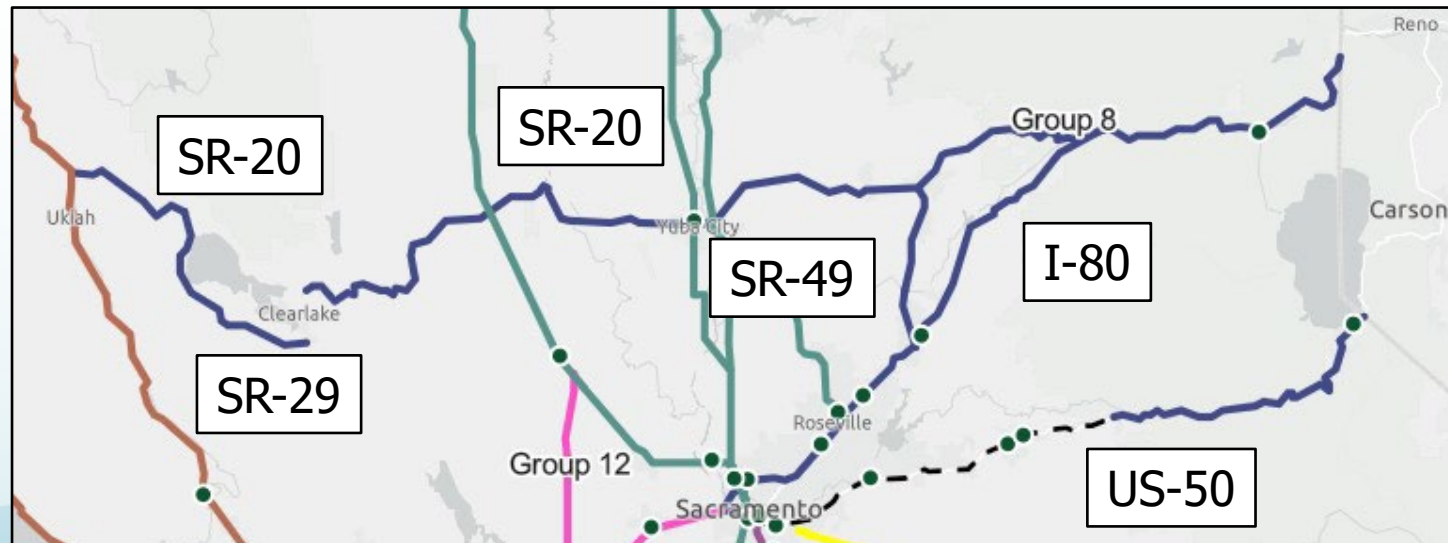


# Corridor Group #8



Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
SR20: 101/20 split to 20/29 split, then 20/53 split to Yuba Pass (20/80)	4	20	-
I-80: Sacramento to Nevada Border	1	16	Between Auburn and Truckee
SR29: Upper Lake to Lower Lake	1	4	-
US50: Pollock Pines to Nevada	1	10	-
SR49: Auburn to Grass Valley	1	4	-
<b>Total:</b>	<b>8</b>	<b>54</b>	-

State Route 49 is a newly designated Alternative Fuel Corridor

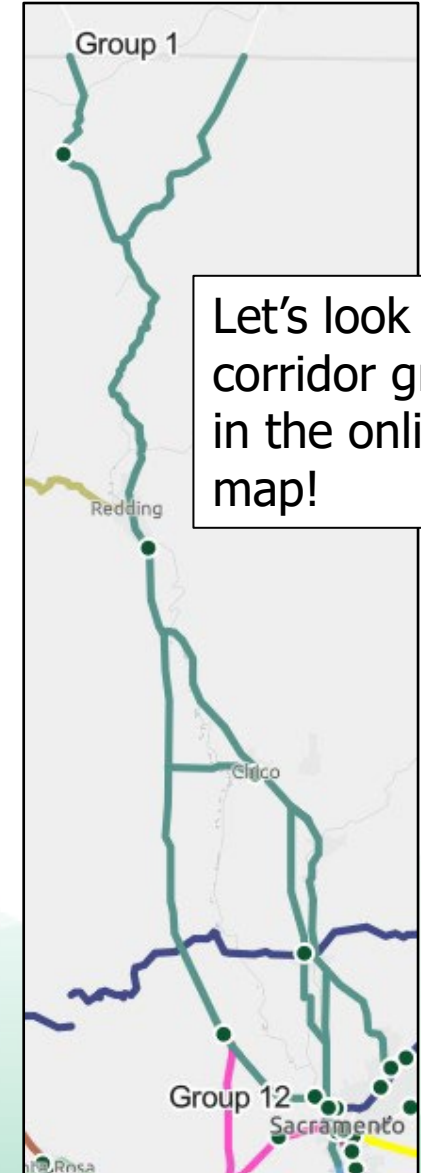




# Corridor Group #1



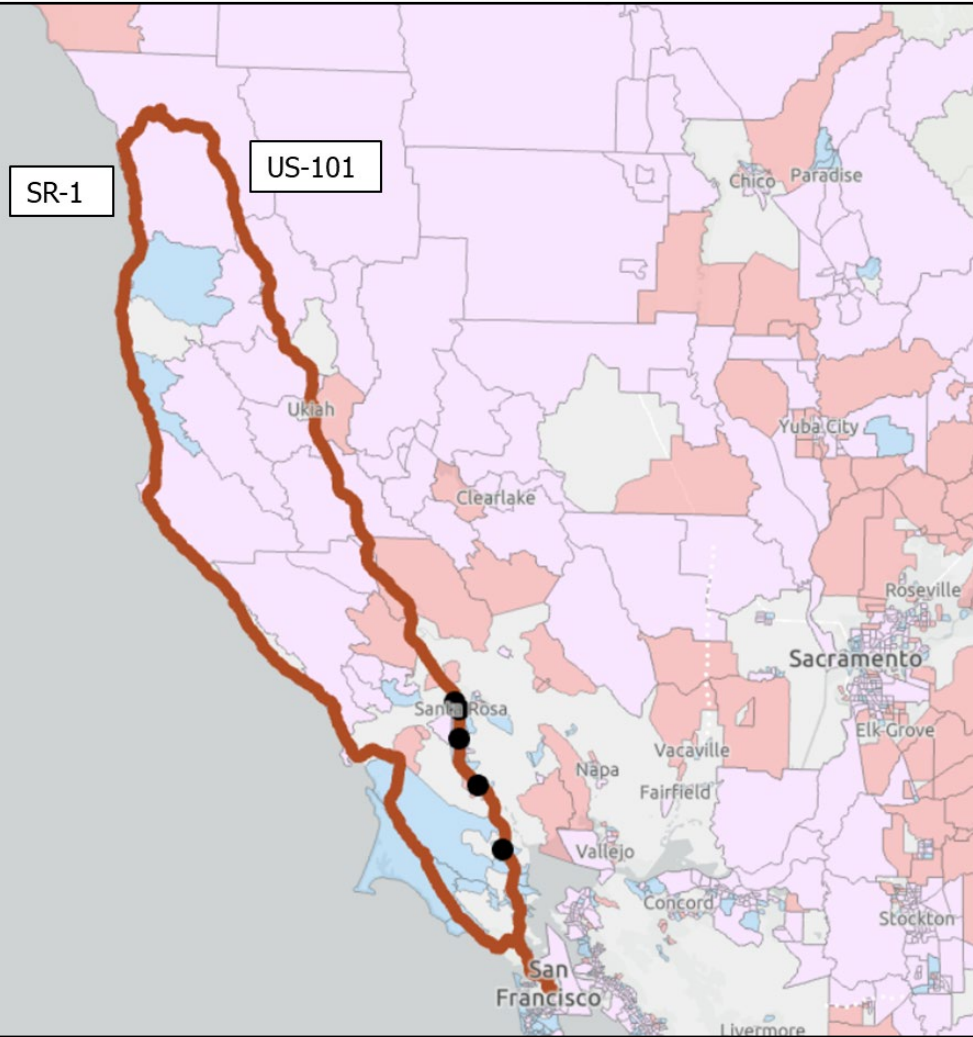
Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
I-5: Oregon to Sacramento	4	32	Between Yreka and Dunnigan Near SR32 (Orland)
US97: Weed (I-5) to Oregon	2	8	-
SR99: Red Bluff (I-5) to Sacramento (I-5)	2	8	Near I-5 (Red Bluff)
SR32: Orland (I-5) to Chico (SR99)	0*	0*	-
SR65: Auburn (I-80) to Olivehurst (SR70)	1	4	Wheatland or Olivehurst
SR70/149: South of Plumas Lake (SR99) to North of Oroville (SR99)	2	8	-
<b>Group Total:</b>	<b>11</b>	<b>60</b>	-



