

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

Charging and Fueling Infrastructure (CFI) Grant Program Presentation

Date: 07/18/2024



Housekeeping

- This workshop is being recorded.
- Virtual participation will be possible through Zoom or telephone.
- Workshop event webpage is <https://www.energy.ca.gov/event/workshop/2024-07/workshop-development-applications-round-2-us-department-transportations>
- Documents and Presentations available at: <https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=24-EVI-01>
- Written comments should be submitted to Docket 24-EVI-01 at: <https://efiling.energy.ca.gov/EComment/EComment.aspx?docketnumber=24-EVI-01>



Meeting Agenda

- Welcome and Housekeeping
- CFI Program Presentation
- Public Comment
- Closing Remarks



CFI Program Overview

- U.S. Department of Transportation's Competitive Grant Funding Opportunity
- Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program)
 - Corridor & Community Grants \$800 million (i.e., Round 2)
 - Round 1 Reconsideration \$521 million
- Applications Due by **August 28, 2024**





Eligible Corridor Grant Projects

- Open to State or political subdivision of a State
- Support charging or alternative fueling infrastructure along designated Alternative Fuel Corridors (AFCs)
- Resulting projects must contract with private entities for acquisition and installation of eligible infrastructure.
- Competitive applications should demonstrate alignment with the National Zero-Emission Freight Corridor Strategy

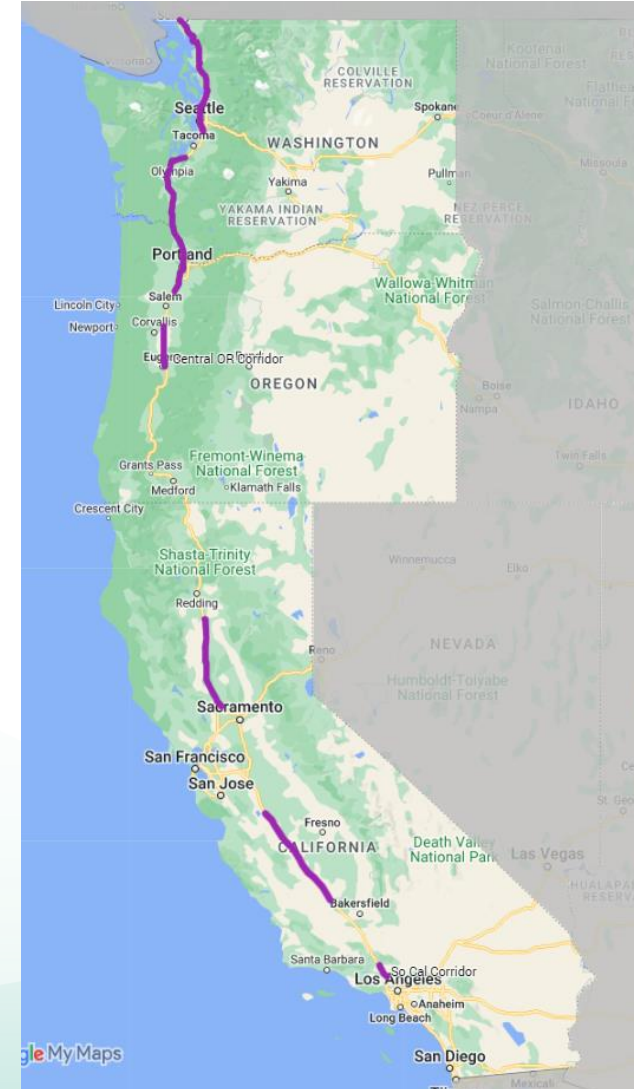
National Zero-Emission Freight Corridor Strategy





