DOCKETED	
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CALIFORNIA ENERGY COMMISSION
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Request for Information

Project Proposal Ideas and Considerations for California, Oregon, and Washington's Medium- and Heavy-Duty Joint Application for the U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program

May 10, 2024

Docket #24-EVI-01

Written Comments Due by June 10, 2024, at 5:00 p.m. PDT

Purpose of Request:

The California Energy Commission (CEC) in partnership with the California Department of Transportation (Caltrans), the Oregon Department of Transportation (ODOT), and the Washington State Department of Transportation (WSDOT) are seeking information to support potential medium- and heavy-duty corridor projects under the U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program). California plans to be the lead applicant for a Fiscal Year (FY) 2024 tri-state medium- and heavy-duty (MDHD) CFI corridor proposal. In this Request for Information, the three states are seeking input regarding where sites would be most used and useful in the near term (2024-2027), site characteristics, power level and types of charging, and other factors that will better inform the states' application to deploy publicly accessible charging infrastructure for zero-emission MDHD vehicles.

The Joint Office of Energy and Transportation (JOET) recently released its National Zero-Emission Freight Corridor Strategy.[1] The strategy describes a phased approach for zero-emission vehicle (ZEV) charging and fueling infrastructure, establishing hubs from 2024 to 2027 and connecting those hubs

[1] https://driveelectric.gov/files/zef-corridor-strategy.pdf

from 2027 to 2030. The JOET encourages parties to align with this strategy in funding applications, and this RFI seeks to gather insights to aid in sequencing the tri-state CFI application(s) with this strategy. The vision of the three states is to identify a limited number of MDHD battery electric hubs and connections in a tri-state FY 2024 CFI application for publicly accessible battery-electric charging infrastructure. California, Oregon, and Washington retain the vision of fostering a West Coast MDHD battery-electric and hydrogen highway along Interstate 5 (I-5) (and beyond) in the coming years. The two future rounds of CFI applications may consider a focus on publicly accessible hydrogen fueling and filling in gaps for both MDHD charging and hydrogen fueling stations.

California intends to submit one tri-state application for FY 2024 for three project sites in California, two project sites in Oregon, and two project sites in Washington to achieve a publicly accessible network of hubs that reflect the National Zero-Emission Freight Corridor Strategy[2] along I-5. Funding awarded to the tri-state project would be competitively bid in a formal solicitation process by each state.

The FY 2024 Notice of Funding Opportunity has not yet been released for CFI. The three states are doing advanced planning, and seek responses and comments to this RFI, via docket by **June 10, 2024.**[3]

Background:

The Infrastructure Investment and Jobs Act of 2021 provides $2.5 billion over five years for the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program.[4] The CFI Program is a federal competitive grant program created to deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work along designated Alternative Fuel Corridors[5] (AFCs). The CFI Program provides funding in two categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). The Federal Highway Administration will release a Notice of Funding Opportunity for FY 2024 which will offer up to $500 million; in future years, FHWA's total funding available for the CFI Program will be $600 million for FY 2025 and $700 million for FY 2026. Funding will be used to strategically deploy zero-emission vehicle charging and alternative fueling infrastructure projects in urban and rural communities in publicly accessible locations, particularly in underserved and disadvantaged communities. CFI Program grants for FYs 2022 and 2023 totaling $623 million were awarded in January 2024.[6]

Request for Information:

On behalf of the tri-state partnership, the CEC is accepting public comments under this RFI to inform project ideas and considerations for the tri-state Corridor Program application with the intent of reflecting stakeholder needs and priorities. The guidelines for the Corridor Program are available online.[7]

[2] https://driveelectric.gov/files/zef-corridor-strategy.pdf
[3] https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=24-EVI-01
[4] Bipartisan Infrastructure Law - Charging and Fueling Infrastructure Fact Sheet | Federal Highway Administration (dot.gov)
[5] Alternative Fuel Corridors - Environment - FHWA (dot.gov)
[6] Biden-Harris Administration Announces $623 Million in Grants to Continue Building Out Electric Vehicle Charging Network | FHWA (dot.gov)
[7] Bipartisan Infrastructure Law - Charging and Fueling Infrastructure Fact Sheet | Federal Highway Administration (dot.gov)

Responses to this RFI will be publicly available.

This RFI seeks feedback on the following questions (you need only to answer questions applicable to you or your organization):

1. Please disclose your business type and vehicle class, if applicable. Are you a driver, fleet operator, truck stop operator, installer, manufacturer, utility, public agency, or other? Are you part of a small, veteran-owned, woman-owned, or minority-owned business?

2. Would you consider applying for CFI grant funding for site development if the tri-state agencies are awarded funding?

3. Do you already operate or are you planning to use zero-emission battery electric MDHD vehicles in the next five years? Please use a 1-5 rating scale where 1= least likely and 5= most likely. Please add additional information regarding your (planned) use of zero-emission battery electric MDHD vehicles as desired.

4. What type of MDHD ZEV public charging do you anticipate being most important in the next three years (2024-2027) – en route or overnight charging? For what purposes do you anticipate needing public charging infrastructure – drayage, last-mile, delivery, long-haul freight, other?

5. From 2024-2027, what is your first priority for power level and number of charging ports for public en route charging at a station? For public overnight charging? Do you have a second or third configuration preference?

6. Please identify the percentage of pull-in or pull through parking preferred and other desired station configurations at a given site. Describe the vehicle class and vocation considered when making this recommendation if it differs from the information provided in question 1.

7. What distance should separate charging stations to support zero-emission trucks along the I-5 corridor? Provide description of typical route or use-case considered when making this recommendation. Describe the vehicle class and vocation if it differs from the information provided in question 1.

8. What amenities are you seeking at a charging facility? Is there a desire for additional parking at a facility beyond charging stalls? Is there a desire for reservation options?

