

DOCKETED

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Project Title:	U.S. Department of Transportation's Charging and Fueling Infrastructure Grant Program
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CALIFORNIA ENERGY COMMISSION

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Request for Information

Considerations for the California Energy Commission Zero-Emission Medium- and Heavy-Duty Drayage Infrastructure Application for the U.S. Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program

June 14, 2024

Docket #24-EVI-01

**Written Comments Due by June 28, 2024, at 5:00 p.m.
PDT**

Purpose of Request:

The California Energy Commission (CEC) seeks information to support potential medium- and heavy-duty drayage truck infrastructure projects under the U.S. Department of Transportation's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. The proposed project would install electric truck charging and/or hydrogen truck refueling stations to support zero-emission medium- and heavy-duty (MDHD) drayage trucks at California ports including the State's seaports and land ports of entry along the California-Mexico border. The infrastructure may be located on port property or along routes serving the ports and their drayage activity.

In this Request for Information (RFI), the CEC is seeking input regarding where zero-emission vehicle truck 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 CEC’s application to deploy publicly accessible charging and fueling infrastructure for zero-emission MDHD drayage 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 from 2027 to 2030. The JOET encourages parties to align with this strategy in funding applications, and this RFI seeks to gather insights to align the California ports CFI application with this strategy. As such, respondents to this RFI should indicate how proposed site locations will align with and support the national corridor strategy.

The vision of the CEC’s FY 2024 CFI application is to identify a limited number of public MDHD battery electric and/or hydrogen fueling sites that will support the National Zero-Emission Freight Corridor Strategy. California has also enacted the Advanced Clean Fleets regulation which requires all drayage trucks entering seaports and intermodal railyards in California to be zero-emission by 2035,² necessitating proactive build-out of zero-emission MDHD infrastructure.

The CEC intends to submit this ports-focused application for FY 2024 in addition to a [tri-state application](#) focusing on the Interstate 5 (I-5) corridor through Washington, Oregon, and California.³ For this reason, the ports-focused application will not include I-5. The goal of both applications will be to achieve a publicly accessible network of MDHD hubs that reflect the National Zero-Emission Freight Corridor Strategy.⁴ Funding awarded to this project would be competitively bid by the CEC in a formal solicitation process. The [FY 2024 Notice of Funding Opportunity for CFI](#) was released on May 30, 2024. In preparation for submittal, the CEC is seeking responses and comments to this RFI, [via docket](#) by **June 28, 2024**.⁵

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.⁶ 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 Corridors⁷ (AFCs). The CFI Program provides funding in two categories of grants: (1) Community Charging and Fueling

¹ <https://driveelectric.gov/files/zef-corridor-strategy.pdf>

² [Advanced Clean Fleets Regulation Summary | California Air Resources Board](#)

³ <https://efiling.energy.ca.gov/GetDocument.aspx?tn=256291&DocumentContentId=92079>

⁴ <https://driveelectric.gov/files/zef-corridor-strategy.pdf>

⁵ <https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=24-EVI-01>

⁶ [Bipartisan Infrastructure Law - Charging and Fueling Infrastructure Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

⁷ [Alternative Fuel Corridors - Environment - FHWA \(dot.gov\)](#)

Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). The Federal Highway Administration released a Notice of Funding Opportunity for FY 2024 on May 30, 2024, which offers up to \$800 million in total funding under Round 2. Funding will be used to strategically deploy ZEV 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 2024.⁸

Request for Information:

The CEC is accepting public comments under this RFI to inform project ideas and considerations for the Zero-Emission Medium- and Heavy-Duty Drayage Infrastructure Program application with the intent of reflecting stakeholder needs and priorities. The guidelines for the [Corridor Program](#) are available online.⁹ 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, charging and/or hydrogen fueling provider, installer, manufacturer, utility, public agency, or other? Are you part of a small, veteran-owned, woman-owned, or minority-owned business?
2. The purpose of this RFI is to help inform the CEC's application to the Federal Highway Administration (FHWA) for federal funding. If awarded, the CEC will release a competitive grant funding solicitation to provide funding to end recipients who would develop and construct the zero-emission MDHD infrastructure. Would you consider applying for CFI grant funding for site development if the CEC is awarded funding?
3. Do you already operate or plan to use zero-emission 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 MDHD vehicles as desired.

