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Revised Concepts and Schedule for the California National Electric Vehicle Infrastructure (NEVI) Formula Program - Solicitation #2

CEC staff has prepared this guidance document to provide revised information about the California NEVI Formula Program – Solicitation #2 concepts and schedule. These revisions to the solicitation concepts are based on the following:

- Public comments received at and after the *Joint Workshop on Concepts for the 2nd Solicitation under California's National Electric Vehicle Infrastructure (NEVI) Formula Program* held by the CEC and Caltrans on March 12, 2024.
- Revised cost estimates based on the California NEVI Formula Program – Solicitation #1 application budgets.

These concepts reflect current expectations for the future solicitation. However, the actual content of the solicitation upon its release may differ from what is presented here.

Updated Solicitation Concepts

1. ***Original Concept***: Offer "Two-part Projects," in which Applicants would submit projects to complete two Alternative Fuel Corridor (AFC) corridor groups per project, one after the other. The CEC ranked all corridor groups in terms of priority and separated them into two halves, the higher-ranked half and the lower-ranked half. Each Applicant would choose one corridor group from the higher-ranked half and build it out with NEVI-compliant charging stations, and then build out a corridor group of its choosing from the lower-ranked half.

   Revised Concept: "Two-part Projects" are no longer proposed as a solicitation concept. Applicants will submit projects to complete a corridor segment, rather than a corridor group[1].

   Each proposed project will be required to complete a corridor segment. There are 51 corridor segments. An Applicant may apply for as many corridor segments as desired. For example, one Applicant may choose to apply for just one corridor segment. Another Applicant may apply for every corridor segment.

   The list of corridor segments, with the associated minimum number of EV charging stations and Combined Charging System (CCS) charging ports, is in Attachment 1 at the end of this document.

   Each corridor segment application will be evaluated independently. For example, if an Applicant submits applications for every corridor segment, each corridor

1 The previously proposed corridor groups were composed of one or more corridor segments. Projects will no longer be required to complete an entire corridor group.

segment application will receive its own score. The Applicant may have projects proposed for award for some of the corridor segments and not others.

2. ***Original Concept***: An Applicant could submit one application per "Two-part Project."

   Revised Concept: An Applicant may submit one application per corridor segment. Given potential interest from Applicants in submitting applications to multiple corridor segments, CEC staff are preparing to streamline application requirements to make each application package easier to prepare.

3. ***Original Concept***: The total solicitation offering was proposed as $110,220,000 in grant funding. Maximum awards were based on an estimated maximum total cost per CCS direct current fast charging (DCFC) port of $300,000. The maximum grant award per port would be either $150,000 (50% grant and 50% match share from the Applicant team) or $240,000 (80% grant and 20% match share).

   Revised Concept: The maximum grant award per new CCS DCFC port without onsite renewable energy generation or storage will be $100,000 per port in federal funds for corridor segments requiring 50% match of total project cost, and $160,000 per port in federal funds for corridor segments requiring 20% match of total project cost, based on a revised maximum total cost per CCS DCFC port of $200,000.

   The maximum grant award per new CCS charging port with onsite renewable energy generation or storage will be $150,000 for corridor segments requiring 50% match of total project cost, and $240,000 for corridor segments requiring 20% match of total project cost, based on a maximum total cost per CCS DCFC port of $300,000. Any proposed onsite renewable energy generation or storage may only transfer power to and from the EV charging station. Onsite energy generation and storage systems should only be considered if they will lead to lower costs to consumers, greater EV charging station reliability, and if they do not substantially increase the timeline for completing an EV charging station project.

4. ***Original Concept***: The maximum award per Applicant would be three corridor group pairs (six total corridor groups) under the "Two-part Projects."

   Revised Concept: The maximum award per Applicant will be 30 percent of the funds offered in the solicitation, or $32.1 million, based on the expected solicitation offering of $107 million. Applicants can apply for more than 30 percent of the funds, but their awards will be no greater than 30 percent of the offered funding.

5. ***Original Concept***: Some corridor segments had Required Sites listed, mostly at critical highway junctions or at start/end points of the corridor. The Required Sites largely required placement of an EV charging station within one mile of a particular point.

Revised Concept: Required Sites are being renamed to Needed Locations, and the Needed Locations specify a larger section of a corridor wherein an EV charging station needs to be sited to ensure the NEVI 50-mile station placement requirement is met for all routes of travel from one AFC to another.

Unchanged Solicitation Concepts

1. The "Stand-alone Project" concept will remain. The "Stand-alone Projects" will consist of corridor segments needing only one charging station site.