9. If possible, provide any general cost estimates for MDHD charging stations you have designed, built, or have experience with, including charger power levels and number of chargers installed. Please provide a range of public cost share as a percentage of total project cost that would be necessary to support more public charging stations to serve zero-emission trucks along freight corridors.

10. Use the maps under the "**Corridor Segments**" section below to identify locations within the National Zero-Emission Freight Corridor Strategy hubs along I-5 (identified in the map segments

below) you anticipate needing EV charging in the next three years (2024-2027)[8]. You may identify sites where you plan to or would be interested in building charging stations or where you would like to see charging as a consumer. Please detail preferred locations across California, Oregon, and Washington. For each location, please provide desired site characteristics including number of chargers, power levels, type of charging desired (overnight or en route), and vehicle class and vocation if the information differs across locations or differs from the information provided in the questions above.

11. If you represent a utility, please use the maps under the "**Corridor Segments**" section below to identify locations within the National Zero-Emission Freight Corridor Strategy hubs along I-5 (identified in the map segments below) where there may be capacity for 5 megawatts or more of power in the next five years. This information may be considered in the development for future Requests for Proposals.

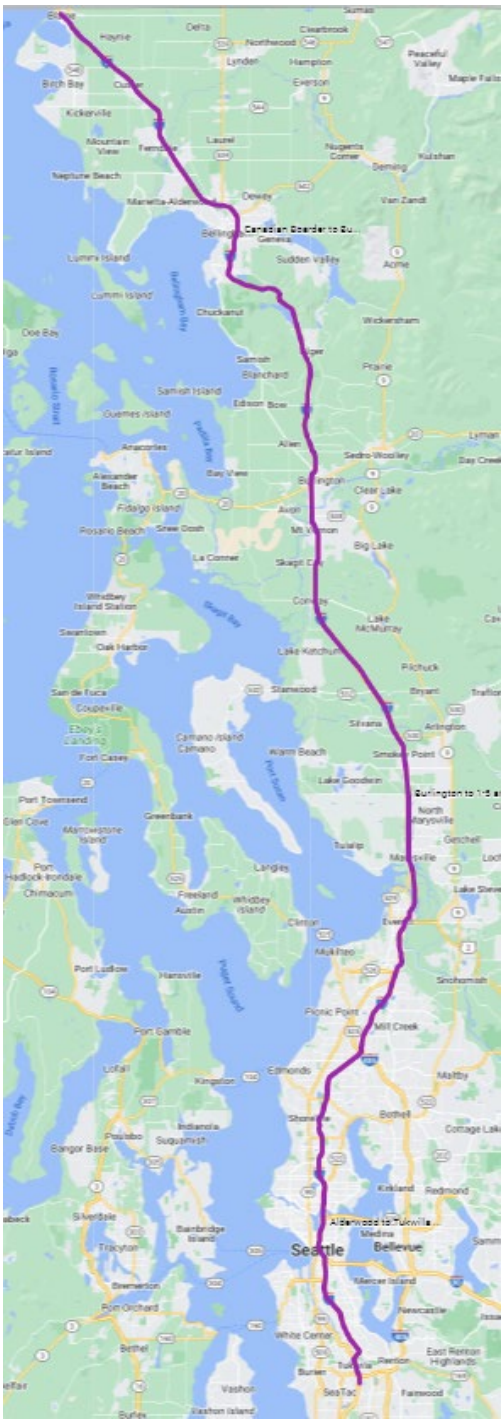
[8] https://driveelectric.gov/files/zef-corridor-strategy.pdf

