DOCKETED	
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Project Title:	U.S. Department of Transportation's Charging and Fueling Infrastructure Grant Program
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Document Title:	Joint Workshop on Concepts for the CFI West Coast Truck Charging and Fueling Corridor Project Presentation
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Docketed Date:	2/13/2025

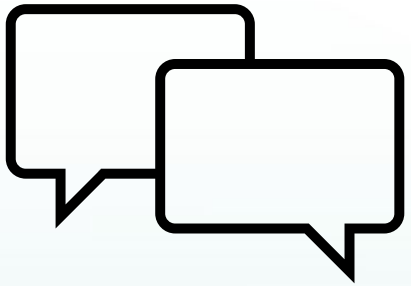
California Energy Commission and Caltrans

Joint Workshop on Concepts for the CFI West Coast Truck Charging and Fueling Corridor Project
Presenters: Sarah Sweet (CEC), Jonathan Bobadilla (CEC), Jimmy O'Dea (Caltrans), and additional staff for discussion

Date: February 13, 2025

Workshop Purpose

Obtain **public feedback** on draft solicitation concepts for California's West Coast Truck Charging and Fueling Corridor Project



Housekeeping

- Workshop is being recorded.
- Virtual Participation through Zoom
  - Q&A period after main presentation
  - Raise Hand or Q&A feature

- Workshop Event Webpage:
  https://www.energy.ca.gov/event/workshop/2025-02/joint-workshop-california-charging-and-fueling-infrastructure-cfi-program
- Written Comments to Docket # 24-EVI-01 **due by February 27, 2025 at 5 PM:**
  https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=24-EVI-01

Workshop Agenda

1. Welcome, Introductions, Diversity Survey
2. Federal Charging and Fueling Infrastructure Program Overview
3. West Coast Truck Charging and Fueling Corridor Project Overview
4. California's Solicitation Concepts
    a) Corridor Group
    b) Requirements
    c) Eligibility
    d) Application Process
5. Discussion
6. Next Steps
7. Adjourn

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

Diversity Survey

Joint Workshop on California Charging and Fueling Program Concepts

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/Pages/ResponsePage.aspx?id=RBI6rPQT9k6NG7qicUgZTtQ-G7GrbGJFmZJPv38ckjJUQlhIQVhBR0RBVzA3M0lTOVRUM0RKUTFNTi4u

Overview: Federal Charging and Fueling Infrastructure (CFI) Grant Program

Charging and Fueling Infrastructure (CFI) Grant Program

- Federal funding program under Infrastructure Investment and Jobs Act
  - Supports EV charging and hydrogen fueling infrastructure
  - Provides a total of $2.5 billion over 5 years
- Corridor Program
  - Along designated alternative fuel corridors (AFCs)
- Community Program
  - Prioritize rural areas, low-and moderate-income areas, multiunit dwellings

Federal Requirements

- **Code of Federal Regulations, Title 23, Part 680 (23 CFR 680):** https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680
- **CFI Notice of Funding Opportunity and Q&A:** https://grants.gov/search-results-detail/346798
  - Go to the "Related Documents" tab, scroll to the bottom of the page for file links

Federal CFI Requirements

The following are federal CFI requirements and therefore the same across all three states:

★ Recipients must be private entities

★ All charging and fueling infrastructure must be Buy America; Build America compliant.

★ Chargers must be ISO-15118 ready and conform to OCPP 2.0.1 and OCPI 2.2.1.

★ Each charging port must be in operation and maintain 97% uptime for 5 years

★ A star icon throughout this presentation indicates a federal requirement

Federal CFI Requirements Continued

- ★No more than 1 mile from an exit or intersection along an AFC for charging stations; ≤5 miles for hydrogen

- ★Stations must be publicly accessible
- ★Reservation systems are allowed but must be open to the general public
- ★Must be accessible to and usable by individuals with disabilities
- ★*Goal* of at least 40% of projects benefiting Justice40 communities and address environmental justice