Tristate Proposal

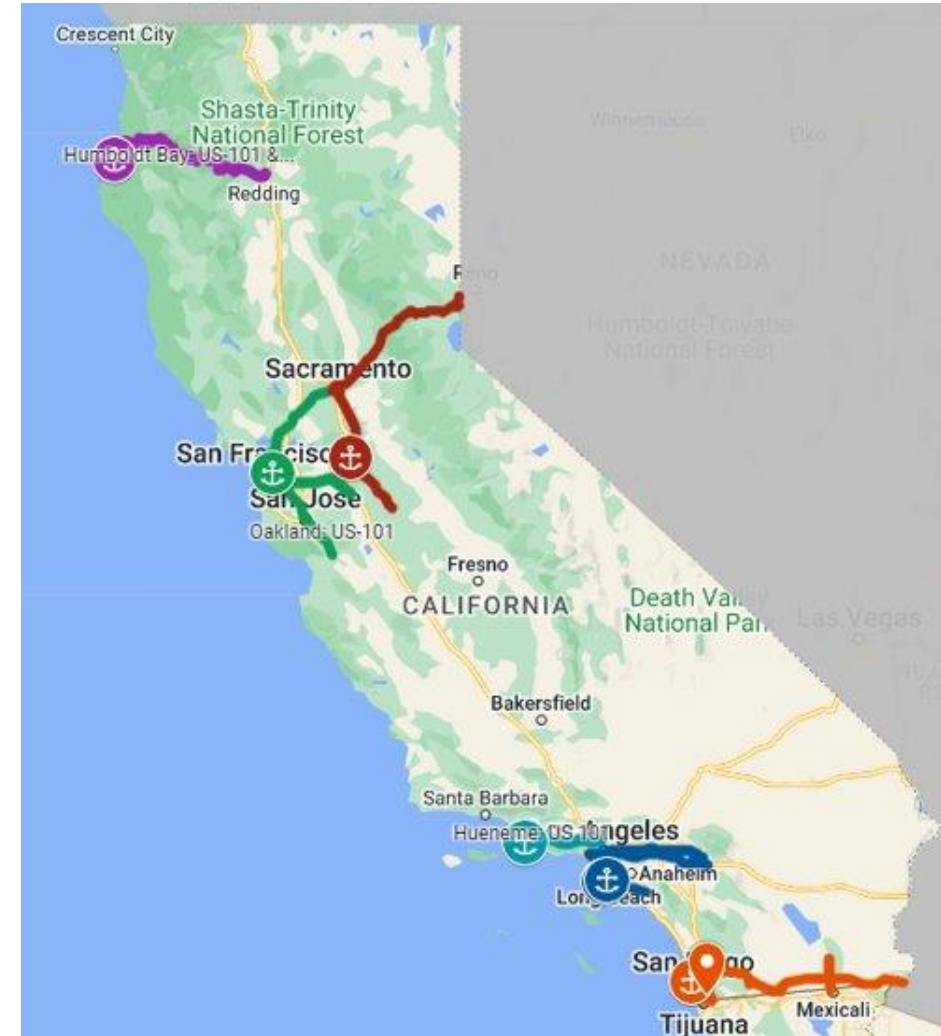
- West Coast Truck Charging Corridor Project
- Tri-state partnership between Caltrans, CEC, ODOT, WSDOT
- Seven charging sites from WA to CA along Interstate 5
- ZEV charging that can serve medium- and heavy-duty (MDHD) vehicles and goods movement





Drayage Proposal

- Zero-Emission Medium- and Heavy-Duty Drayage Infrastructure Project
- Focus on key freight corridors serving MDHD vehicles & CA ports
- Public charging and hydrogen refueling Infrastructure
- Aligned with:
 - National ZEF Corridor Strategy Phase 1 Hubs
 - CTC SB 671 Clean Freight Corridor Efficiency Assessment





Feedback & Letters

- Questions that would help in the development of competitive proposals:
 1. Is there a preference for battery electric or H2 MDHD trucks? In general, or for certain use cases?
 2. For **public** truck charging, what is the preferred proportion for high-powered (350kW-1MW+) and low-powered or overnight (50 kW-150 kW) charging? What use case is best served by **public** MDHD charging?
 3. Is there a general cost per kW or MW you have used to estimate the cost per site?
 4. Is there a desire for a (publicly available) charging space reservation system? Would a reservation system work for your business model?
 5. Need for pull-through vs. pull in spaces



Letters of Support/Commitment

- Letters of Support encouraged from all who wish to support the projects.
- U.S. DOT recommends Letters of Commitment from fleet owners or others who might benefit from project infrastructure.
- Letters of Support/Commitment are non-binding.
- Email Letters to Sarah.Sweet@energy.ca.gov or submit to [Docket 24-EVI-01](#).

[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

Re: Support for the West Coast Truck Charging Corridor and the California Medium- and Heavy-Duty Drayage Infrastructure Project through the US Department of Transportation's Charging and Fueling Infrastructure Discretionary Grant Program Notice of Funding Opportunity 693J324NF00017

Dear Secretary Buttigieg:

On behalf of [YOUR ORGANIZATION'S NAME], I am writing to express our support for California, Oregon, and Washington's application to the United States Department of Transportation's (USDOT) Fiscal Year (FY) 2024 Charging and Fueling Infrastructure (CFI) Discretionary Grant Program for the West Coast Truck Charging I-5 Corridor Project as well as the California Energy Commission's (CEC) Zero-Emission Medium- and Heavy-Duty Drayage Infrastructure Project.

The two projects will support the build out of 2024 to 2027 priority "hubs" identified in the recently released [National Zero-Emission Freight Corridor Strategy](#). The West Coast Truck Charging I-5 Corridor first-of-its-kind project will create a network of publicly accessible charging stations for medium- and heavy-duty trucks (MDHD) along the I-5 corridor, an important first step to enable zero-emission trucking from Mexico to Canada and linking ports and major freight centers in California, Oregon, and Washington. The project will play a critical role in alleviating significant air pollution and global warming emissions associated with medium- and heavy-duty vehicles GHG. This project will further support key policy actions in California, Oregon, and Washington that required the sale of zero-emission trucks beginning in model year 2024. This project will be critical to scaling the zero-emission truck industry and job creation expected with this transition.

California's Medium- and Heavy-Duty Drayage Infrastructure project will significantly enhance the availability and accessibility of zero-emission MDHD vehicle infrastructure along key transportation corridors in California. The project will be instrumental in supporting the drayage truck activity at the Ports of Los Angeles, Long Beach, San Diego, Hueneme, Oakland, Stockton, and Humbolt and the land ports of entry located along the California-Mexico border. This project aligns with the CEC's vision for a publicly accessible statewide network of MDHD hubs. Importantly, increased zero-emission MDHD infrastructure will deliver substantial environmental and economic benefits to near-port communities and communities along key transportation corridors that experience disproportionately high levels of pollution and



Questions?



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Thank You!