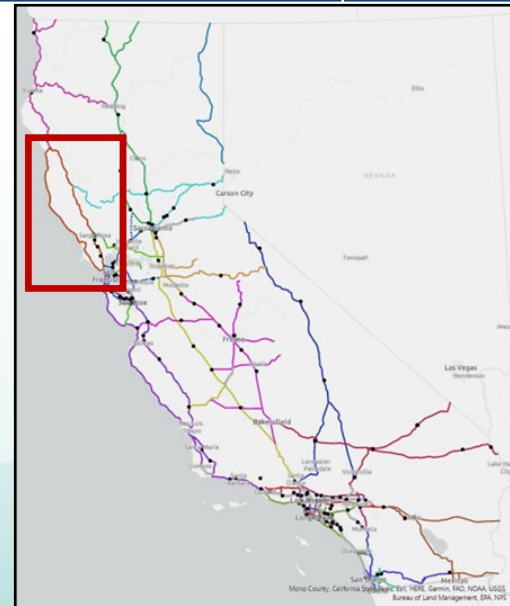
\*One station could be sited on SR32 if needed to close a gap of more than 50 miles for travel between I-5, SR99, and SR32.

State Routes 32, 65, 70 and 149 are newly designated Alternative Fuel Corridors.

# Corridor Group #3



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



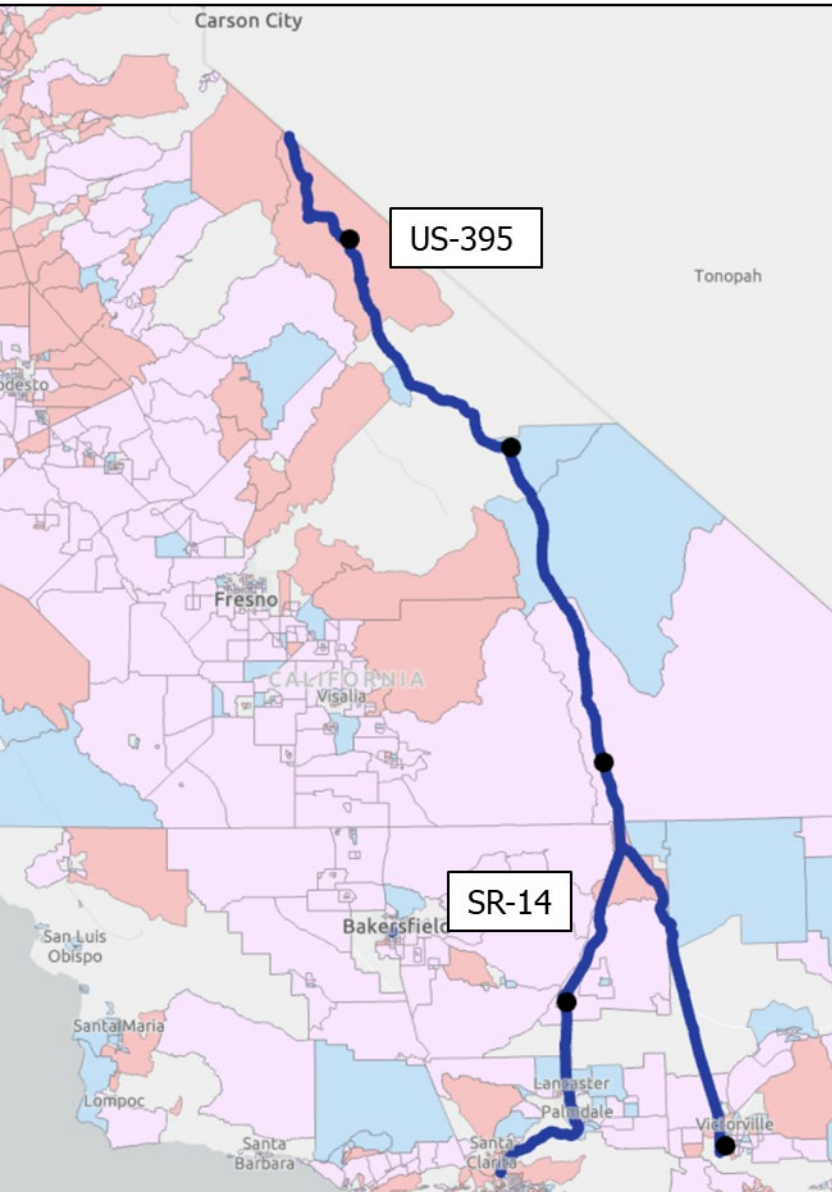
**Legend**

- 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

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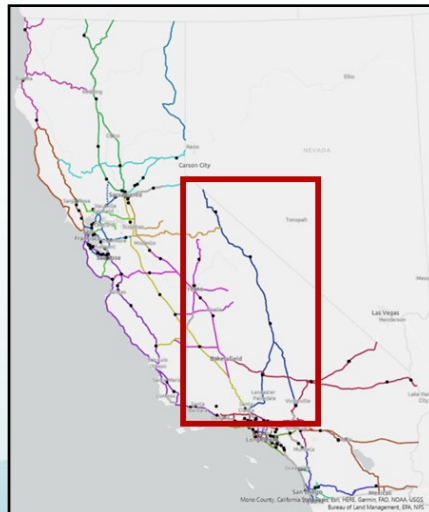


# Corridor Group #5



Group Corridor Segments	Minimum New Charging Stations	Total 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)
<b>Total:</b>	<b>8</b>	<b>32</b>	-