⁸ [Biden-Harris Administration Announces \\$623 Million in Grants to Continue Building Out Electric Vehicle Charging Network | FHWA \(dot.gov\)](#)

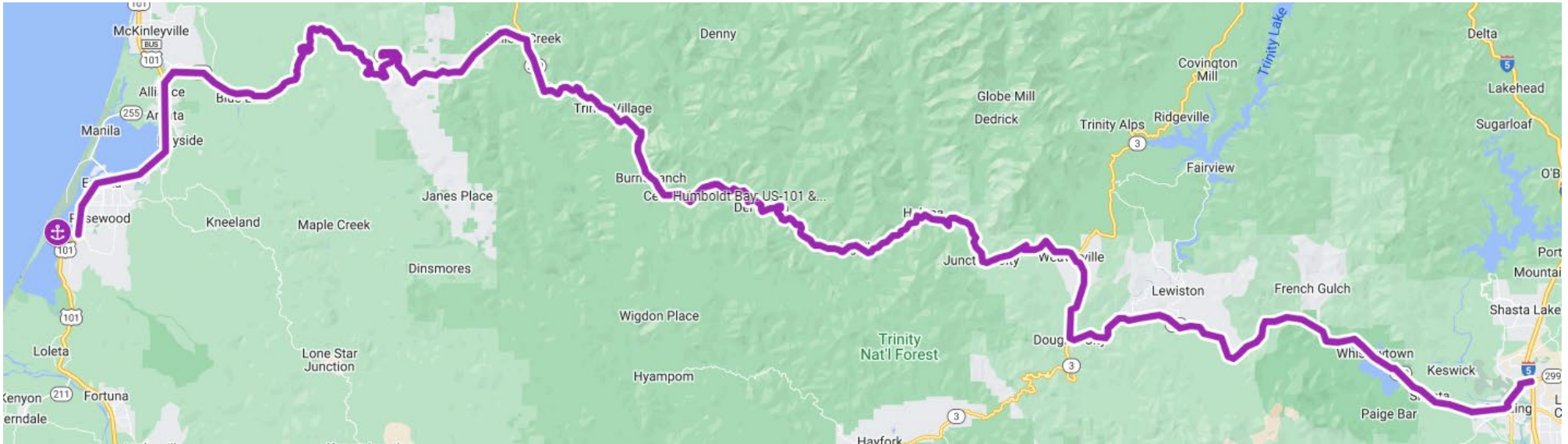
⁹ [Bipartisan Infrastructure Law - Charging and Fueling Infrastructure Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

4. For drayage fleet operators and drivers:
 - a. For 2024-2027, what would you like to see as the priority for zero-emission infrastructure? Hydrogen or electric? Or a mix of both?
 - b. To meet Advanced Clean Fleet (ACF) requirements, are you considering battery electric or hydrogen trucks?
 - c. When/where would you prefer to recharge/refuel? E.g.: Depot charging vs. on-route, during loading/unloading, overnight or as needed.
 - d. Do you have a preference for the power level or speed of charging infrastructure? E.g. 150kW, 250kW, 350kW or 1MW. What would meet your needs and why?
 - e. Are you willing to provide a non-binding letter of commitment for the CEC's application stating that your organization would utilize EV charging and/or hydrogen fueling infrastructure located within five miles of the AFCs found in the "Corridor Segment" below? If so, please see the attached letter of commitment template. Letters of commitment may be sent to Sarah Sweet, Federal Liaison at sarah.sweet@energy.ca.gov.
5. For EV charging and hydrogen fueling providers, describe:
 - a. Your organization's business model for public charging and/or hydrogen fueling offerings.
 - b. Mechanisms your organization might leverage to provide affordable charging and fueling services to drayage fleet operators.
 - c. The scope of services, facilities and amenities provided at your recharging/refueling locations.
 - d. The anticipated site size, parking configuration (e.g., pull-through), total number of charging stalls capable of simultaneous charging, and total number of truck parking spaces that are not dedicated to charging or refueling.
 - e. How your organization approaches right-sizing infrastructure for near-term market demand and future-proofs infrastructure to be responsive to evolving needs.
6. What distance should separate stations to support zero-emission drayage truck activities around California ports? Provide a description of a 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.

