

**DOCKETED**

<b>Docket Number:</b>	22-EVI-03
<b>Project Title:</b>	National Electric Vehicle Infrastructure Deployment Plan Development, 2022-26 for CEC and Caltrans
<b>TN #:</b>	256277
<b>Document Title:</b>	Joint Caltrans – CEC Workshop for the 2024 NEVI Deployment Plan Update Presentation
<b>Description:</b>	N/A
<b>Filer:</b>	Spencer Kelley
<b>Organization:</b>	California Energy Commission
<b>Submitter Role:</b>	Commission Staff
<b>Submission Date:</b>	5/10/2024 8:50:59 AM
<b>Docketed Date:</b>	5/10/2024



# Joint Caltrans – CEC Workshop for the 2024 NEVI Deployment Plan Update

**Emily Belding - Caltrans**

**Jim McKinney - CEC**

May 10, 2024 | 10:00 a.m.



# Workshop Agenda



- Welcome and Introduction
- Main elements of 2024 NEVI Deployment Plan Update
- NEVI Funding Status
- Schedule and Status Update: NEVI Solicitations 1 and 2
- Status of related NEVI federal funding programs:
  - Charging and Fueling Infrastructure applications
  - Electric Vehicle Charging Reliability and Accessibility Accelerator solicitation
- NEVI and Medium- and Heavy-Duty Truck Charging
- Public Comment



# 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>



# Diversity Survey



Diversity Survey - Workshop for  
the 2024 NEVI Deployment Plan  
Update



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/9pJwuL1WCi>



# Commitment to Diversity



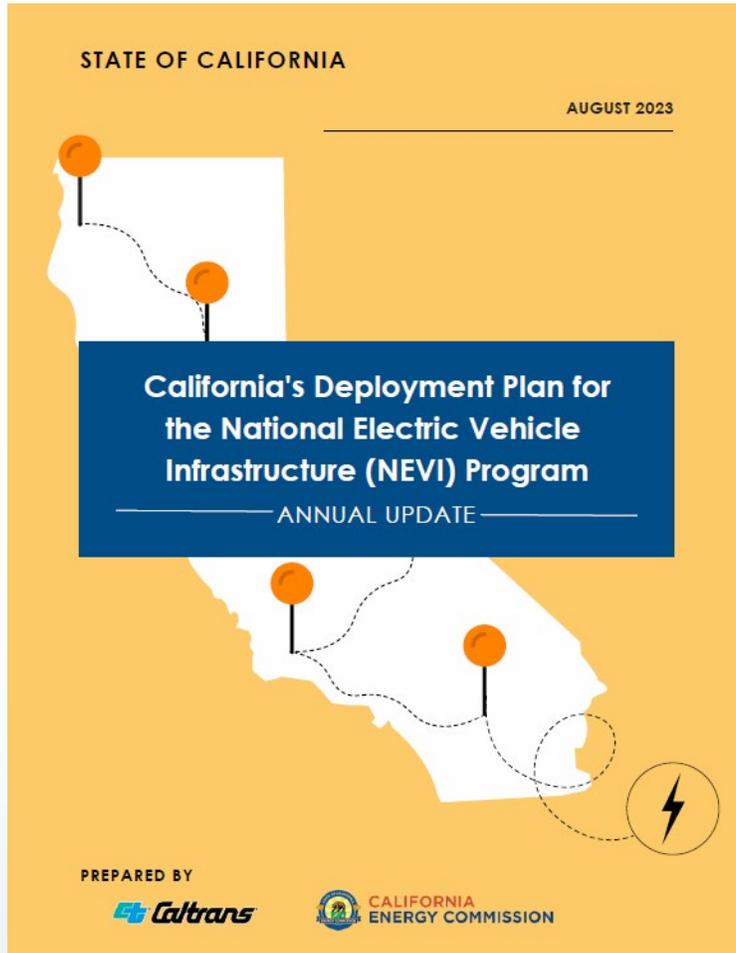
The CEC adopted a resolution strengthening its commitment to diversity in our funding programs. The CEC continues to encourage disadvantaged and underrepresented businesses and communities to engage in and benefit from our many programs.