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

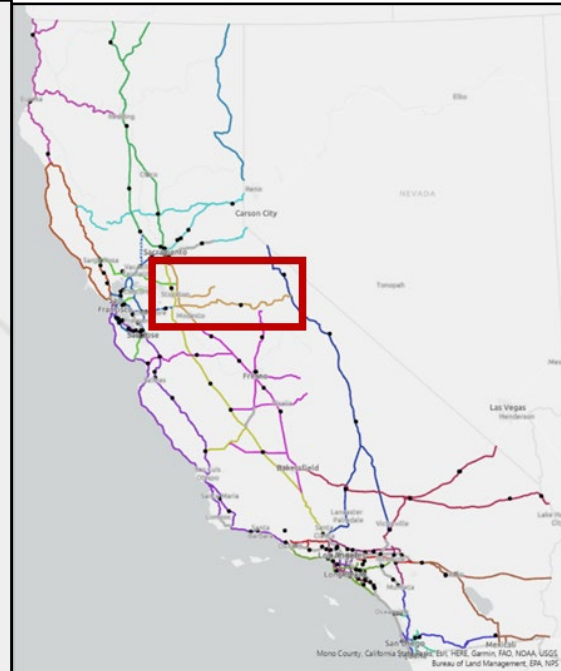


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# Corridor Group #9



**Legend**

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- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

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

Group Corridor Segments	Minimum New Charging Stations	Total 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	-
<b>Total:</b>	<b>9</b>	<b>42</b>	-



# A Closer Look at the Corridor Groups, Part 2

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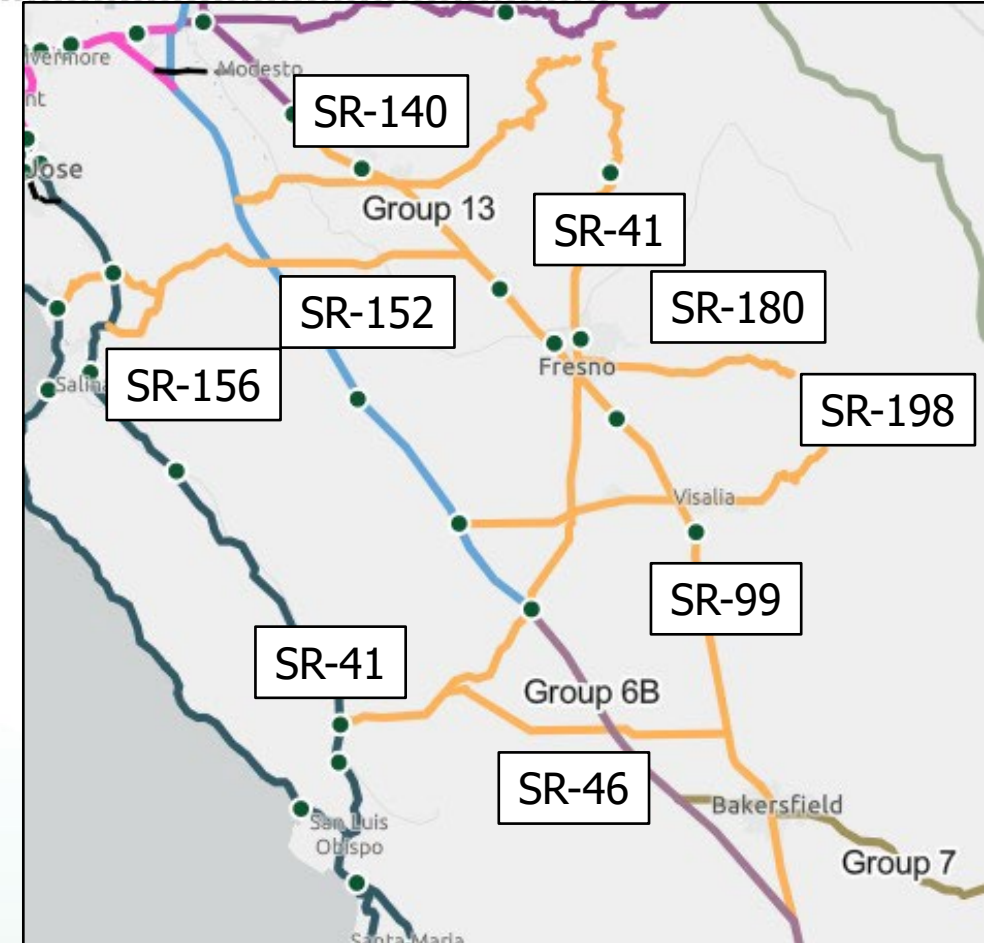
## Lower Ranked Corridor Groups