7. If possible, provide any general cost estimates for MDHD charging and/or hydrogen fueling stations you have designed, built, or have experience with, including charger power levels and number of stations installed. Please provide a range of public cost-share as a percentage of the total project cost necessary to support more public charging stations to serve zero-emission trucks along drayage corridors. For example, should the publicly funded cost share be 50% CEC/federal and 50% private/other?
8. Use the maps in the "**Corridor Segments**" section to identify areas where you expect to need zero-emission truck infrastructure in the next three years (2024-2027). These Corridors have been selected to align with the [National Zero-Emission Freight Corridor Strategy](#), the California Transportation Commission's [SB 671 Clean Freight Assessment](#) and to complement California, Washington and Oregon's [Tri-state application](#).
 - a. You can pinpoint sites where you plan to build stations, or where you would like to see a station as a driver.
 - b. If possible, please provide specific details for each location, including the preferred location, the number of stations, the type of fuel (hydrogen or electric), power levels (if applicable), and vehicle class.
 - c. Identify any corridor segments you think should be considered that have not been included and how they align with the [National Zero-Emission Freight Corridor Strategy](#).
9. If you represent a utility:
 - a. Please use the maps in the "**Corridor Segments**" section to identify locations that have or will have a capacity for 5 MW or more in the next five years. These will not be considered utility recommendations or guarantees of available capacity. This information may be considered for future funding opportunities.
 - b. Please share your policy regarding capacity build-out for future-proofing. E.g., if conduit is installed for the future installation of megawatt charging, would you offer transformer capacity to support the anticipated future load to include megawatt charging?

Corridor Segment Groups:

Port of Humboldt Corridor Segment Group

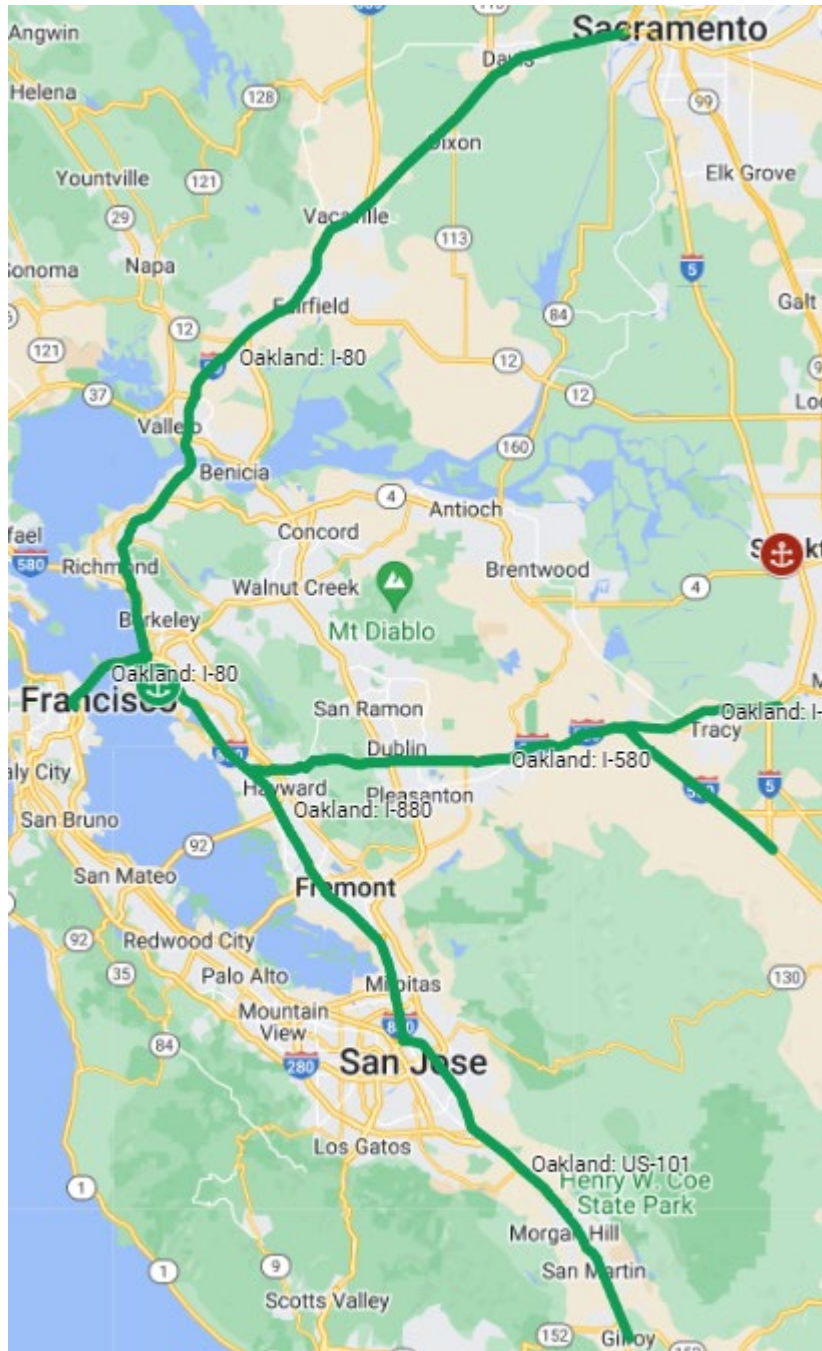


Credit: Google My Maps

Port of Humboldt Corridor Segments:

- **US-101 & SR 299**-From Port of Humboldt to the SR 299/I-5 Interchange

Ports of Oakland Corridor Segment Group

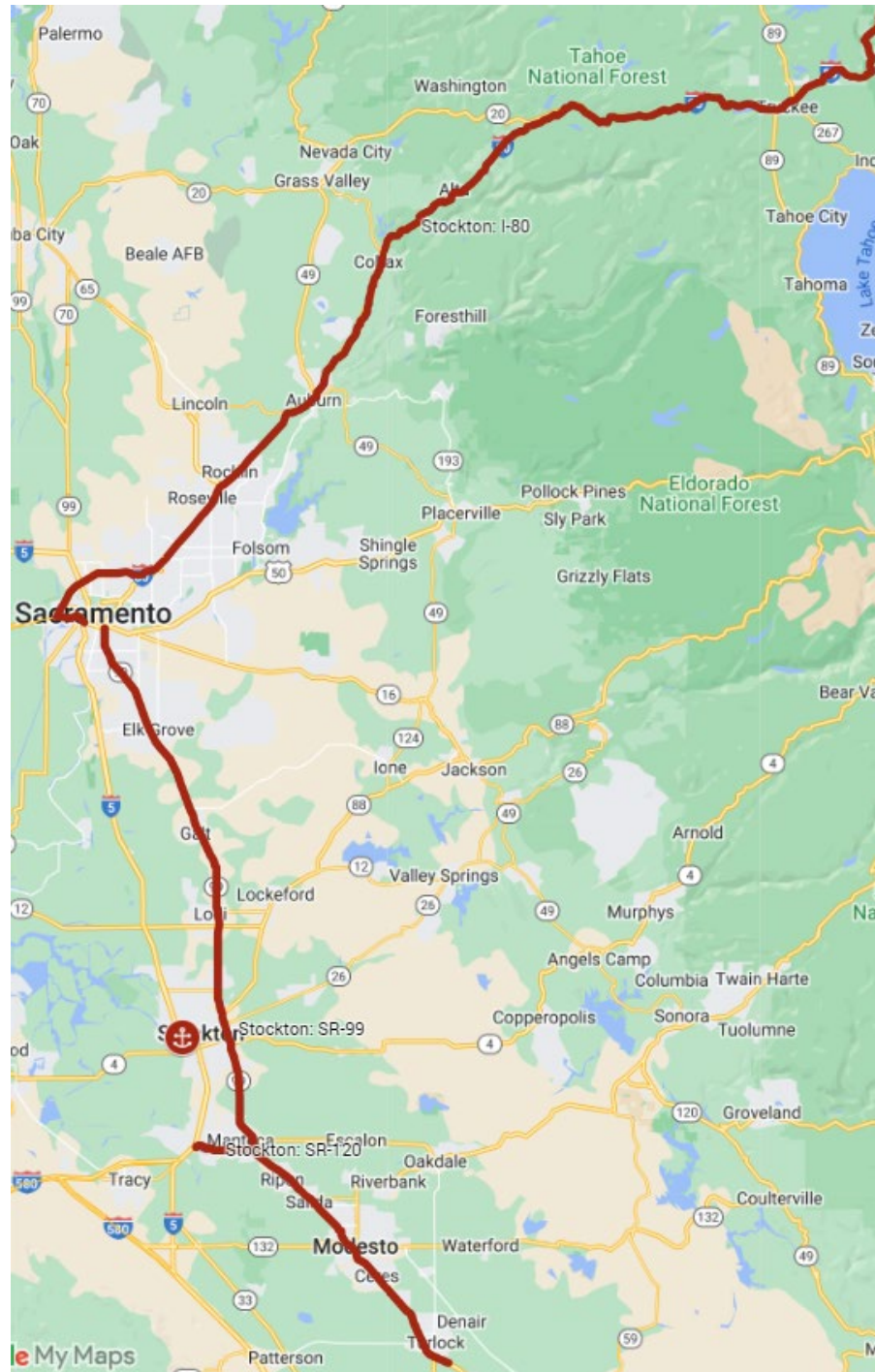


Credit: Google My Maps

Port of Oakland Corridor Segments:

- **I-80:** From the US-101 interchange in San Francisco to the I-80BL/US 50 interchange in West Sacramento
- **I-880:** From the I-80 interchange in Oakland to the US 101 interchange in San Jose
- **US 101:** From the I-880 interchange in San Jose to the SR 152 interchange in Gilroy
- **I-238:** From the I-880 interchange in San Leandro to the I-580 interchange in Ashland
- **I-580:** From the I-238 interchange in Ashland to the I-5 Interchange in Tracy
- **I-205:** From the I-580 interchange in Tracy to the I-5 Interchange

Stockton Corridor Segment Group

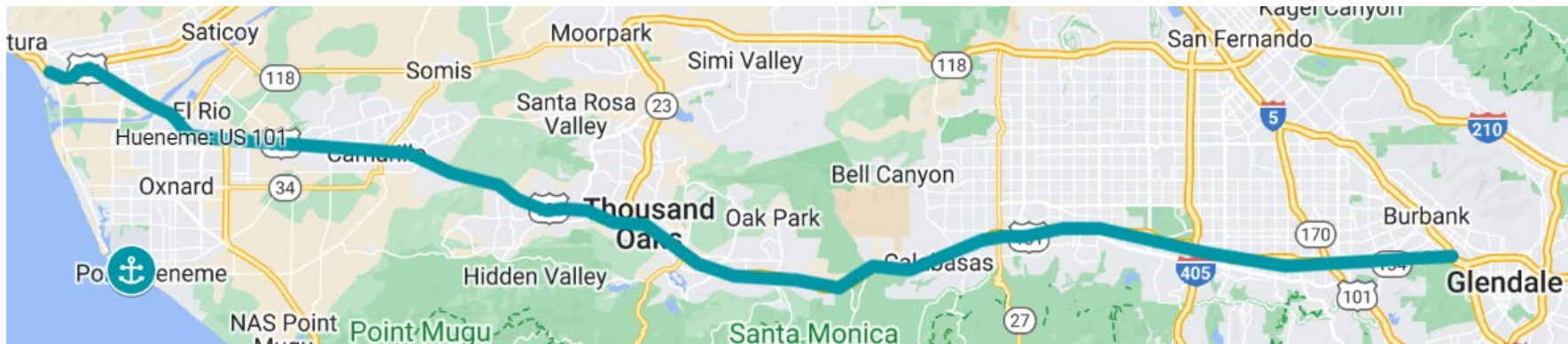


Credit: Google My Maps

Port of Stockton Corridor Segments:

- **I-80:** From the US 50 interchange in West Sacramento to the Nevada Border
- **US 50/I-80BL:** From the I-80 interchange in West Sacramento to I-5 interchange in Sacramento
- **SR-99:** From the US 50 interchange in Sacramento to the Enoch Christoffersen Southbound Rest Area in Turlock
- **SR 120:** From the I-5 interchange in Lathrop to SR 99 interchange in Manteca