Federal Funding Impacts

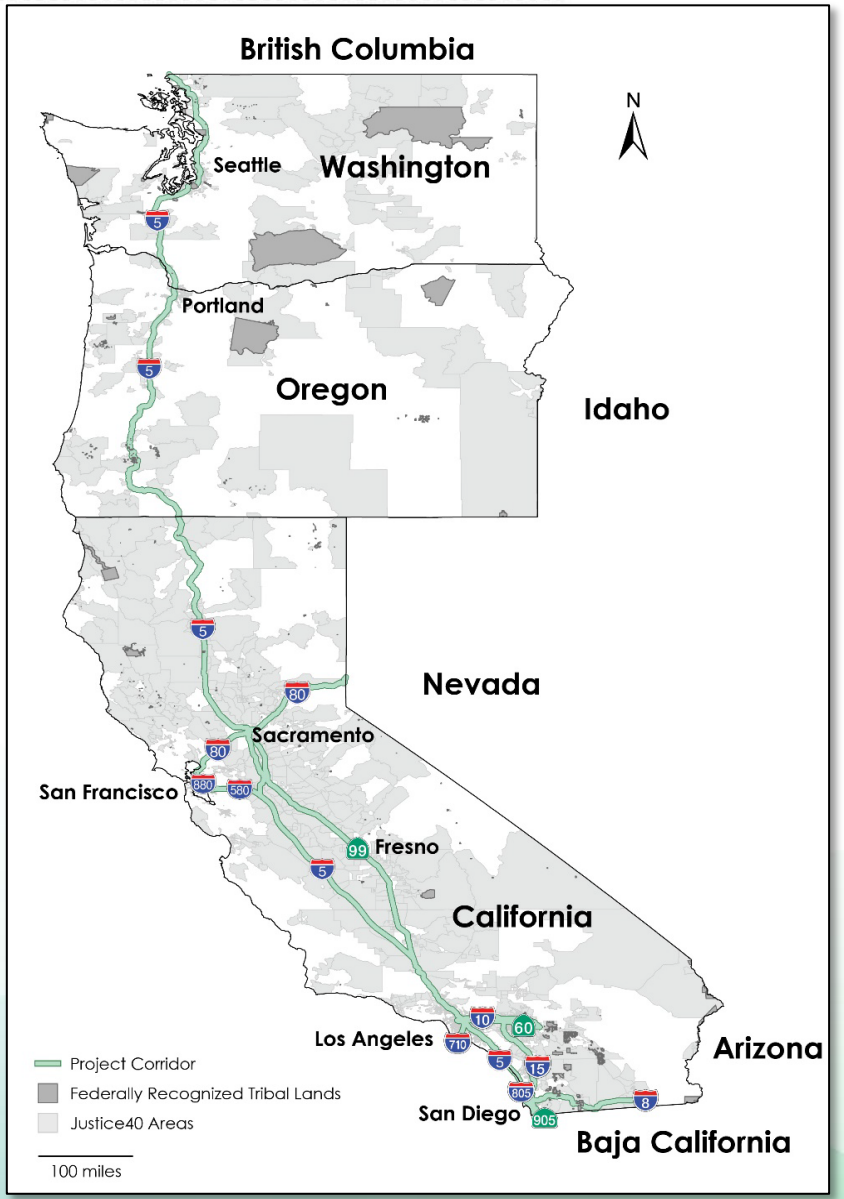
State Department of Transportation Directors received a memo Feb. 6th which applied to NEVI formula funds.

We have not received official guidance on CFI from the Federal Highway Administration. This is a fluid situation; we will continue to monitor it closely.