# Corridor Group #13

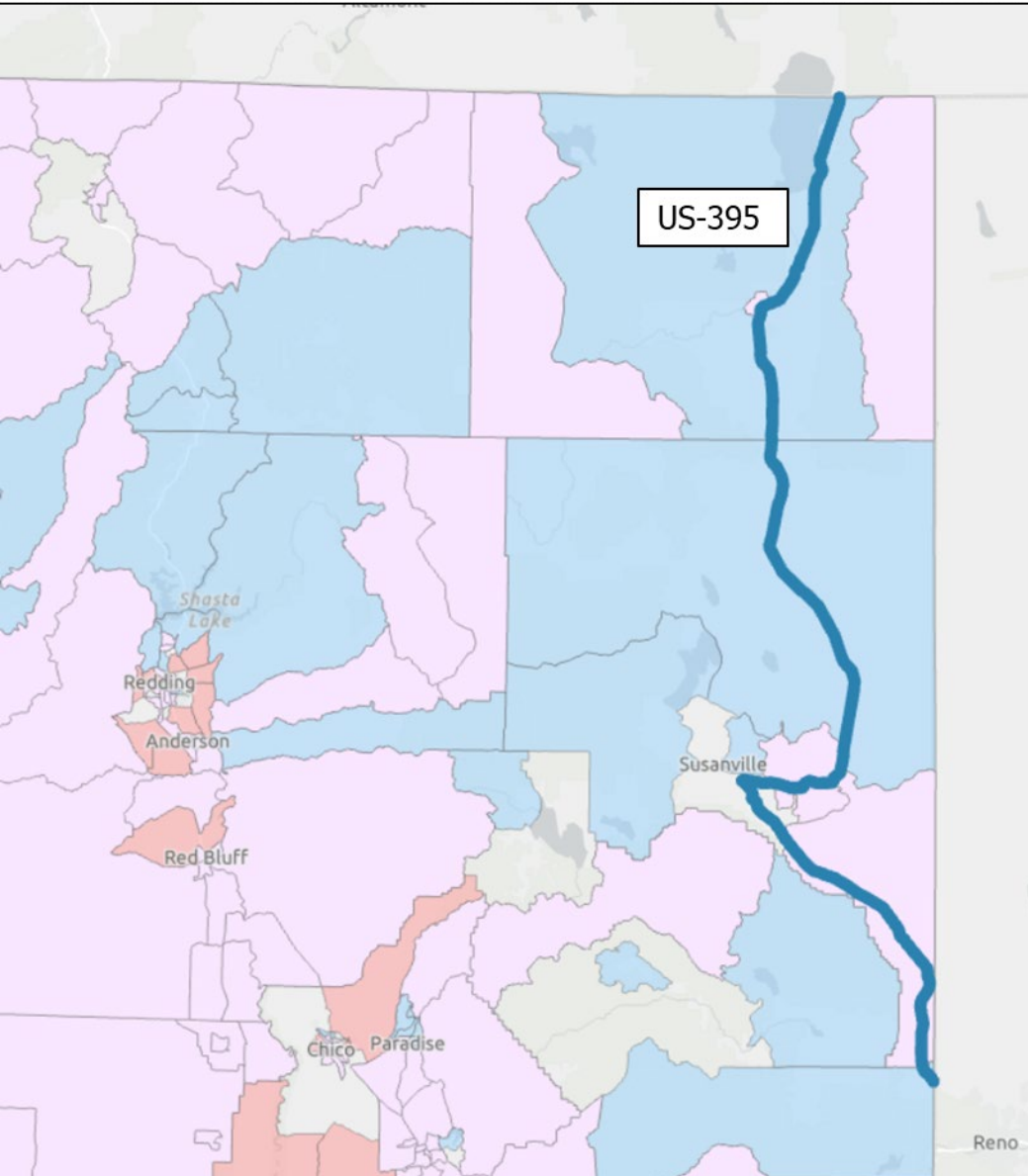


Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
SR180: Fresno to Squaw Valley	2	8	SR180/SR99 (Fresno)
SR41: Lemoore to Fish Camp	2	8	-
SR46: East of Shandon to Famoso	1	4	SR46/SR99 (Famoso)
SR198: Coalinga to Three Rivers	2	8	-
SR152: Watsonville to Chowchilla	1	9	SR152/SR99 (Chowchilla)
SR156: San Juan Bautista (US101) to Hollister (SR152)	0	2*	-
SR140: Gustine (I-5) to El Portal (Yosemite)	2	9	Near El Portal
SR99: South of Turlock to Wheeler Ridge	1	40	-
<b>Total:</b>	<b>11</b>	<b>88</b>	-

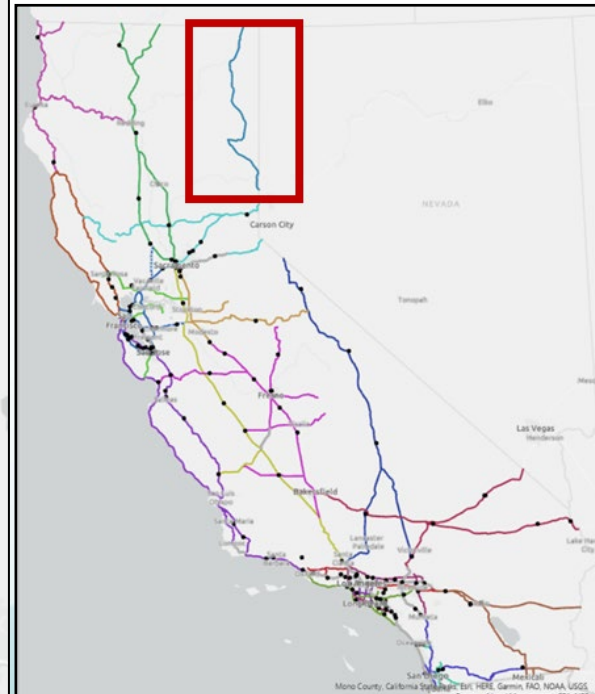


\*Since new charging stations are not required on this segment, these chargers may be added to any segment in Group 13. State Routes 156 and 140 are newly designated Alternative Fuel Corridors.

# Corridor Group #4



Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
US395: Oregon Border to Nevada Border	5	20	-
<b>Total:</b>	<b>5</b>	<b>20</b>	<b>-</b>

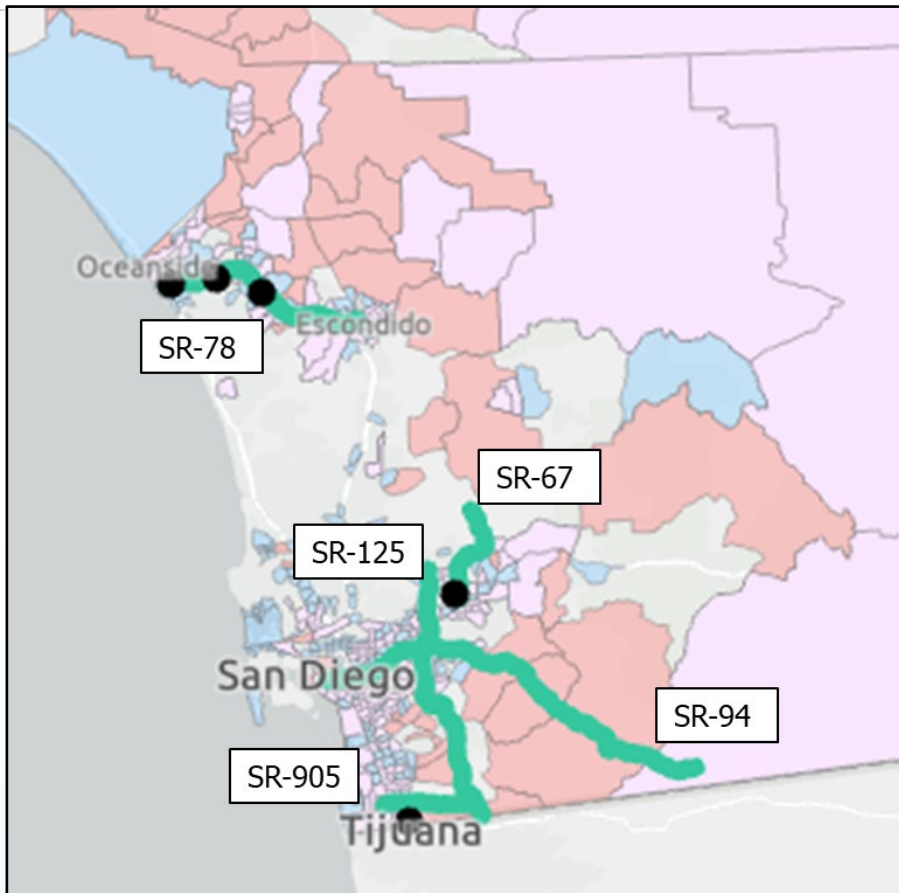


**Legend**

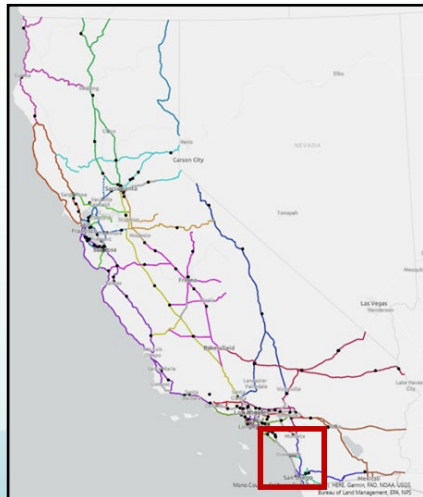
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- Justice40-designated Disadvantaged

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# Corridor Group #15



Group Corridor Segments	Minimum New Charging Stations	Total 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	-
<b>Total:</b>	<b>8</b>	<b>32</b>	<b>-</b>