Corridor Segments

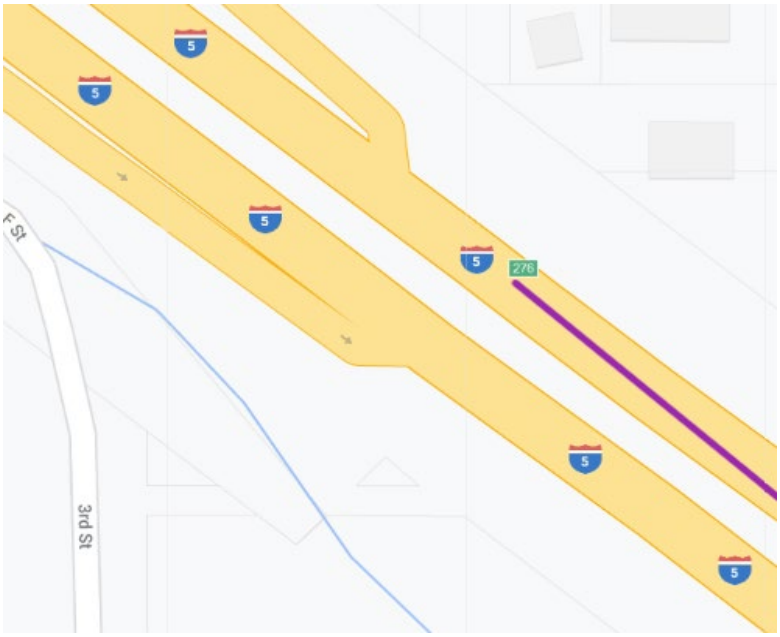
WASHINGTON

Segment 1: Blaine to Southcenter

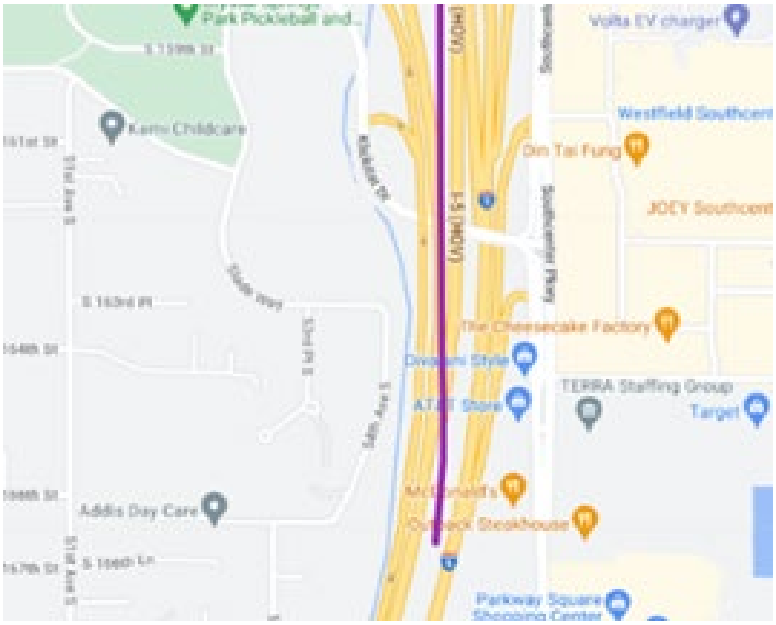
Figure 1: Washington State Corridor Segment #1- Blaine to Southcenter



Start: Blaine, Exit 276