2. Solicitation #2 will offer all remaining AFC corridor groups.

   However, there have been changes to corridor segments/groups (shown in Attachment 1) from the list presented at the March 2024 workshop:

   - The highways nominated in the AFC Round 8 nomination period will be incorporated into the solicitation. These new nominations are added to the list of corridor segments in Attachment 1 and labeled as "AFC Round 8."
   - California's NEVI Program Map, found at https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc, lists some Alternative Fuel Corridor segments as ineligible for funding. The revised solicitation concept will change some of these segments to eligible status – these segments are incorporated into the corridor segment list in Attachment 1. Other segments remain ineligible.

California's NEVI Program Map will be updated prior to solicitation release to show each corridor segment more clearly, revise "Required Sites" as "Needed Locations," and change some ineligible segments to eligible.

Revised Solicitation Schedule

ACTIVITY	ANTICIPATED ACTION DATE
Anticipated Release of Solicitation #2	November/December 2024
Anticipated Applications Due	February/March 2025
Anticipated Notice of Proposed Awards Posting	May/June 2025
Anticipated Energy Commission Business Meeting	September/October 2025

Attachment 1

This attachment is a list of all corridor segments within each corridor group proposed for offer in the NEVI Formula Program – Solicitation #2.

The minimum number of EV charging stations is the minimum number of new or upgraded stations needed to build out the corridor segment such that there can be a station every 50 miles along the corridor. Depending on an Applicant's chosen station sites, additional stations may be needed to ensure stations are spaced no more than 50 miles from each other. Each project must fully build out a corridor segment such that there is no gap longer than 50 miles between stations in any direction of travel.

The minimum number of new Combined Charging System (CCS) charging ports is often equal to the minimum number of new EV charging stations multiplied by four, to comply with the NEVI Formula Program requirements. However, some corridor segments require additional new CCS charging ports in cases where CEC modeling indicates future demand for more ports along the corridor segment. A project may propose additional CCS charging ports beyond the minimum and may optionally include other connector types.

All EV charging stations must be within one mile of an offramp, as a car drives by the shortest route, of the highway segment designated in the "Description" column.

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
1	A	I-5: Sacramento to Oregon*	6	32	• One station along I-5 within 40 miles north of the Elk Grove Blvd junction (Sacramento). • One station along I-5 within 25 miles either side of the I-5/SR 36 junction (Red Bluff). • One station along I-5 within 25 miles either side of the I-5/SR 44 junction (Redding). • One station along I-5 within 25 miles either side of the I-5/US 97 junction (Weed). • One station along I-5 in California within 25 miles of the Oregon border.	50%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
1	B	US 97: Weed (I-5) to Oregon	2	8	• One station along US 97 within 25 miles either side of the US 97/I-5 junction (Weed). • One station along US 97 in California within 25 miles of the Oregon border.	20%
1	C	SR 99: Red Bluff (I-5) to Sacramento (I-5)* SR 32: Orland (I-5) to Chico (SR 99)	3	12	• One station along SR 99 within 25 miles north of the I-5 junction (Sacramento). • One station along SR 99 within 25-miles south of the I-5/SR 36 junction (Red Bluff). • A station is NOT required along SR 32; siting along this route is optional.	20%
1	D	SR 65: Roseville (I-80) to Olivehurst (SR 70) SR 70/149: SR 70/SR 99 junction south of Plumas Lake (SR 99) to SR 149/SR 99 near Durham	3	12	• One station minimum along SR 65. If only one station proposed, it must be within 25 miles of both I-80 and SR 70. • One station along SR 70 within 25 miles of the SR 70/SR 99 junction (south of Plumas Lake). • One station along SR 70 or SR 149 within 25 miles of the SR 149/SR 99 junction (near Durham).	20%
1	E	**AFC Round 8**: SR 44: Redding (I-5) to Susanville (SR 36)	3	12	• One station along SR 44 within 25 miles east of the SR 44/I-5 junction (Redding). • One station along SR 44 within 25 miles west of the SR 44/SR 36 junction (Susanville).	20%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
2	A	US 101: North of Leggett to Oregon	4	16	• One station along US 101 within 25 miles north of the northern city limit of Leggett. • One station along US 101 in California within 25 miles of the Oregon border.	20%
2	B	**Stand-alone Project**: SR 199: Crescent City (US 101) to Oregon	1	4	• Preference for a station along SR 199 within 25 miles of the Oregon border.	20%
2	C	SR 299: Arcata (US 101) to Redding	3	12	• One station along SR 299 within 25 miles east of the SR 299/US 101 junction (Arcata). • One station along SR 299 within 25 miles west of the SR 299/S. Market Street junction (Redding).	20%
3	A	SR 1: North of San Francisco (US 101) to Leggett (US 101)	5	20	• One station along SR 1 within 25 miles north of the SR 1/US 101 junction (Sausalito). • One station along SR 1 within 25 miles south of the SR 1/US 101 junction (Leggett).	20%
3	B	US 101: San Francisco to Leggett (SR 1)*	4	16	• One station along US 101 within 25 miles north of the Golden Gate Bridge. • One station along US 101 within 25 miles either side of the US 101/SR 12 junction (Santa Rosa). • One station along US 101 within 25 miles south of the US 101/SR 1 junction (Leggett).	20%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
4	A	US 395: Nevada near Cold Springs to Oregon near New Pine Creek	4	16	• One station along US 395 in California within 25 miles of the Nevada border. • One station along US 395 within 25 miles of the Oregon border.	20%
5	A	US 395: Hesperia (I-15) to SR 14 (Inyokern)	2	8	• One station along US 395 within 25 miles north of the US 395/I-15 junction (Hesperia). • One station along US 395 within 25 miles south of the US 395/SR 14 junction (Inyokern)	20%
5	B	US 395: Inyokern (SR 14) to Nevada near Topaz Lake*	5	20	• One station along US 395 within 25 miles north of the US 395/SR 14 junction (Inyokern). • One station along US 395 in California within 25 miles of the Nevada border.	20%
5	C	SR 14: Santa Clarita (I-5) to Inyokern (US 395)	3	12	• One station along SR 14 within 25 miles northeast of the SR 14/I-5 junction (Santa Clarita/Sylmar). • One station along SR 14 within 25 miles southeast of the SR 14/US 395 junction (Inyokern).	20%
6A		Offered in Solicitation #1				
6B		Offered in Solicitation #1				
7		Offered in Solicitation #1				