Port of Hueneme Corridor Segment Group



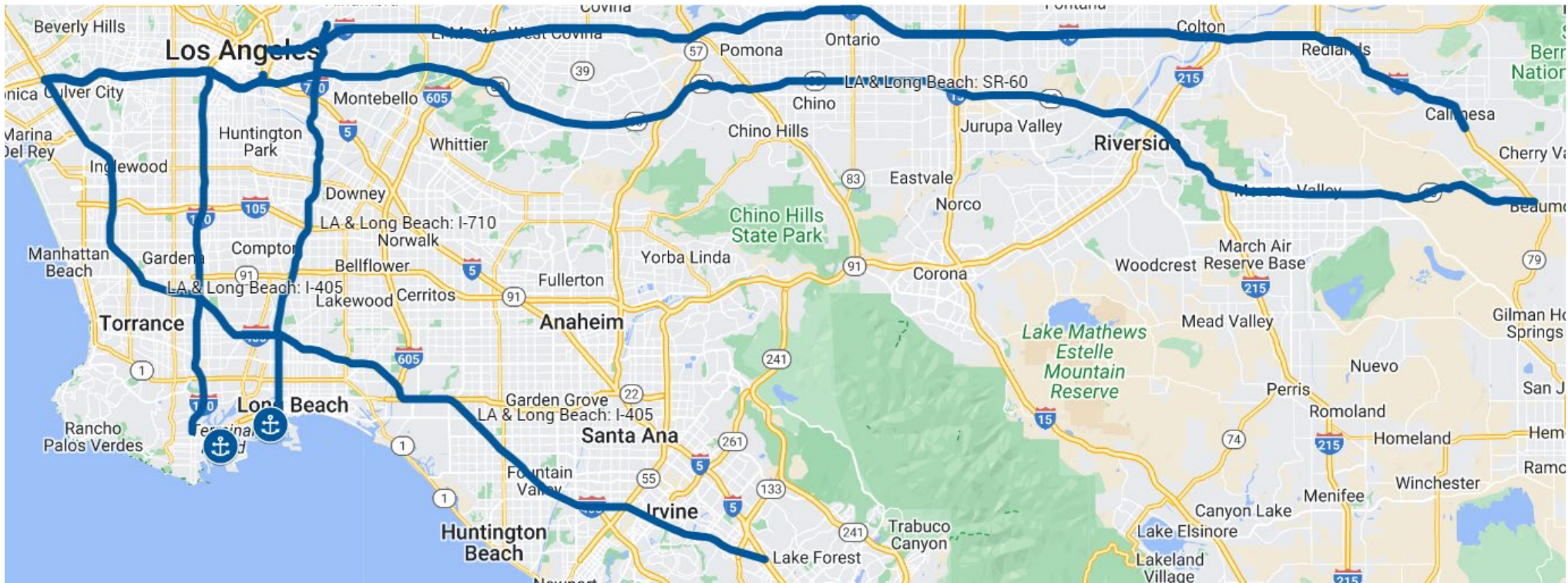
Credit: Google My Maps

Corridor Segment:

- **US 101/SR 134:** From Exit 68 in Ventura to the I-5 interchange in Glendale

Ports of Los Angeles and Long Beach Corridor Segment Group

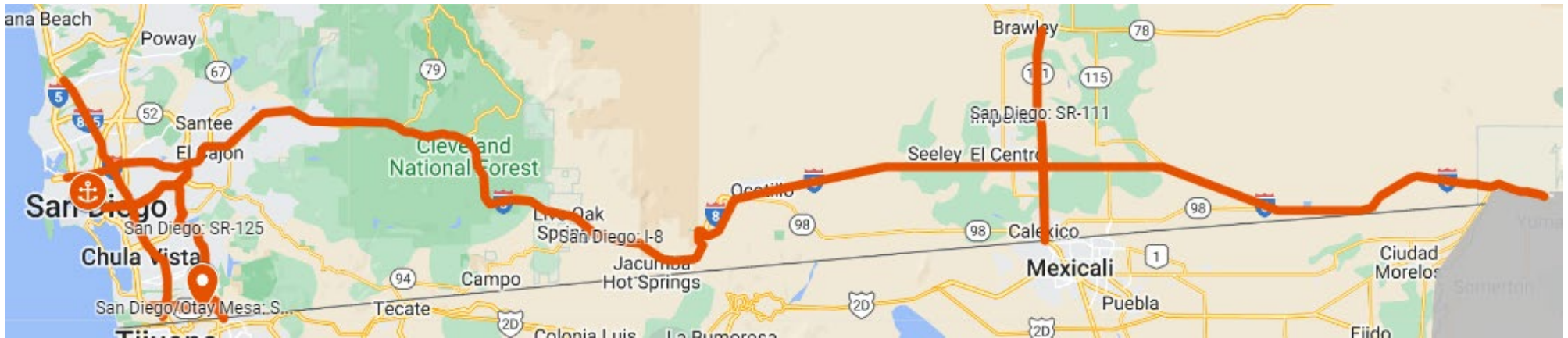
Credit: Google My Maps



Corridor Segments:

- **I-405:** The I-10 interchange in Los Angeles to the I-5 interchange in Irvine
- **I-10:** The I-405 interchange in Los Angeles to Exit 88 in Calimesa
- **I-110:** From the I-10 interchange in Los Angeles to the SR-47 interchange in San Pedro
- **SR 60:** From the I-10/I-5/US 101 interchange in Los Angeles to the I-10 interchange in Beaumont
- **I-710:** From Valley Blvd in Alhambra to W Ocean Blvd in Long Beach

Port of San Diego Corridor Segment Group



Credit: Google My Maps

Corridor Segments:

- **I-805:** From exit 33A in San Diego to Exit 1A
- **I-8:** From Mission Bay Dr/Sports Arena Blvd in San Diego to the Arizona border
- **SR 94:** From the I-5 interchange in San Diego to SR 125 interchange in Lemon Grove
- **SR 905:** From the I-5 interchange at Exit 1A/1B in San Diego to the Otay Mesa Fwy at Exit 9 in Otay Mesa
- **SR 125:** From I-8 interchange in La Mesa to SR 11 interchange in San Diego
- **SR 111:** From the SR 78 interchange in Brawley to the SR 98 interchange in Calexico

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 Friday, **June 28, 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)
<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 required. 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 CA Ports 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)

(<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.

Letter of Commitment Template:

[Your Organization's Letterhead]

[Date]

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Letter of Commitment for the California Energy Commission's Medium- and Heavy-Duty Drayage Infrastructure Project under the Charging and Fueling Infrastructure Discretionary Grant Program Opportunity 693JJ324NF00017

Dear Secretary Buttigieg,

On behalf of [Your Organization's Name], I am writing to express our commitment and support for the California Energy Commission's (CEC) proposed project to install charging and/or hydrogen fueling stations to support zero-emission medium- and heavy-duty (MDHD) drayage trucks at California ports.

[Your Organization's Name] is committed to contributing to the success of this initiative by providing [specific support, such as fleet commitments to use the infrastructure, land for installation, confirmation that your organization would apply for the funding should the CEC be awarded, funding, or other resources]. We believe our contribution will significantly enhance the project's impact and help to ensure the successful deployment and use of zero-emission MDHD vehicle charging and fueling infrastructure.

[Optional section if you have identified sites] Our organization has identified potential sites that would be highly suitable for this infrastructure. These sites include [briefly describe sites and their characteristics, such as location, accessibility, and current usage]. We are confident that these locations will see significant usage and will be instrumental in supporting the drayage activity at the ports of [list relevant locations: Los Angeles, Long Beach, San Diego, Hueneme, Oakland, Stockton, and Humboldt, as well as the Otay Mesa, Otay Mesa East, Tecate, Calexico (East & West), and Andrade land ports of entry.]

We support the CEC's vision for the FY 2024 Charging and Fueling Infrastructure (CFI) application and our organization is prepared to collaborate closely with the CEC and other stakeholders to achieve a publicly accessible network of MDHD hubs that reflects the National Zero-Emission Freight Corridor Strategy.

We appreciate the opportunity to provide our input and are eager to support the CEC's application for the FY 2024 CFI program. Please do not hesitate to contact us at [insert contact email address] for further discussion on how we can contribute to the success of this critical initiative.

Sincerely,

[Your Name]

[Your Title]

[Your Contact Information]

[Your Organization's Name]