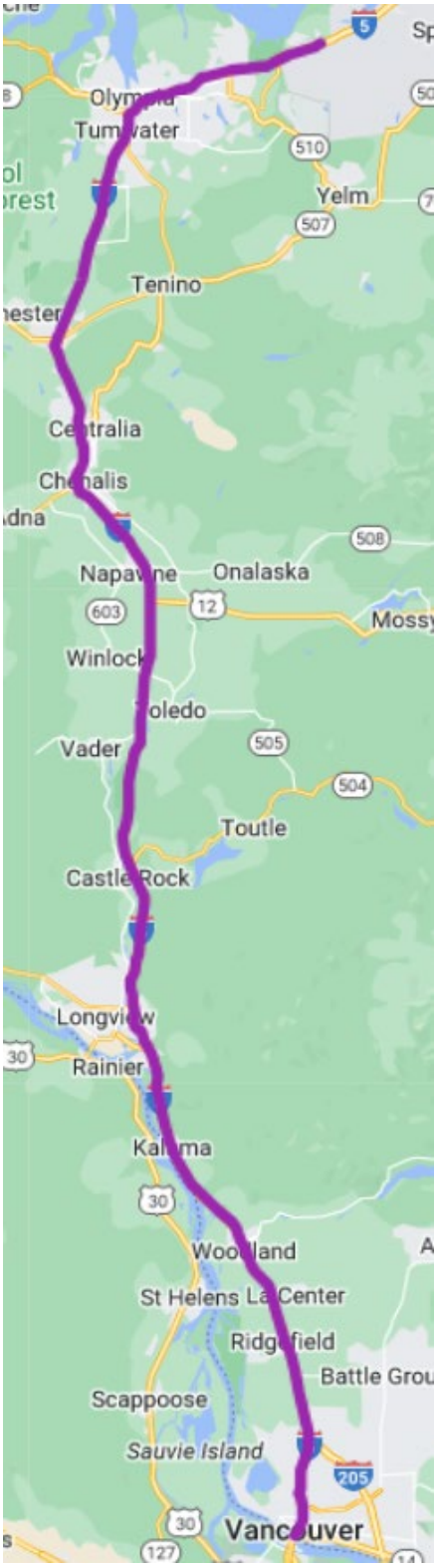
End: Southcenter, Exit 153



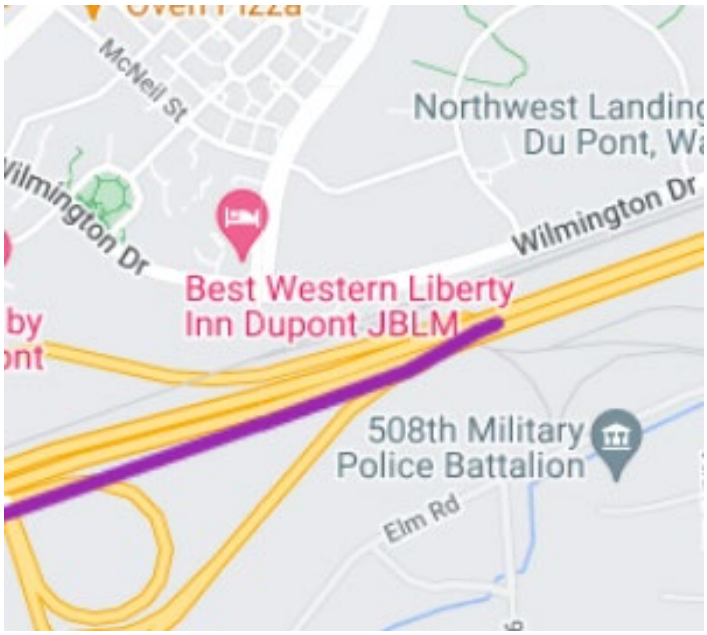
Credit: Google My Map

Segment #2: Du Pont to Vancouver

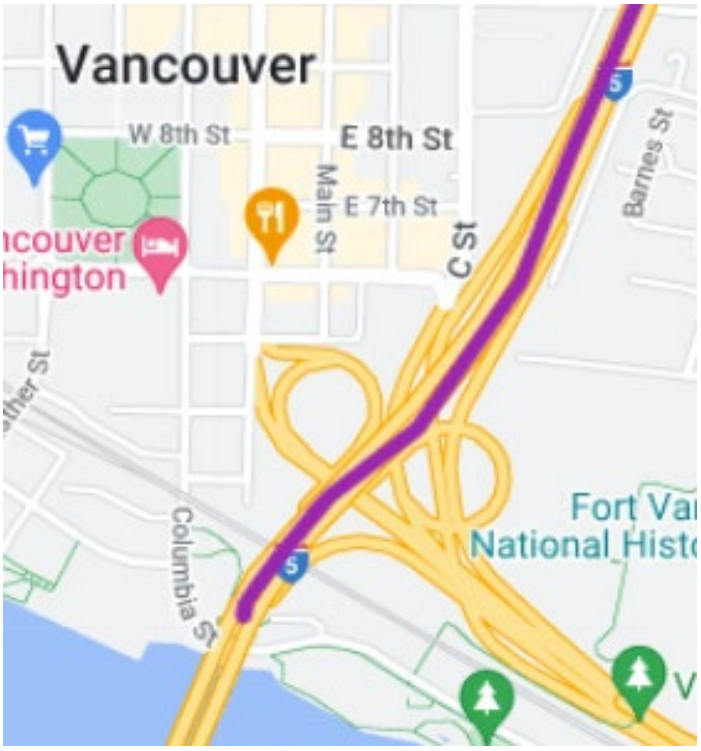
Figure 2: Washington State Corridor Segment #2- Du Pont to Vancouver