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
8	A	SR 20: Calpella (US 101) to Upper Lake (SR 29) and Clearlake Oaks (SR 53) to Yuba Pass (I-80) SR 29: Upper Lake (SR 20) to Lower Lake (SR 53)	5	24	• One station within 25 miles of the US 101 junction (Calpella) along either SR 20 or SR 29. • One station along SR 20 within 25 miles either side of the SR 20/I-5 junction (Williams). • One station along SR 20 within 25 miles west of the SR 20/I-80 junction (Yuba Pass).	50%
8	B	**Stand-alone Project**: SR 49: Auburn (I-80) to Grass Valley (SR 20)	1	4	N/A. Anywhere along SR 49 between Auburn and Grass Valley is acceptable.	20%
8	C	US 50: Placerville (SR 49) to South Lake Tahoe**	2	12	• One station along US 50 in California within 25 miles of the Nevada border.	50%
8	D	I-80: Sacramento to Nevada Border*	3	18	• One station along I-80 within 25 miles either side of the I-80/SR 49 junction (Auburn) • One station along I-80 in California within 25 miles of the Nevada border.	50%
9	A	SR 99: Sacramento to Turlock*	2	12	N/A. Anywhere along SR 99 between Sacramento and Turlock is acceptable.	50%
9	B	**Stand-alone Project**: SR 4: Stockton to Angels Camp (SR 4)	1	4	N/A. Anywhere along SR 4 between Stockton and Angels Camp is acceptable.	20%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
9	C	SR 120: Manteca (I-5) to Lee Vining (US 395)	4	16	• One station along SR 120 within 25 miles east of the SR 120/I-5 junction (Manteca) • One station along SR 120 within 25 miles west of the SR 120/US 395 junction (Lee Vining)	20%
10	A	SR 1: San Francisco (US 101) to Lompoc (SR 246)	7	28	• One station along SR 1 within 25 miles south of the SR 1/US 101 junction (San Francisco) • One station along SR 1 within 25 miles north of the SR 1/SR 246 junction (Lompoc)	20%
10	B	US 101: San Francisco to Los Angeles (I-5/I-10)**	9	36	N/A. Anywhere along US 101 between San Francisco and Los Angeles is acceptable.	20%
11	A	SR 12: Sebastopol (SR 116) to Lodi (SR 99)	3	12	• One station along SR 12 within 25 mile either side of the SR 12/US 101 junction (Santa Rosa) • One station along SR 12 within 25 miles west of the SR 12/SR 99 junction (Lodi).	20%
11	B	SR 4: Hercules (I-80) to Brentwood (Balfour Rd.) SR 24: Oakland (I-980) to Walnut Creek (I-680)	2	8	• One station anywhere along SR 4 between Hercules and Brentwood. • One station anywhere along SR 24 between Oakland and Walnut Creek.	20%
11	C	**Stand-alone Project:** SR 17: Entire length, Santa Cruz (SR 1) to San Jose (I-280/I-880)	1	4	N/A. Anywhere along SR 17 between Santa Cruz and San Jose is acceptable.	20%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
12	A	I-80: San Francisco (US 101) to Sacramento (I-5)* I-505: Vacaville (I-80) to Dunnigan (I-5)	3	12	• One station along I-80 within 25 miles east of the I-80/US 101 junction (San Francisco). • One station along I-80 within 5 miles either side of the I-80/I-505 junction, or along I-505 between I-80 and I-5. • One station along I-80 within 25 miles west of the I-80/I-5 junction (Sacramento).	50%
12	B	I-280: San Francisco (end) to San Jose (US 101)	2	8	• One station along I-280 within 25 miles southeast of the end of the route (San Francisco). • One station along I-280 within 25 miles northwest of the I-280/US 101 junction (San Jose).	50%
12	C	I-680: Cordelia (I-80) to San Jose (US 101)*	2	8	• One station along I-680 within 25 miles south of the I-680/I-80 junction (Cordelia). • One station along I-680 within 25 miles north of the I-680/US 101 junction (San Jose).	50%
12	D	I-580: San Rafael (US 101) to Tracy (I-5) I-205: Tracy	2	12	• One station along I-580 within 25 miles east of the I-580/US 101 junction (San Rafael). • One station along I-580 within 25 miles west of the I-580/I-5 junction (Tracy), or along I-205 between I-580 and I-5.	50%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
13	A	SR 41: Cholame (SR 46) to Fish Camp* SR 46: Paso Robles (US 101) to Famoso (SR 99)	4	16	• One station along SR 46 between Paso Robles (US 101) and SR 41 (Cholame). • One station along SR 46 within 25 miles west of the SR46/SR 99 junction (Famoso). • One station along SR 41 within 25 miles either side of the SR 41/SR 99 junction (Fresno).	20%
13	B	SR 140: Gustine (I-5) to El Portal (Yosemite) SR 180: Fresno (SR 99) to Miramonte (SR 245)	4	18	• One station along SR 140 within 25 miles east of the SR 140/I-5 junction (Gustine). • On station along SR 140 within 25 miles west of the terminus in Yosemite. • One station along SR 180 within 25 miles west of the SR 245 junction (Miramonte).	50%
13	C	SR 198: Coalinga (I-5) to Three Rivers (Sequoia National Park)	2	8	• One station along SR 198 within 25 miles east of the SR 198/I-5 junction (Coalinga). • One station along SR 198 within 25 miles west of where SR 198 ends at Sequoia National Park.	20%
13	D	SR 152: Watsonville (SR 1) to Chowchilla (SR 99) SR 156: San Juan Bautista (US 101) to Hollister (US 101)	2	12	• One station along SR 152 within 25 miles west of the SR 152/SR 99 junction (Chowchilla). • A station is NOT required along SR 156; siting along this route is optional.	50%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
13	E	SR 99: South of Turlock to Wheeler Ridge (I-5)*	5	40	• One station along SR 99 within 25 miles south of the southern city limits of Turlock. • One station along SR 99 within 25 miles north of the SR 99/I-5 junction (Wheeler Ridge).	50%
14	A	I-8: El Centro to Arizona Border	2	8	• One station along I-8 within 5 miles east of the western city limits of El Centro. • One station along I-8 in California within 25 miles of the Arizona border.	20%
14	B	**Stand-alone Project**: SR 7: Holtville (I-8) to Mexico Border	1	4	N/A. Anywhere along SR 7 between Holtville and the Mexico border is acceptable.	20%
14	C	I-10: Beaumont to Arizona Border*	3	32	• One station along I-10 within 25 miles east of Beaumont. • One station along I-10 in California within 25 miles of the Arizona border.	50%
14	D	SR 111: Whitewater (I-10) to Mecca (SR 86) SR 86/SR 78: Coachella (I-10) to Brawley (SR 111) SR 111: Brawley (SR 78) to Calexico	3	12	• One station along SR 111 within 25 miles north of Calexico.	20%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
15	A	SR 78: Oceanside (I-5) to Escondido (I-15) I-5: San Clemente (SR 1) to Mexico Border**	3	12	• One station anywhere along SR 78 between Oceanside and Escondido. • One station along I-5 within 25 miles south of I-5/SR 1 junction in San Clemente. • One station along I-5 in California within 25 miles of the Mexico border.	50%
15	B	SR 125: Otay Mesa (SR 905) to Santee (SR 52) SR 94: San Diego (I-5) to Tecate (SR 188) SR 67: El Cajon (I-8) to Eucalyptus Hills	3	12	• One station anywhere along SR 125 between SR 905 (Otay Mesa) and SR 52 (Santee). • One station along SR 94 within 25 miles east of the junction with SR 94/I-5 (San Diego). • One station anywhere along SR 67 between the I-8 junction (El Cajon) and Eucalyptus Hills.	20%
15	C	**Stand-alone Project**: SR 905: Mexico Border to San Diego (I-5)	1	4	• One station anywhere along SR 905 between the Mexico border and San Diego.	20%
16		Offered in Solicitation #1				