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



# National Electric Vehicle Infrastructure Program (NEVI)



- Part of the \$5 billion allocation for electric vehicle charging in the Infrastructure Investment and Jobs Act of 2021
- Formula funding: \$384 million for California over 5 years
- Joint partnership between Caltrans and CEC
- Will support EV fast charging stations along 7,000 miles of interstates, US routes, and state routes in California
  - Each station must have 4 x 150 kW chargers
  - One station every 50 miles, within one mile of corridor
- 50% of chargers must be in Disadvantaged Communities / Low-Income Communities and 40% in Justice40 communities



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# **Main Elements of 2024 NEVI Deployment Plan Update**



# Main Elements of 2024 Update



- No major change to Joint Office Guidance expected
- Report on results of Solicitation 1 and planning for Solicitation 2
- Summarize public outreach efforts since 2023 Plan
- Describe ongoing outreach to:
  - Tribes
  - Disadvantaged Communities
  - Utilities



# Main Elements of 2024 Update, cont.



- Report on application of metrics for the 10 Diversity Benefits described in 2023 Plan Update
- Update ZEV and charger counts and future demand for vehicles and infrastructure
- Assess potential to shift NEVI funding to truck charging in Solicitation 3



# NEVI Funding Status



- \$384 million total available over 5 years
- First solicitation released with \$40.5 million available
- Second solicitation under development with \$110.2 million available\*

(\$ millions)	Year 1	Year 2	Year 3	Year 4	Year 5	TOTAL
	Allocated	Allocated	Allocated	Expected	Expected	
	\$56.8	\$81.7	\$81.7	\$81.7	\$81.7	<b>\$383.6</b>
Solicitation 1	\$40.5	-	-	-	-	<b>\$40.5</b>
Solicitation 2	\$16.3	\$81.7	\$12.2	-	-	<b>\$110.2</b>
Remaining	-	-	\$69.5	\$81.7	\$81.7	<b>\$232.9</b>

\* Solicitations 1 and 2 fully fund all corridors through Round 7 of the Alternative Fuels Corridor nominations for a total of 146 new stations with 868 charging ports



# **Schedule and Status: NEVI Solicitations 1 & 2**



# Solicitation Status



- **Solicitation No. 1: GFO-23-601**
  - \$40.5 million offered for 6 corridor groups
    - 26 stations totaling 270 charging ports
  - Released October 26, 2023
  - Applications due January 26, 2024
  - Notice of Proposed Award (NOPA): May 2024
  - Business Meeting Approval of Executed Agreements: July - September
- **Solicitation No. 2**
  - Estimated \$110.2 million to be offered for 17 remaining corridor groups
    - 120 stations totaling 598 charging ports
  - Pre-Solicitation Workshop: March 12, 2024
  - GFO Release: August/September 2024
  - Applications Due: ~November 2024



# California's National Electric Vehicle Infrastructure Funding Program Map

## Legend

Stations that meet NEVI requirements (updated March 2023)



### Round 1 Solicitation Electric Fuel Corridor Groups

-  06A
-  06B
-  07
-  16
-  19
-  20

### Electric Fuel Corridor Groups

-  01
-  02
-  03
-  04
-  05
-  06A
-  06B



# Round 1 Solicitation Corridors





# The six corridor groups eligible for Solicitation 1

26 total new stations and 270 ports

Corridor Groups	Corridor Segments	Minimum New Stations	Total New Charging Ports
6A	I-5: South of Sacramento to Kettleman City	2	67
6B	I-5: South of Kettleman City to Santa Clarita	2	81
7	SR 58: Buttonwillow to Barstow	4	16
	I-15: Hesperia to Nevada	2	38
	I-40: Barstow to Needles	1	8
16	I-8: San Diego to El Centro	2	8
	I-15: San Diego to Murrieta	2	8
	I-805: San Diego to San Ysidro	1	4
19	I-210: Sylmar to Redlands	1	4
	I-215: Murrieta to San Bernardino	2	8
	I-405: Mission Hills to Irvine	1	4
20	I-110: Los Angeles to San Pedro	2	8
	I-710: Los Angeles to Long Beach	2	8
	I-605: Irwindale/Duarte to Seal Beach	1	4
	I-105: El Segundo to Norwalk	1	4



# Round 2 Solicitation Corridors



## Legend

Proposed Round 2 Solicitation Electric Fuel Corridor Groups (May 2024)

- 01
- 02
- 03
- 04
- 05
- 08
- 09
- 10
- 11
- 12
- 13
- 14
- 15
- 17
- 18
- 21
- 22
- - - Ineligible for Funding





# Legend

Proposed Round 2 Solicitation Electric Fuel Corridor Groups (May 2024)

- 01
- 02
- 03
- 04
- 05
- 08
- 09
- 10
- 11
- 12
- 13
- 14
- 15
- 17
- 18
- 21
- 22
- - - Ineligible for Funding



# Round 2 Corridors Northern California





# Legend

Proposed Round 2 Solicitation Electric Fuel Corridor Groups (May 2024)

- 01
- 02
- 03
- 04
- 05
- 08
- 09
- 10
- 11
- 12
- 13
- 14
- 15
- 17
- 18
- 21
- 22
- - - Ineligible for Funding