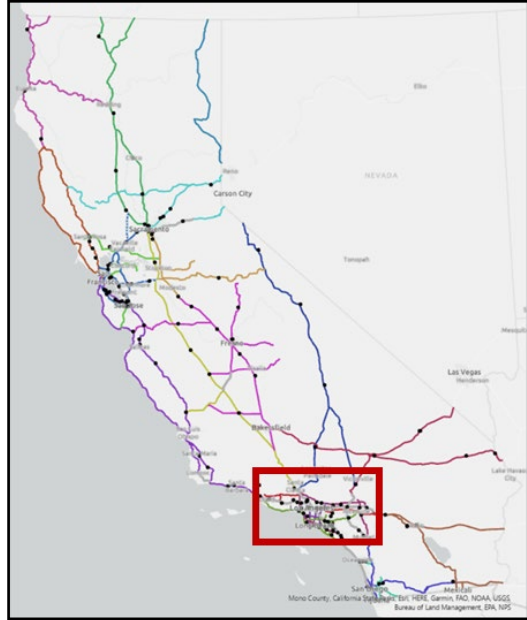
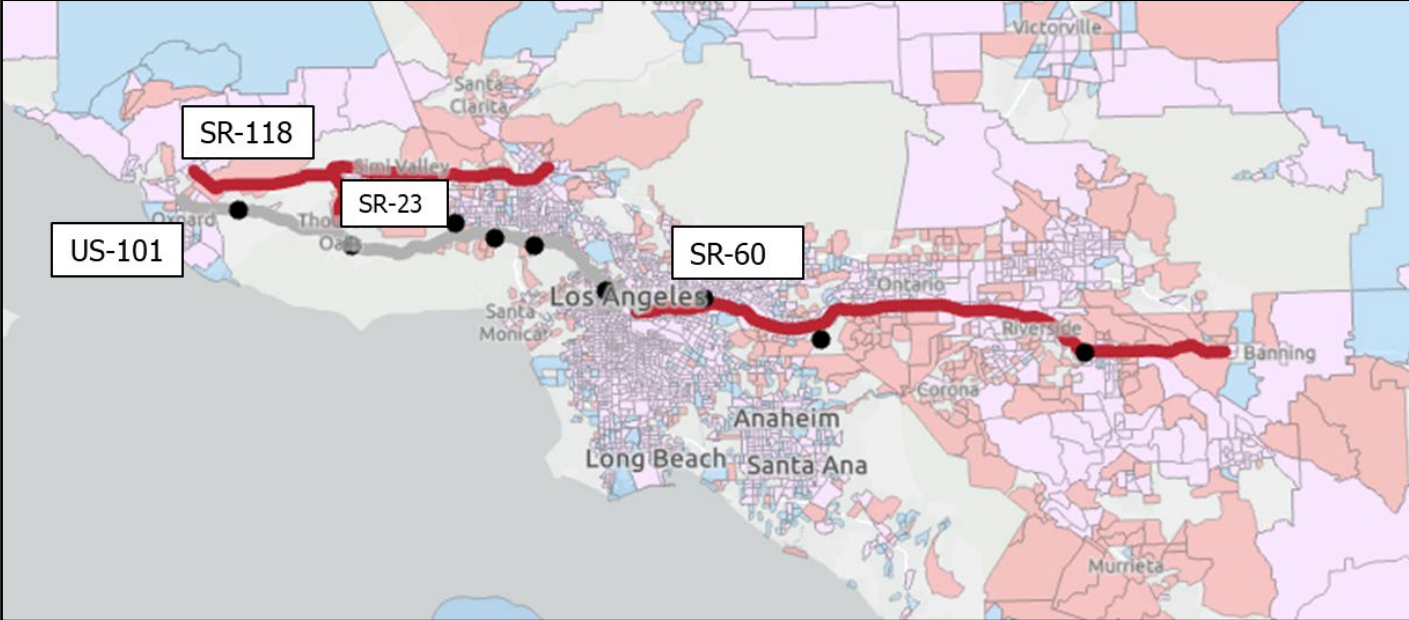


**Legend**

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- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

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

# Corridor Group #18



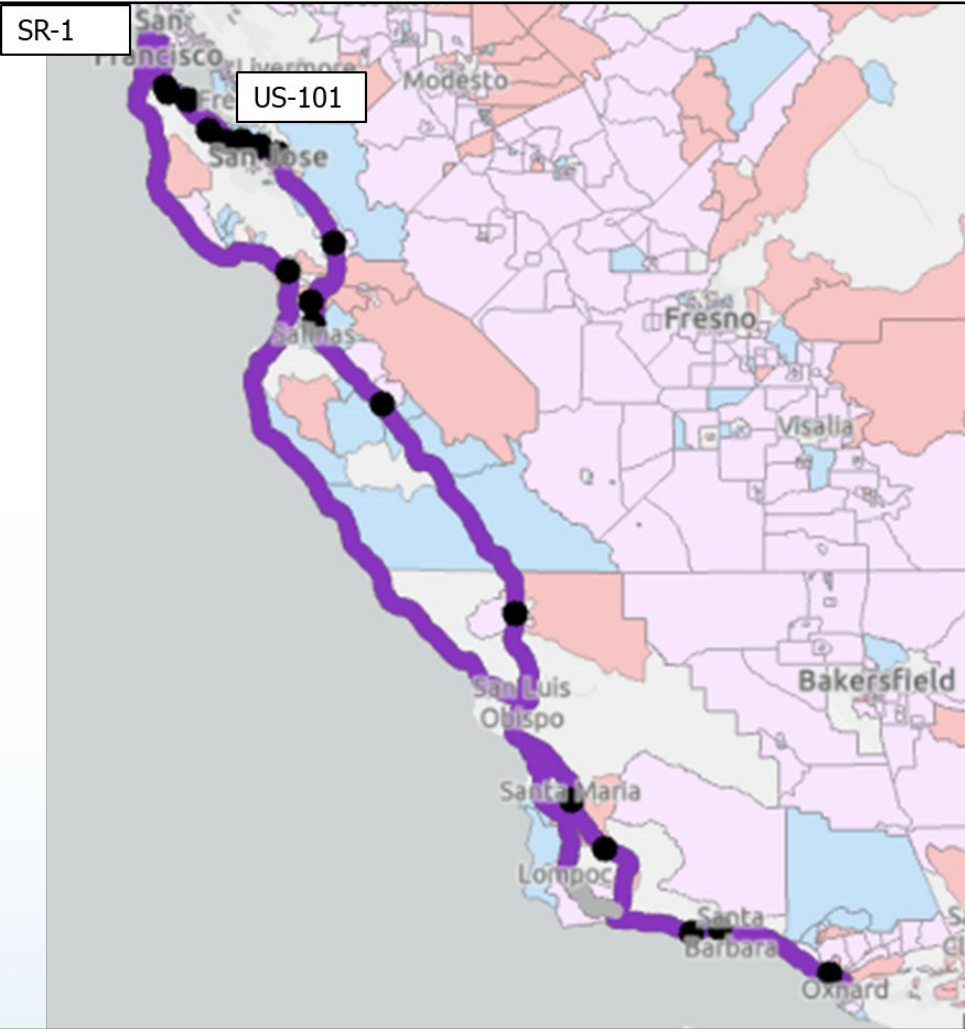
**Legend**

- 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

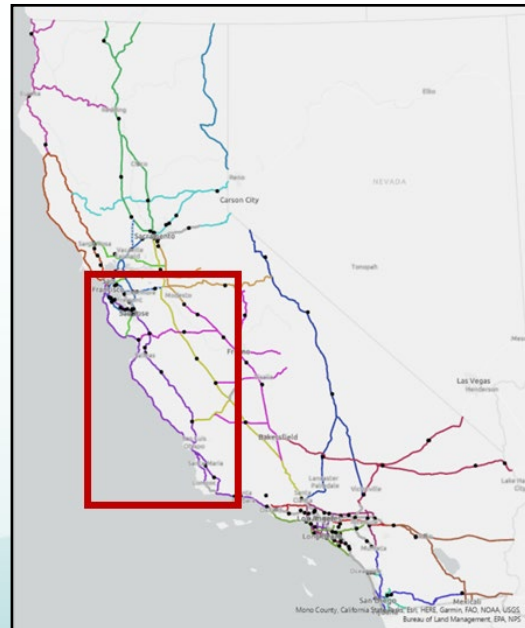
\* Stations that meet minimum criteria may change at the time of solicitation release.