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
17	A	SR 39: La Habra (SR 72) to Huntington Beach (SR 1) SR 55: Anaheim (SR 91) to Newport Beach (SR 1) SR 57: Orange (I-5) to Glendora (I-210)** SR 91: Gardena (I-110) to Riverside (I-215/SR 60)	5	20	• One station anywhere along SR 39 between La Habra and Huntington Beach. • One station anywhere along SR 55 between Anaheim and Newport Beach. • One station anywhere along SR 57 between Orange and Glendora. • One station along SR 91 within 25 miles east of the SR 91/I-110 junction (Gardena). • One station along SR 91 within 25 miles west of the SR 91/I-215/SR 60 junction (Riverside).	50%
17	B	SR 1: Oxnard (US 101) to Dana Point (I-5)*	3	12	• One station along SR 1 within 25 miles south of the SR 1/US 101 junction (Oxnard). • One station along SR 1 within 25 miles north of the SR 1/I-5 junction (Dana Point).	20%
18	A	SR 23: Moorpark (SR 118) to Thousand Oaks (US 101) SR 118: Saticoy (SR 126) to San Fernando (I-210)	3	12	• One station anywhere along SR 23 between Moorpark and Thousand Oaks. • One station along SR 118 with 25 miles east of the SR 118/SR 126 junction (Saticoy). • One station along SR 118 within 25 miles west of the SR 118/I-210 junction (San Fernando).	50%
18	B	SR 60: Los Angeles (I-10/I-5) to Beaumont (I-10)*	2	8	• One station along SR 60 within 25 miles east of the SR 60/I-10/I-5 junction (Los Angeles). • One station along SR 60 within 25 miles west of the SR 60/I-10 junction (Beaumont).	50%