Overview: West Coast Truck Charging and Fueling Corridor Project

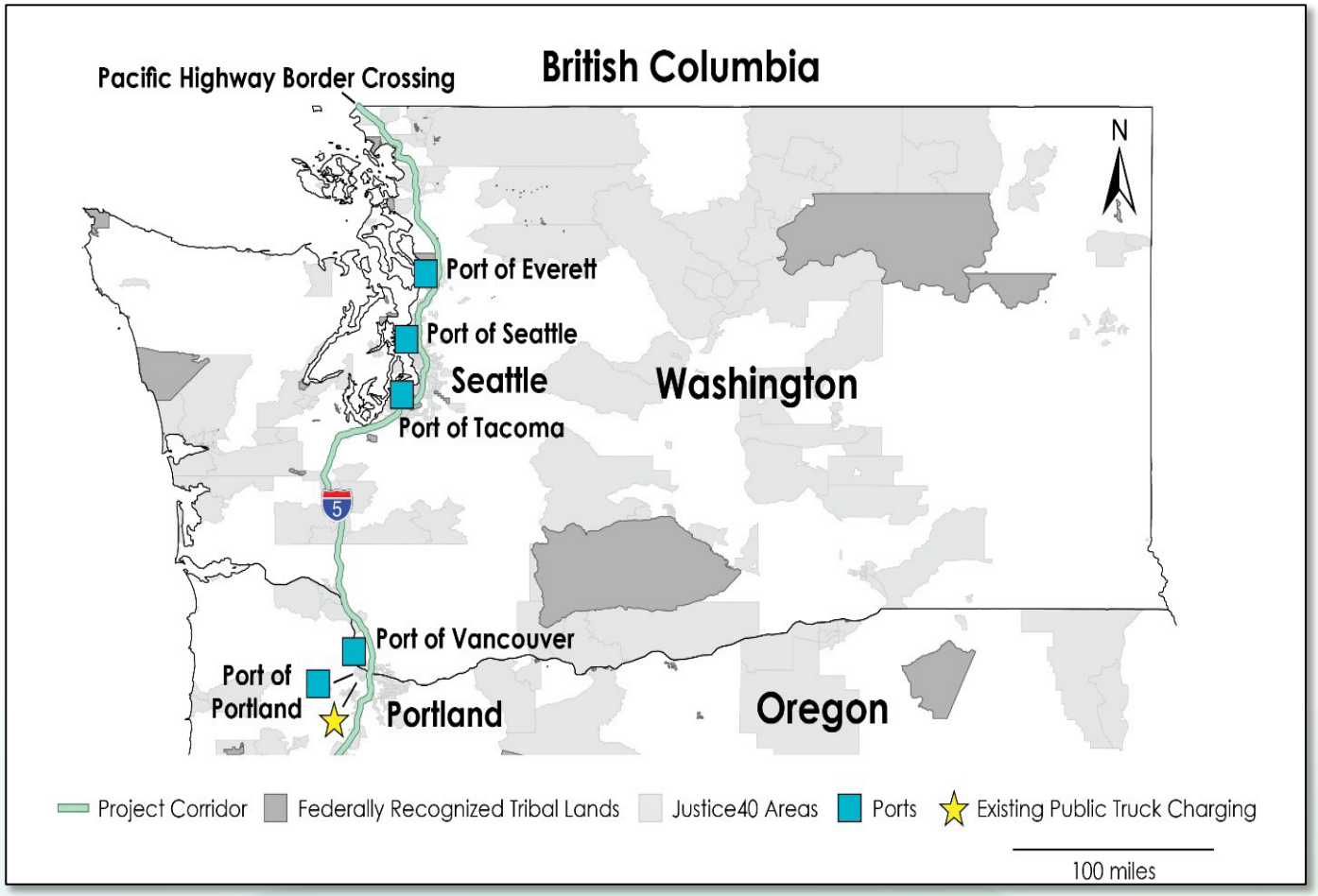
Project Overview

- Tri-state award amount: $102 million
- Tri-state partnership between Caltrans, CEC, ODOT, WSDOT
- I-5 from Canada to Mexico, and key freight corridors in California
- Includes both DCFC and hydrogen fueling stations serving medium- and heavy-duty (MDHD) vehicles
- All stations must be public