Start: Du Pont, Exit 118



End: Vancouver, Exit 1A/B

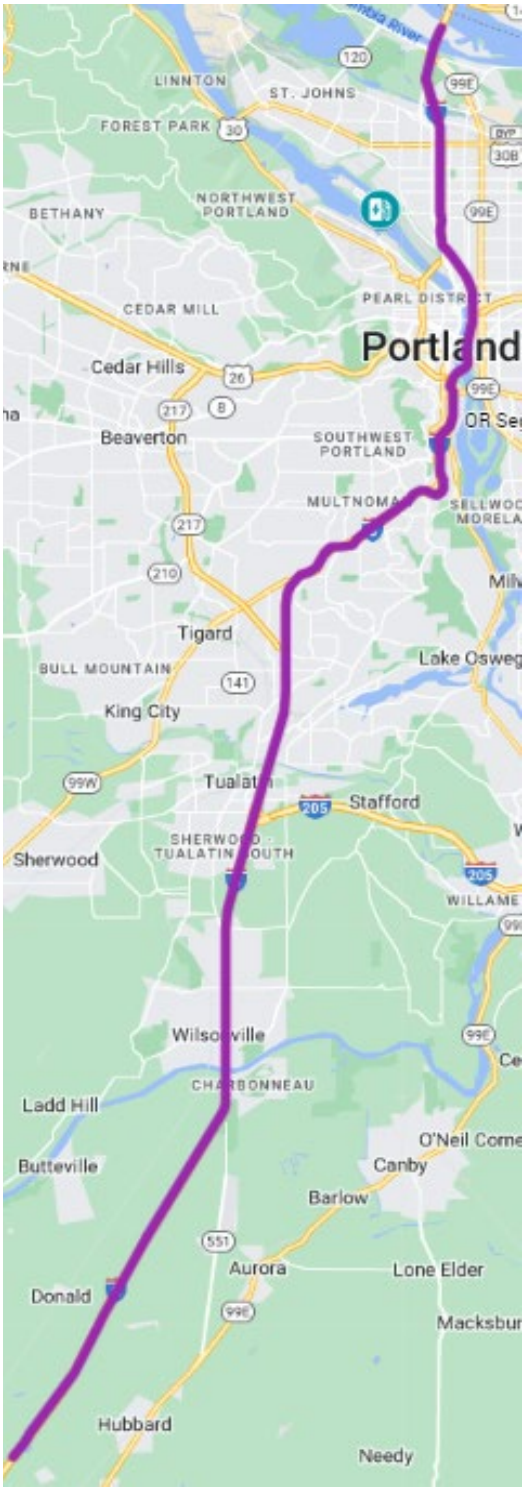


Credit: Google My Maps

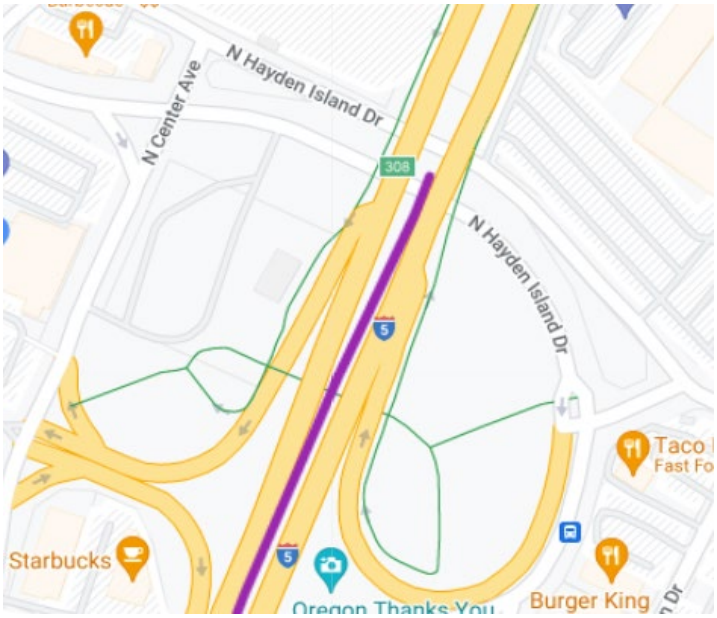
OREGON

Segment 1: Hayden Island to Woodburn

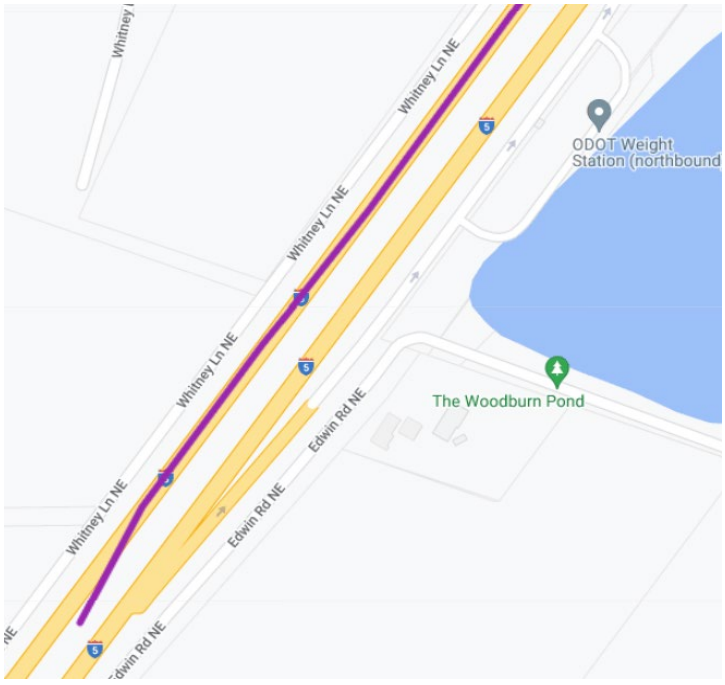
Figure 3: Oregon Corridor Segment #1 -Haden Island to Woodburn