Group Corridor Segments	Minimum New Charging Stations	Total 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	SR118/SR126 (Saticoy), SR118/I-210 (San Fernando)
SR60: Los Angeles to Beaumont	1	4	SR60/I-10 (Los Angeles)
<b>Total:</b>	<b>5</b>	<b>20</b>	-

# Corridor Group #10



Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
SR1: San Francisco to Lompoc	7	28	-
US101: San Francisco to Oxnard	2	8	-
<b>Total:</b>	<b>9</b>	<b>36</b>	<b>-</b>



**Legend**

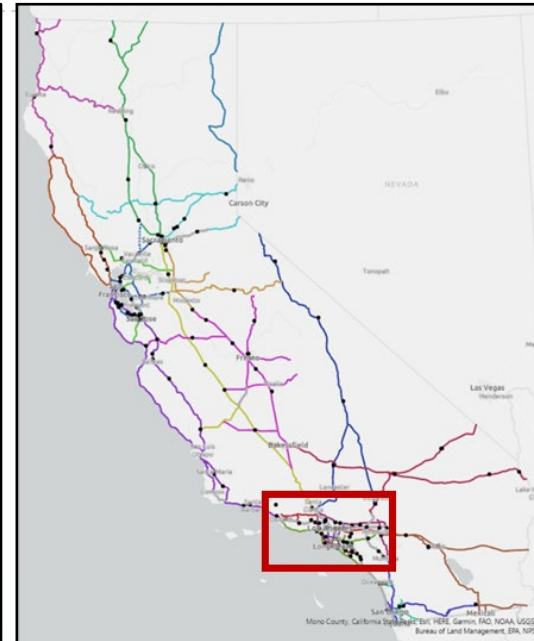
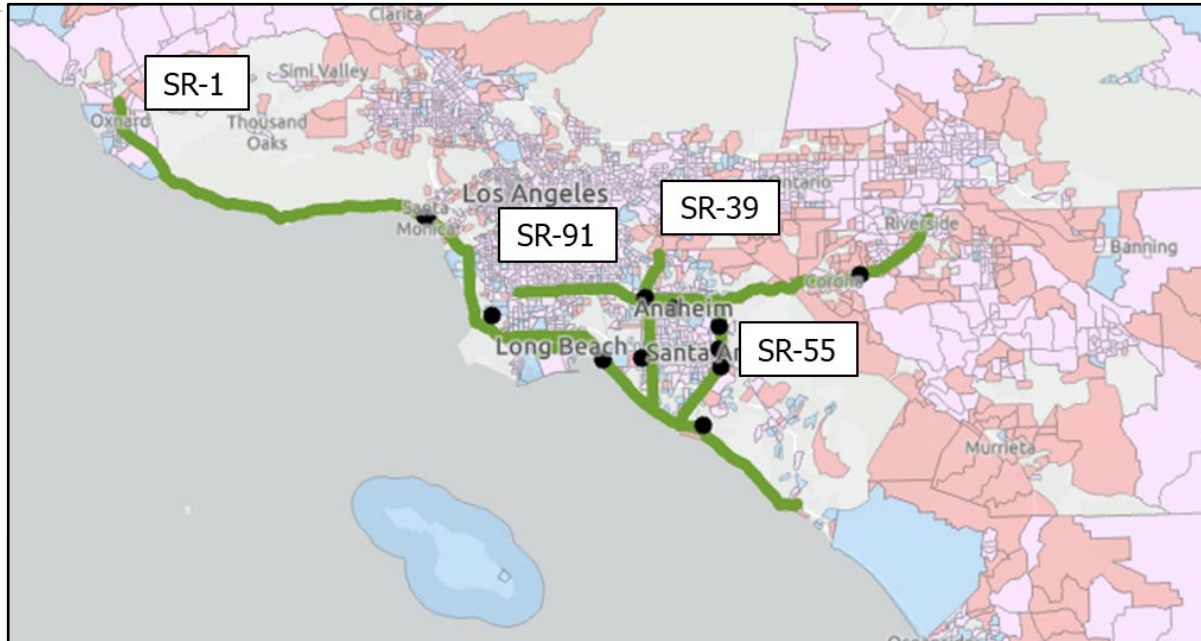
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- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

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





# Corridor Group #17



**Legend**

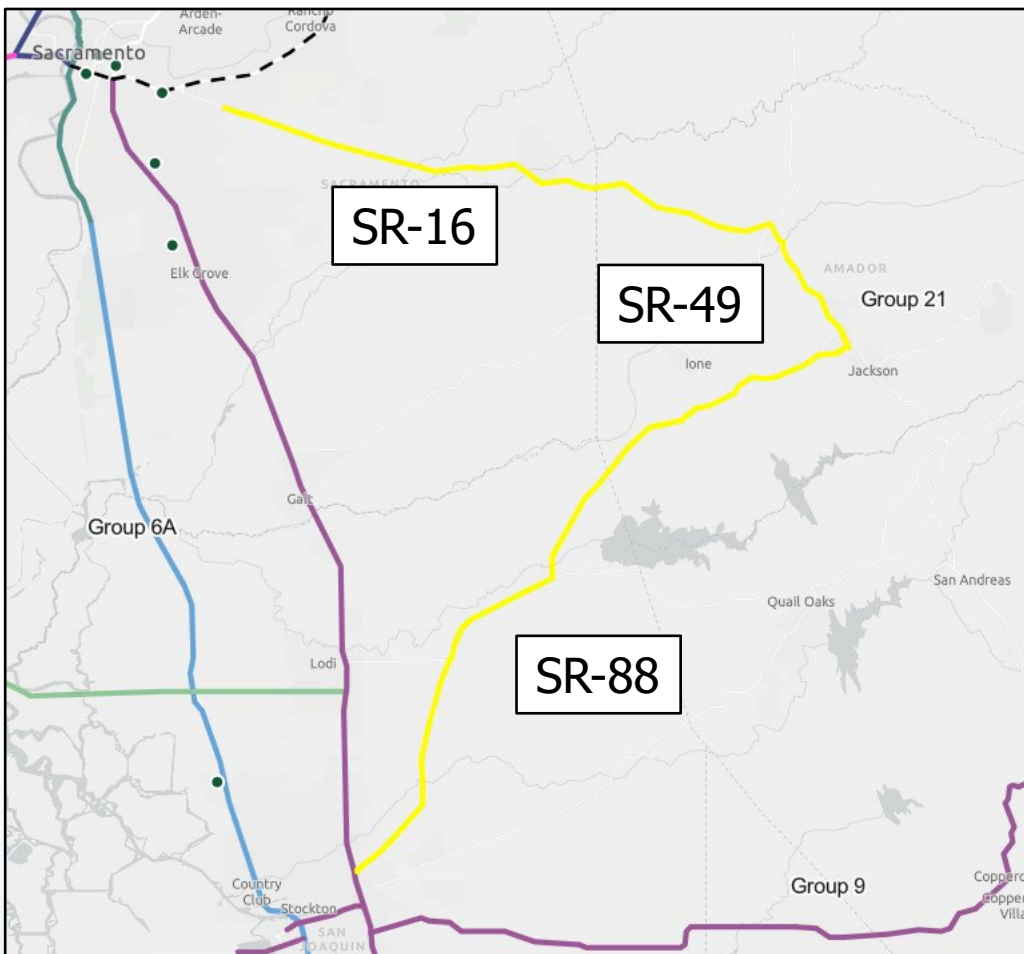
- Stations that meet NEVI Criteria
- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged

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

Group Corridor Segments	Minimum New Charging Stations	Total 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)
<b>Total:</b>	<b>5</b>	<b>20</b>	-



# New Proposed Corridor Group #21



Group Corridor Segments	Minimum New Charging Stations	Total New Chargers	Required Sites
SR16: Sacramento (South Watt Ave) to Plymouth (SR49)	1	4	-
SR49: Plymouth (SR16) to Jackson (SR88)	1	4	-
SR88: Jackson (SR49) to Stockton (SR99)	1	4	-
<b>Total:</b>	<b>3</b>	<b>12</b>	<b>-</b>

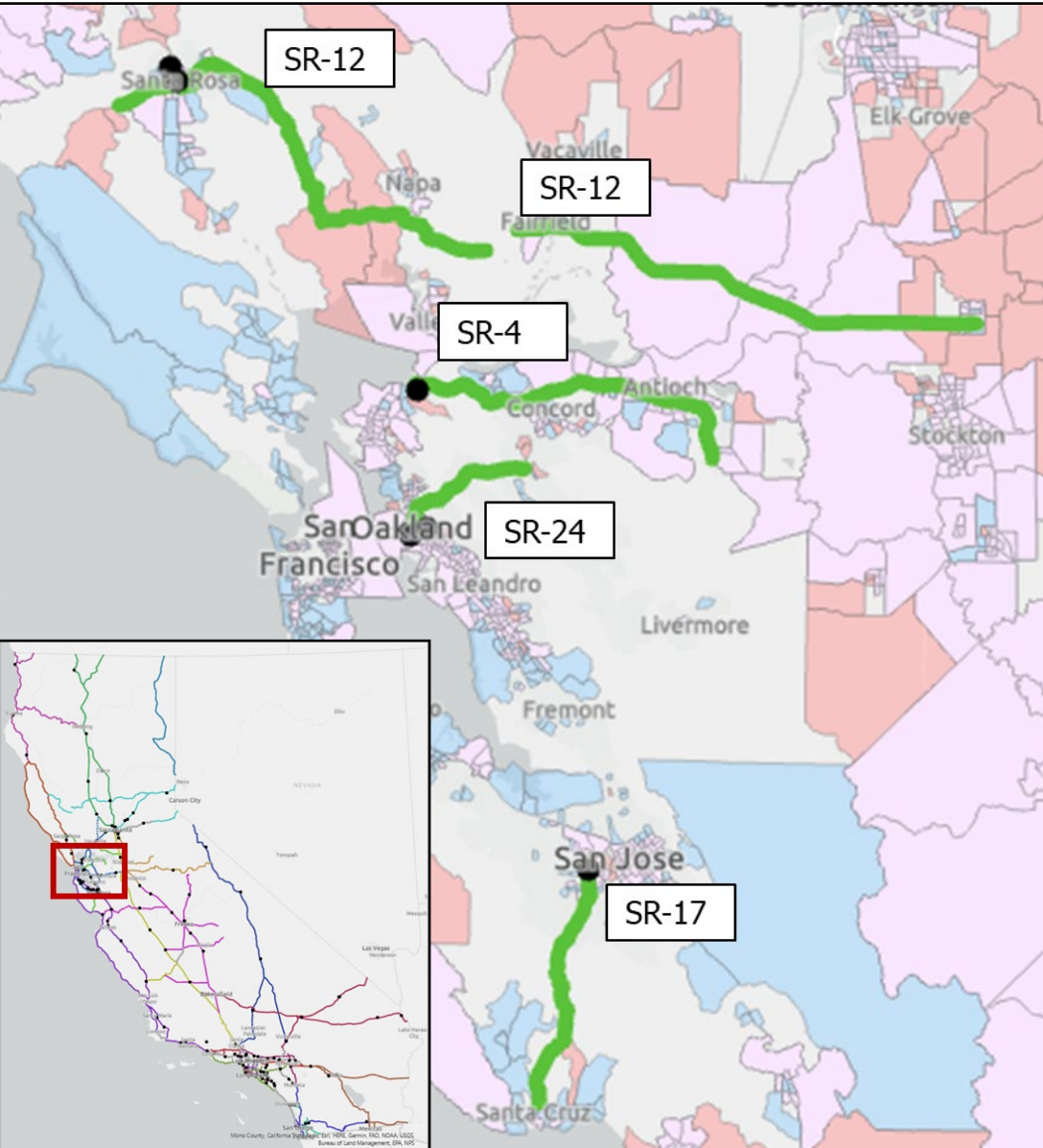
**Legend**

- 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



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

# Corridor Group #11



Group Corridor Segments	Minimum New Charging Stations	Total 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)
<b>Total:</b>	<b>6</b>	<b>24</b>	<b>-</b>

**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

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



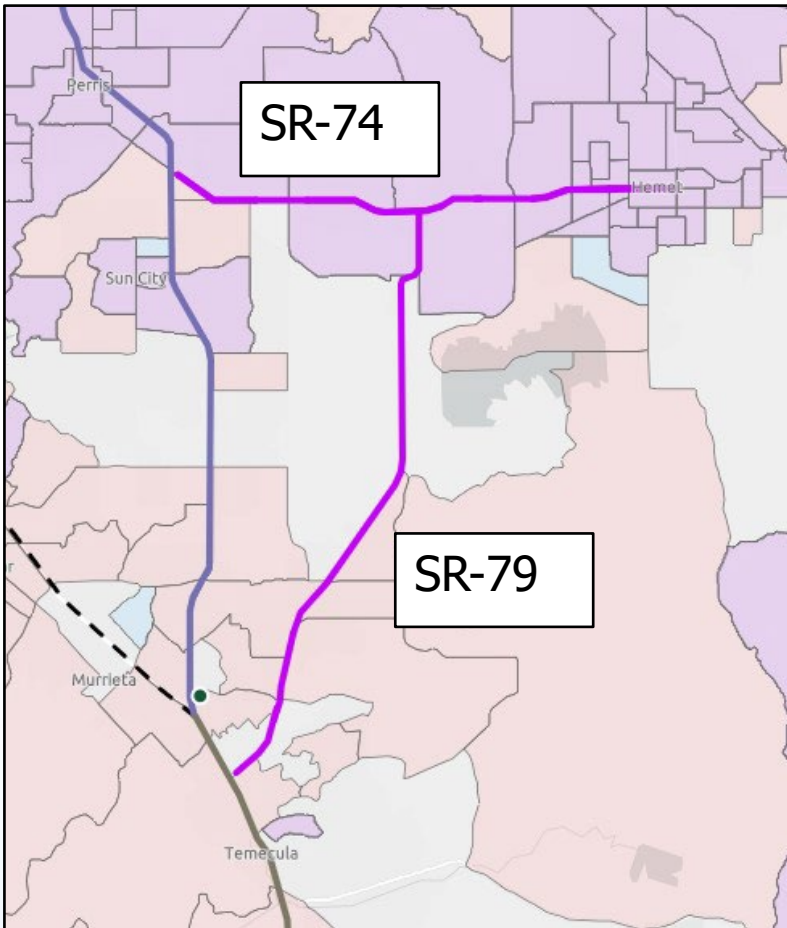
# A Closer Look at the Corridor Groups, Continued