# Round 2 Corridors Southern California



# Corridor Groups by Rank



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



## **Related NEVI Funding Programs:**

**Charging and Fueling Infrastructure (CFI) Applications**

**Electric Vehicle Charging Reliability and Accessibility  
Accelerator (EVC RAA) Solicitation**



# Charging and Fueling Infrastructure Grant Applications



- **2023 West Coast Truck Charging and Fueling Corridor**
  - Joint application with States of Oregon and Washington
  - 10 California projects totaling \$168 million were funded
  - Including 4 large truck charging projects on I-5 and I-10
- **2024 CFI Application Planning**
  - Scaled down tri-state corridor project concept
  - Follow up port-related concept in California
  - Soon to be released RFI for stakeholders
- Policy Goal: secure truck charging funding for California



# Electric Vehicle Charging Reliability and Accessibility Accelerator Solicitation



- Federal initiative to enhance charger reliability and improve customer satisfaction with light duty chargers
- Funded from 10% set aside of NEVI fund
  - Over 3,500 eligible CA ports on FHWA's final list and addendum of eligible stations
  - California awarded \$63.7 million to repair, replace, or add over 1,300 charging ports
- Schedule
  - Concepts Workshop – March 27
  - GFO Release – August
  - Applications Due – September



# Potential to Apply NEVI Funding to Truck Charging



# NEVI and Truck Charging



## Environmental Justice Organizations continue to advocate for truck charging:

- “immense public health and environmental justice benefits”
- Alleviate disproportionate diesel emissions impacts to disadvantaged minority communities
- Support transition to zero emission trucking required by Advanced Clean Fleets and Advanced Clean Trucks Regulations



Freightliner  
eCascadia

Class 8 Electric  
Tractor

Photo: CALSTART HVIP Website



# Diesel Truck Emissions and Public Health Impacts



- California Transportation Emissions\*
  - 50% of GHG emissions
  - 80% of NOx emissions
  - 30% of fine particulates (PM10 and PM 2.5)
- Disproportionate Diesel Truck Emissions
  - Comprise 3% of state's 30 million vehicles, but account for:
    - 33% of mobile source NOx
    - 25% of mobile source GHG
    - 70% of known cancer risk from toxic air contaminants
- Major contributor to Extreme Non-Attainment Status for South Coast and San Joaquin Air Basins

Congested Truck Traffic on the I-710 Corridor – Los Angeles



Photo: Physicians for Social Responsibility

\*CARB Advanced Clean Fleets ISOR, 2022.

# Projected Need for Truck Charging

- To support 155,000 ZE trucks by 2030\*
  - 5,500 public chargers
  - 109,000 depot chargers
- To support 337,000 ZE trucks by 2035
  - 8,500 public chargers
  - 256,000 depot chargers



Watt EV Truck Charge Station at Port of Long Beach

Photo: Watt EV Website

\*CEC: 2<sup>nd</sup> AB 2127 Report



# Can NEVI Funds Be Used for Truck Charging?



- **Joint Office Guidance and Section 680 Regulations:**
  - Primary purpose of NEVI is for light duty fast charge stations
  - But, funds can be shifted to other uses when AFC corridors are “built out”
- **What standards apply?**
  - No minimum standards for truck charging connectors, charger power, station power, station configuration, or amenities
- **What do our stakeholders want remaining NEVI funds used for?**
  - \$233 million remaining after Solicitations 1 and 2
  - NEVI Program Guidance allows funding to be used in different publicly-accessible areas and for different purposes after AFCs are built out



# Public Comment

## Questions and Answers



# Questions to Stakeholders



1. What are your organization's recommendations on how to use the remaining NEVI funds? For example:
  - Medium and heavy-duty truck charging
  - Additional light duty stations on non-AFC roadways
  - MUD charging
  - Community charging
2. Should medium and heavy-duty truck charging become the next goal for NEVI funding in California?
  - If so, how should future solicitations factor in federal requirements on connector and charger sizes?
3. How can our engagement with community-based organizations be improved?
4. How can our engagement with tribal governments be improved?



# Verbal Comments via Zoom



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.



# Written Comments



- Please Submit Written Comments by May 28, 2024, by 5pm
  - Use Docket Number 22-EVI-03
  - Use CEC's electronic comment system at <https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=22-EVI-03>
  - Or, email comments to [docket@energy.ca.gov](mailto:docket@energy.ca.gov)
    - Put 22-EVI-03 in subject line along with "2024 Update to the National Electric Vehicle Infrastructure Plan"



# Contact Information



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

Docket 22-EVI-03

## **NEVI Deployment Plan Update Contacts:**

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