Start: Hayden Island, Exit 308



End: Woodburn, ODOT Weight

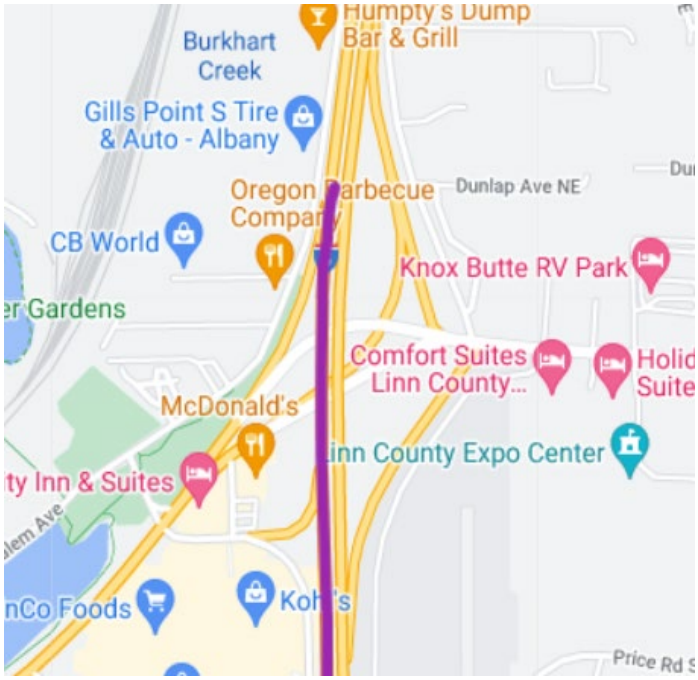


Credit: My Google Maps

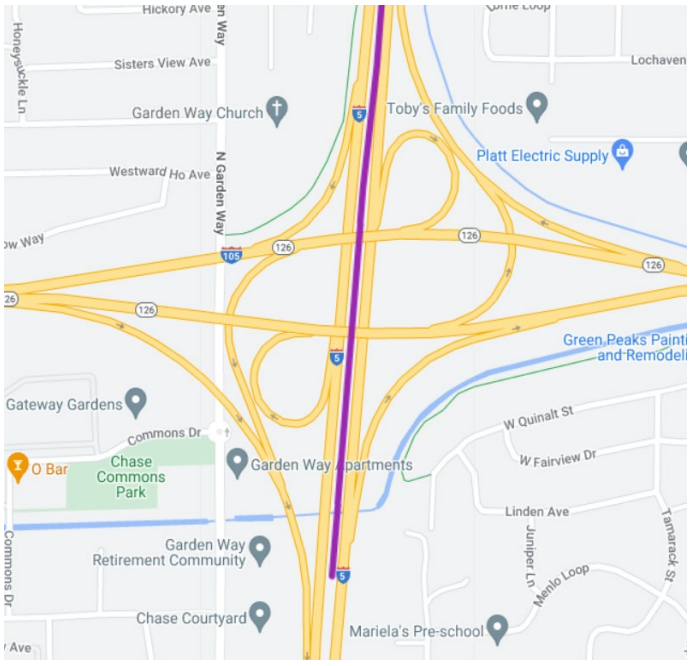
Segment 2: Albany to Eugene

Figure 4: Oregon Corridor Segment #2 - Albany to Eugene

Start: Albany, Exit 234B



End: Eugene, Exit 194A

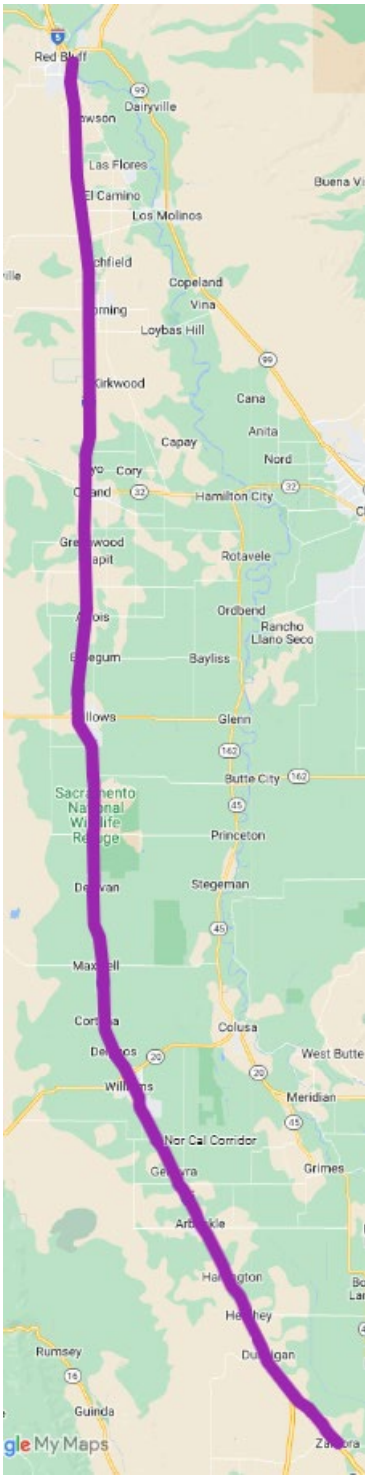


Credit: Google My Maps

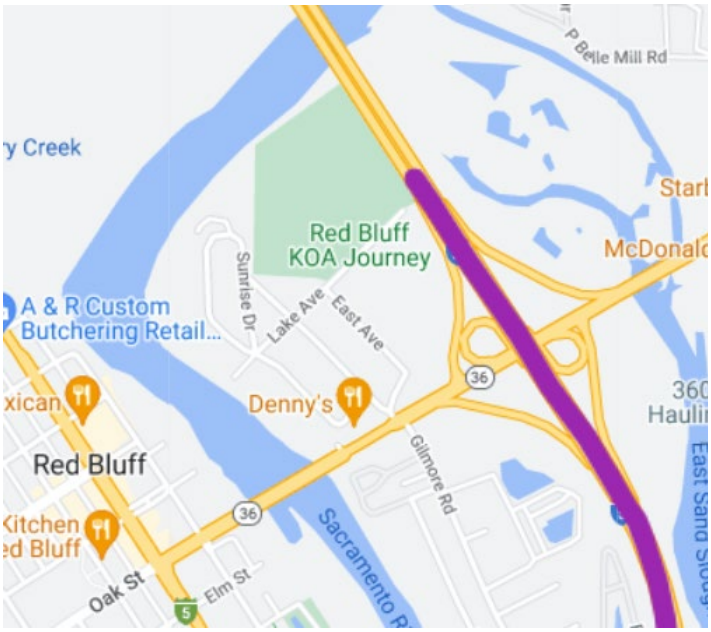
CALIFORNIA

Segment 1: I-5 Red Bluff to Zamora

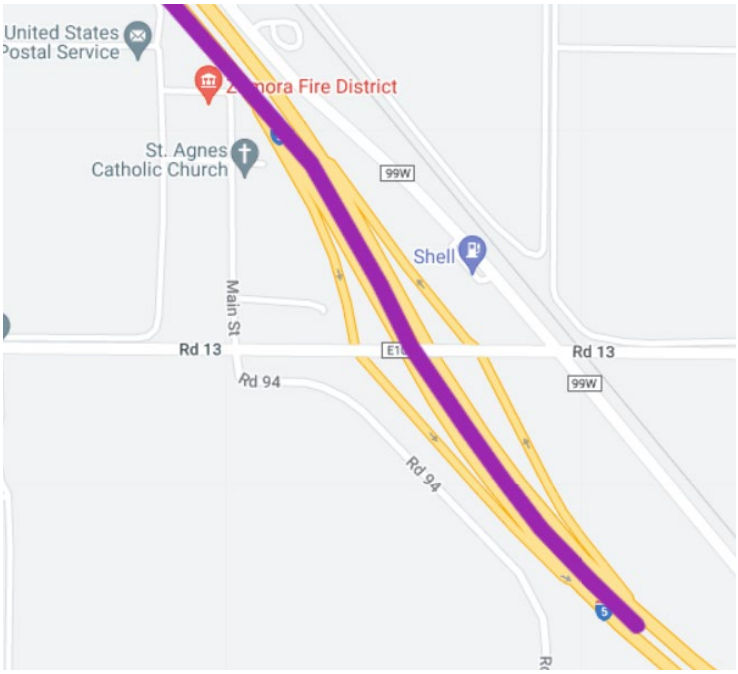
Figure *5: California Corridor Segment #1 - Red Bluff to Zamora*