Corridor Group	Corridor Segment	Description	Minimum # of EV Charging Stations	Minimum # of New CCS Charging Ports	Needed Locations	Required Match
18	C	I-5: Santa Clarita (SR 14) to San Clemente (SR 1)**	2	8	• One station along I-5 within 40 miles south of the I-5/SR 14 junction (Santa Clarita). • One station along I-5 within 25 miles north of the I-5/SR 1 junction (San Clemente)	50%
18	D	I-10: Santa Monica (end) to west of Beaumont**	2	8	• One station along I-10 within 25 miles east of the western end of I-10 in Santa Monica. • One station along I-10 within 25 miles west of the western city limits of Beaumont.	50%
19		Offered in Solicitation #1				
20		Offered in Solicitation #1				
21	A	SR 16: Sacramento (South Watt Ave) to Plymouth (SR 49) SR 49: Plymouth (SR 16) to Jackson (SR 88) SR 88: Jackson (SR 49) to Stockton (SR 99)	3	12	• One station anywhere along SR 16 between Sacramento and Plymouth. • One station anywhere along SR 49 between Plymouth and Jackson. • One station anywhere along SR 88 between Jackson and Stockton.	20%
22	A	**Stand-alone Project**: SR 74: Menifee (I-215) to Hemet (SR 79) SR 79: Temecula (I-15) to Green Acres (SR 74)	1	4	• Preference for a station along SR 74 or SR 79 within a 5-mile radius of the SR 74/SR 79 junction.	20%
23***	A	**Stand-alone Project**: I-15: Murrieta to Hesperia	1	4	• One station along I-15 between the I-15/SR 91 junction (Corona) and I-15/I-10 junction (Ontario).	50%

*Corridor segment includes a greater number of EV charging stations needed due to the removal of assumptions that existing stations are NEVI-compliant. For these corridor segments in particular, upgrading existing stations is preferred because there are existing stations in eligible locations along the corridor.

**Corridor segment modified to include a previously ineligible section. For these corridor segments in particular, upgrading existing stations is preferred because there are existing stations in eligible locations along the corridor.

***New corridor group to include a previously ineligible section.