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## Stand-Alone Corridor Group

# New Proposed Corridor Group #22



Group Corridor Segments	Minimum # of New Charging Stations	Total Number of New Chargers	Required Sites
SR74: Menifee (I-215) to Hemet (SR79)	1	4	Near Green Acres, SR74/SR79 Junction
SR79: Temecula (I-15) to Green Acres (SR74)			
<b>Total:</b>	<b>1</b>	<b>4</b>	<b>-</b>

**Legend**

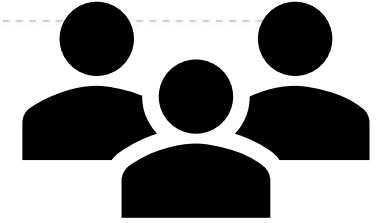
- Stations that meet NEVI Criteria
- Disadvantaged and/or Low-income Communities designated by both California and Justice40
- California-designated Low-income and/or Disadvantaged Communities
- Justice40-designated Disadvantaged



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



# Eligible Applicants



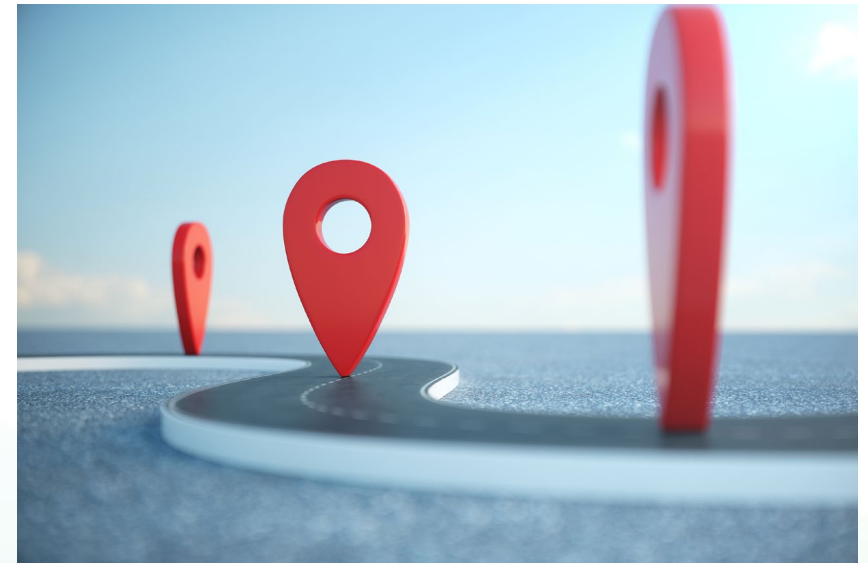
- Private entities, excluding Investor-Owned Utilities
- Applicants must accept the published Terms and Conditions, without negotiation
- Applicants are required to register with the California Secretary of State and be in good standing to enter into an agreement with the CEC
- Project team must include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



# Project Location



- Less than 50 miles between charging stations
- No more than 1 mile from corridor/off-ramp
- Adequate lighting
- Restroom optional
- Chargers must be available 24/7/365
- At least 50% of chargers must be in disadvantaged or low-income communities
- At least 40% of chargers must be in Justice 40 communities





# Equipment Requirements



- At least (4) 150 kW chargers per charging station
- CCS connectors (can be adapter that is fully integrated into the charger such that it cannot be removed from the site)
  - Other connectors optional
- OCPP 2.0.1
- ISO-15118 hardware ready
- Networked with networking agreement for at least 5 years
- Nationally Recognized Testing Lab safety certified
- All conduit runs sized for 350 kW for new charging stations or new chargers at existing sites





# Application Evaluation



- Expect same categories as in Solicitation #1
  - Charging Station Design
    - Proposed sites to close gaps
    - Preliminary site design
    - Approach for meeting NEVI equipment requirements
    - Customer friendliness
  - Project Readiness
    - Site control
    - Permits
    - Environmental impacts



# Application Evaluation, Part 2



- Operations and Maintenance
  - Maintain 97% uptime
  - Plans for making repairs and providing customer service
- Team Experience and Qualifications
- Expected Project Benefits
  - Justice40, Disadvantaged Community, and Low-Income Community environmental and economic benefits
  - Greenhouse gas emissions reduction
  - Keeping cost to charge low



# Application Evaluation, Part 3



- Innovation and Sustainability
  - Demand management
  - Renewable energy generation and integration
- Project Budget and Finances
  - Cost effectiveness
  - Support small business participation of 25 percent (Assembly Bill 2974, 2022)
  - Meet “High Road Jobs” standards (Senate Bill 674, 2022) if project over \$10 million
- Cost
  - Actual request compared to maximum award



# 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 Proposal



1. Is there industry capacity to proceed with the proposed size of Solicitation #2?
2. What do you think about the Two-Phase Projects and Stand-Alone Projects?
3. Is the corridor group framework working?
4. Any feedback on specific corridor groups?



# Questions on Cost



1. Is \$300,000 per charging port an appropriate estimate for the total project cost?
2. Is the proposed match share requirement appropriate?



# Questions on Equity



1. How can disadvantaged and low-income community benefits be strengthened?
2. How can we facilitate participation of small businesses or enterprises owned by disabled veterans, women, or lesbian, gay, bisexual, or transgender persons?



# Other Topics



1. How much time is needed to prepare applications?
2. Any comments about any technical or feature requirements?





# Comments on the 1<sup>st</sup> NEVI Solicitation

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Any and all feedback welcome!



# Next Steps



Activity	Action Date
Receive Comments	March 25, 2024
Develop Solicitation #2	April – July 2024
Anticipated Release of Solicitation #2	August 2024
Anticipated Applications Due	November 2024
Anticipated Notice of Proposed Awards Posting	February 2025
Anticipated Energy Commission Business Meeting	April 2025
Anticipated Solicitation Round 3 Release	Q2 2025
Anticipated Solicitation Round 4 Release	Q1 2026



# 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>)

**Email:** [docket@energy.ca.gov](mailto:docket@energy.ca.gov)

Subject Line: "22-EVI-05 NEVI"

**Comments are due by March 25, 2024**



**Thank You!**