Start: Red Bluff, Exit 649



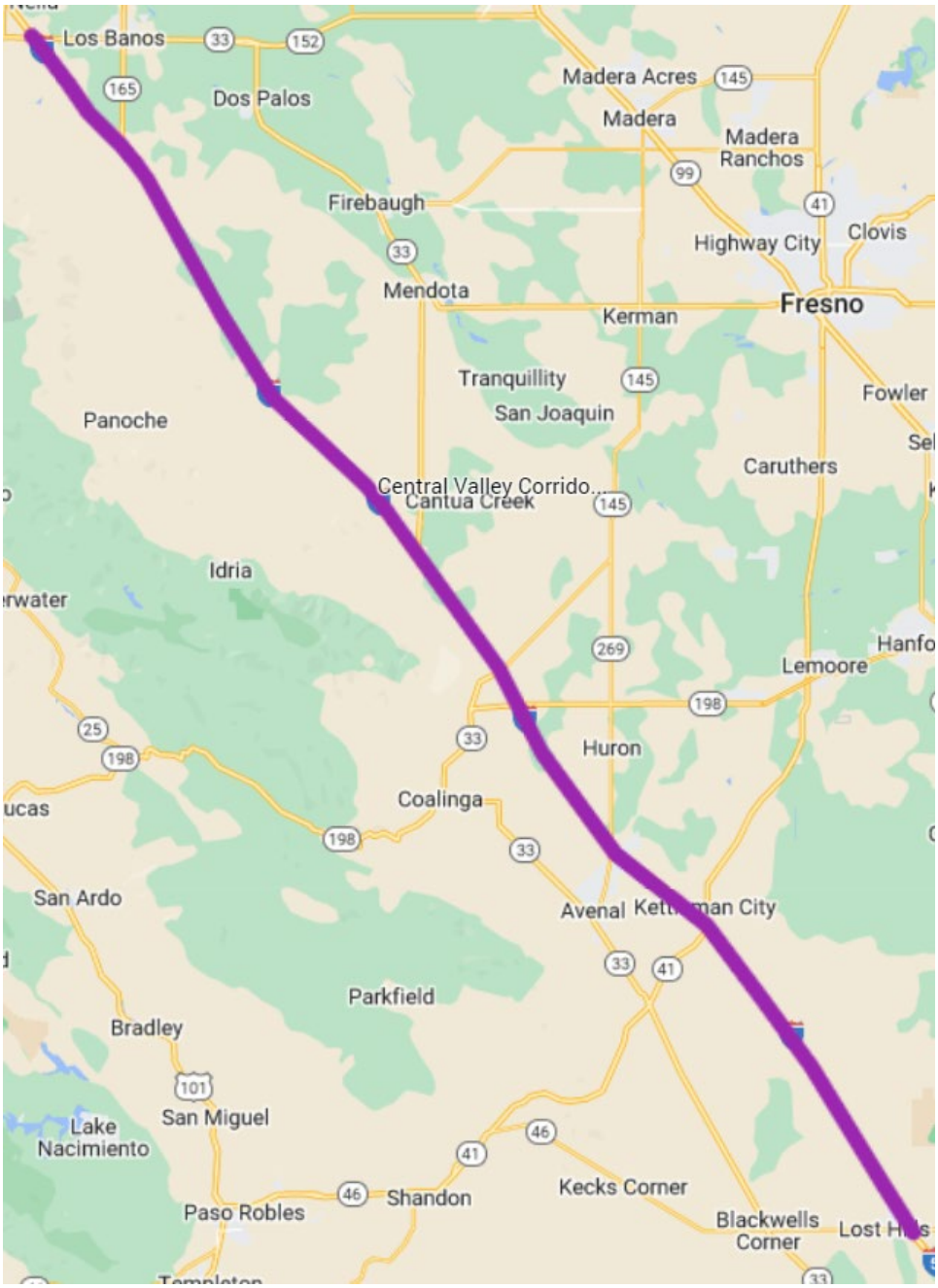
End: Zamora, Exit 548



Credit: Google My Maps

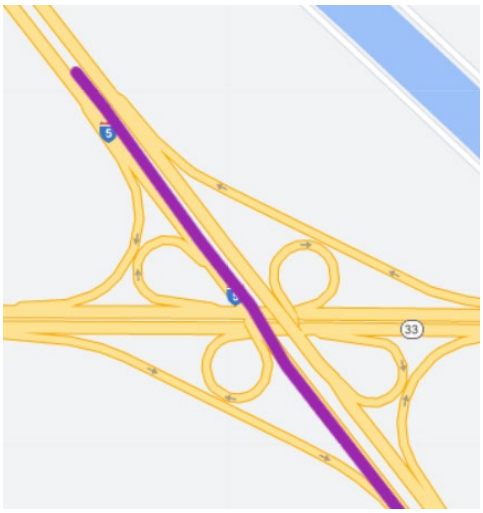
Segment 2: Interchanges of I-5 and Hwy 33, and I-5 and Hwy 46

Figure 6: California Corridor Segment #2 - Interchanges of I-5 and Hwy 33, and I-5 and Hwy 46

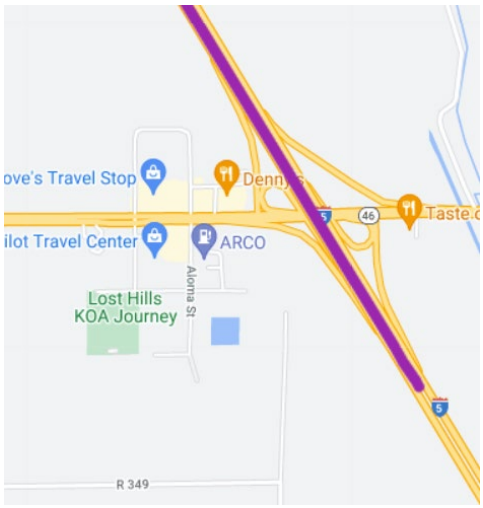


Credit: Google My Maps

Start: I-5 and Hwy 33, Exit 403A/B

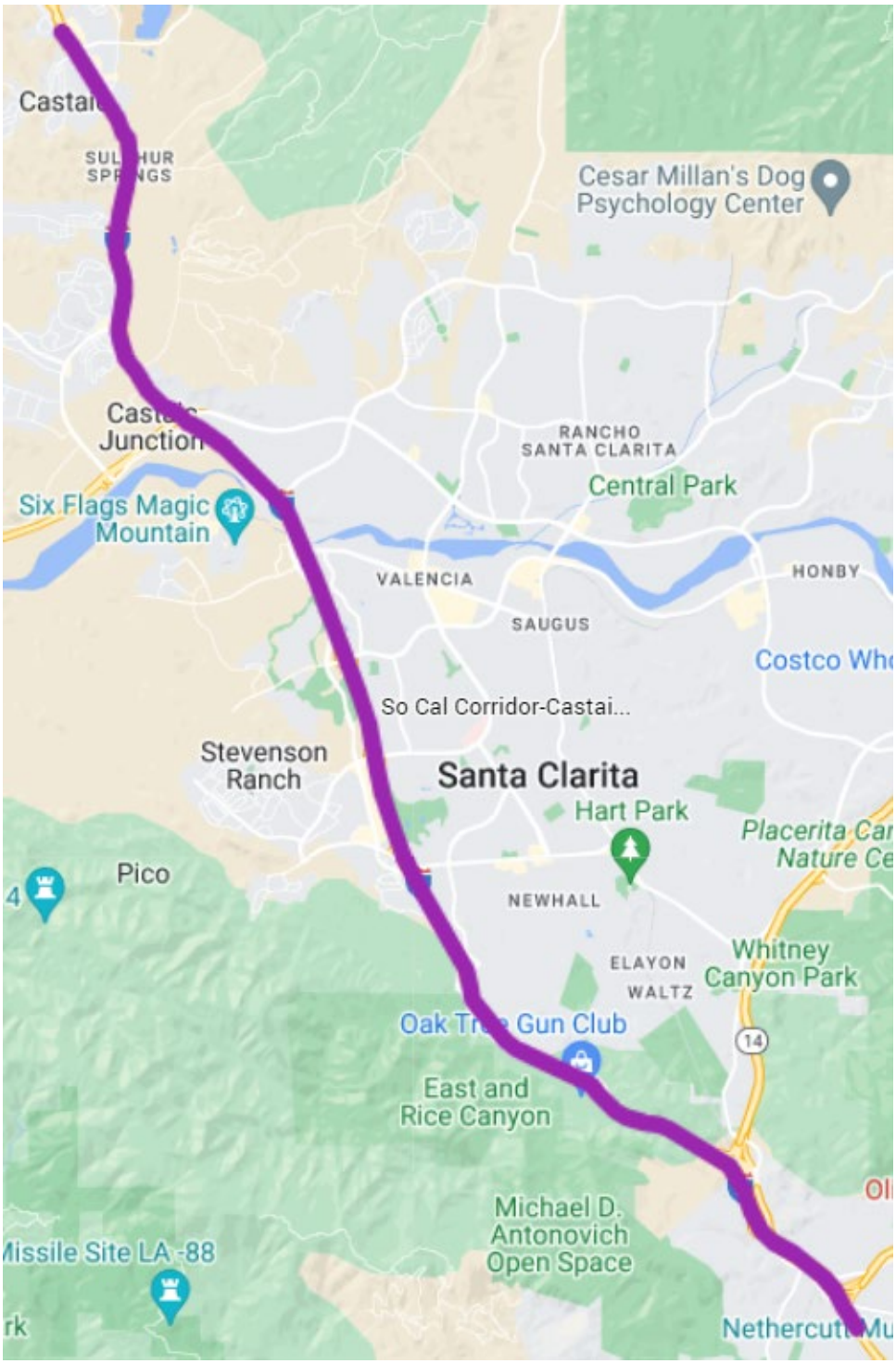


End: I-5 and Hwy 46, Exit 278

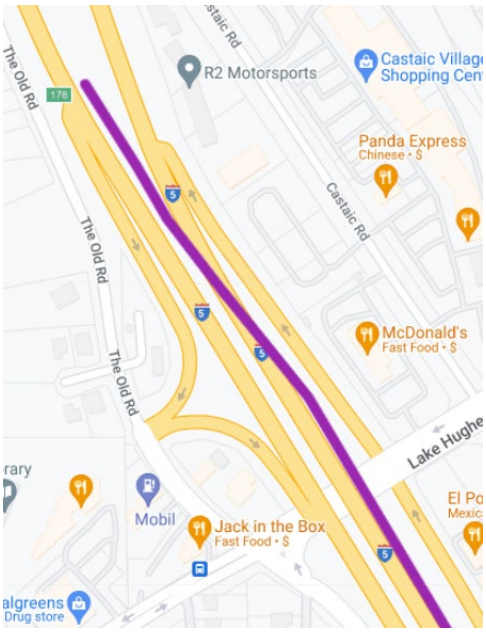


Segment 3: Castaic to I-5 & Hwy 210

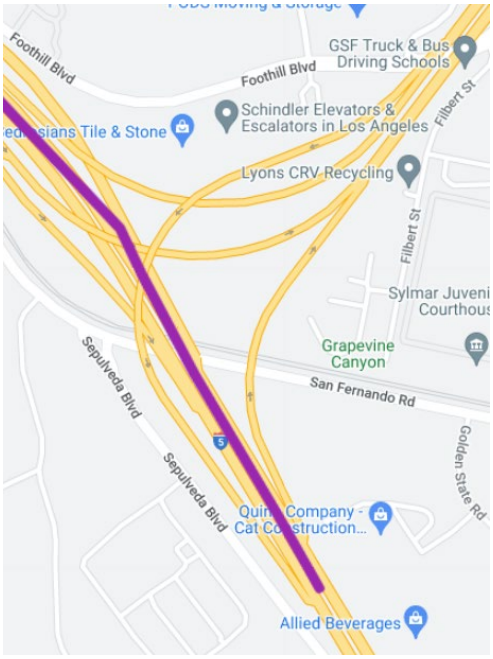
Figure 7: California Corridor Segment #3 - Castaic to I-5 & Hwy 210



Start: Castaic, Exit 176



End: I-5 & Hwy 210, Exit 161A/B



Credit: Google My Maps

How to Provide Information:

Respondents to this RFI should not include any proprietary or confidential information. Comments must be submitted by 5:00 p.m. on Monday, **June 10th, 2024**, using the e-commenting feature at California Energy Commission : e-comment : Submit Comment https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=24-EVI-01.

A full name, email address, comment title, and either a comment or an attached document (.doc, .docx, or .pdf format) is mandatory. After a challenge-response test is used by the system to ensure that responses are generated by a human user and not a computer, click on the "Agree & Submit Your Comment" button to submit the information to the CEC's Docket Unit.

Written comments, attachments, and associated contact information included within the documents and attachments (that is, your address, phone number, and email address) become part of the viewable public record, with access available via any internet search engine.

Interested parties are encouraged to use the electronic filing system described above to submit information. If you are unable to submit electronically, a paper copy of your information may be sent to:

California Energy Commission
Docket Unit, MS 4
Re: Docket No. 24-EVI-01
715 P Street
Sacramento, CA 95814-5512

Email responses to: docket@energy.ca.gov with the subject line stating "24-EVI-01: RFI Ideas and Considerations for Tri-State USDOT CFI."

For information, please contact Sarah Sweet, Federal Liaison at sarah.sweet@energy.ca.gov.

The RFI is embedded in its entirety in this notice and available on the CEC website at California Energy Commission : Docket Log https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=24-EVI-01.

News media inquiries can be directed to the Media and Public Communications Office at (916) 654-4989 or at mediaoffice@energy.ca.gov.