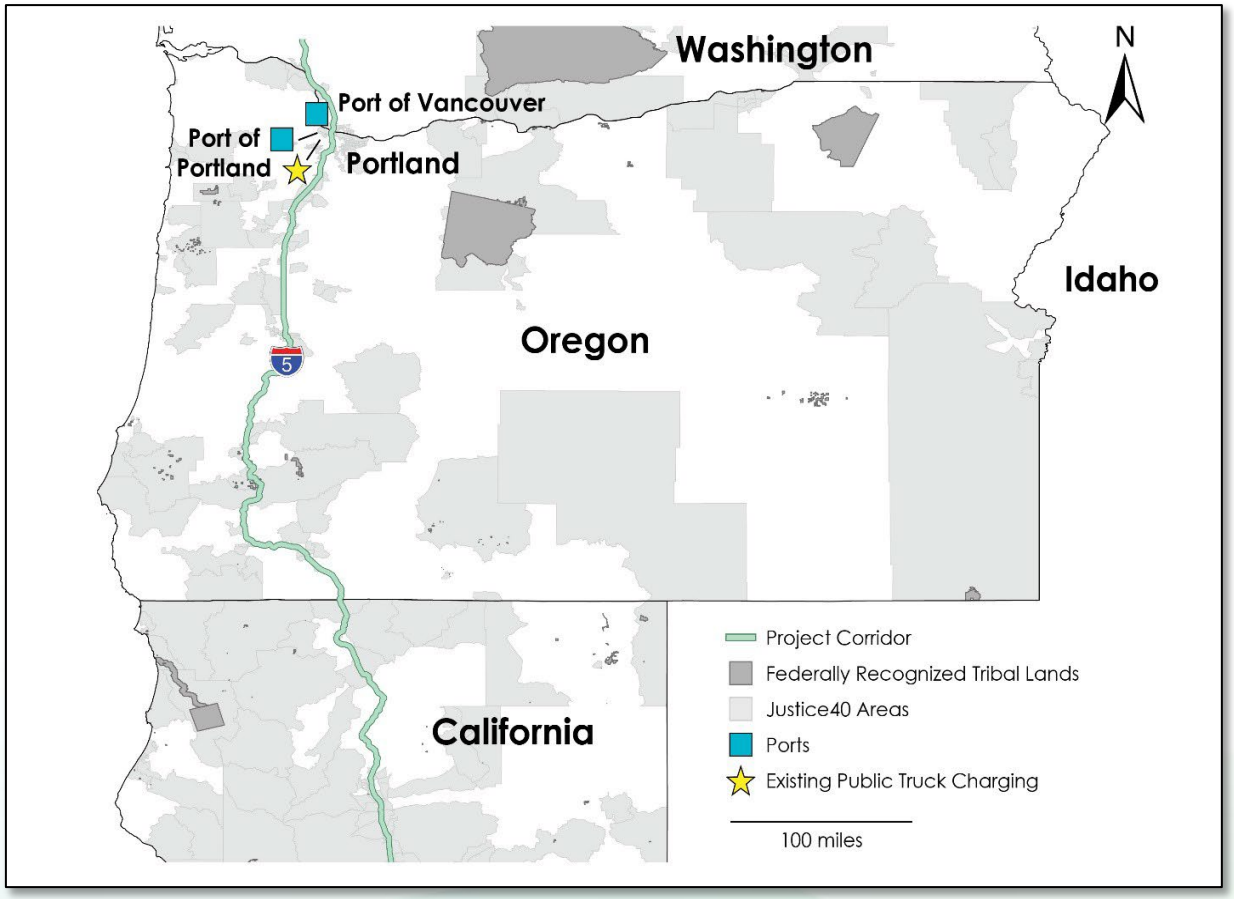
Project Overview: Washington

- 2 Charging Sites and 1 Hydrogen in coordination with PNWH2 Hub
- I-5 border to border, locations TBD
- Future stakeholder outreach sessions
- Separate NOFO from OR & CA, but similar minimum requirements
- Contact: Tonia Buell, WSDOT Tonia.buell@wsdot.wa.gov



Project Overview: Oregon

- 2 Charging Sites and 1 Hydrogen station
- I-5 border to border, locations TBD
- Future stakeholder outreach sessions
- Separate NOFO from CA & WA, but similar minimum requirements
- Contact: Mary Brazell, ODOT Mary.Brazell@odot.oregon.gov



Project Overview: California

- 16 Charging Sites and 1 Hydrogen station
- I-5 border-to-border and key freight routes
- Solicitation release anticipated in spring of 2025
- Approximately $67 million* available

*Includes CFI funds and match partner contributions

Public Outreach

Method	Stakeholders	Topics/Outcomes
3 RFI Requests	~10,000 Subscribers, over 100 responses	Location, equipment and industry needs
Email	Industry working groups	Refining corridor selection and letters of support
Presentations	Relevant Committees, coalitions, and working groups	General feedback, support and concept refinement
Workshops	Industry and public entities	General support and interest
Meetings	DAC, EJ, Ports, Air Districts Caltrans Districts and industry stakeholders.	Urgent need for MDHD charging along I-710, major fleet owners showed interest in expanding ZEV fleets
Listening Sessions	Tribes, non-profits, workforce DACAG	Shared project information and gathered feedback

Definitions

We will be using terms in alignment with the Federal use as defined in Title 23 Part 680.104:

Term	Definition
Charging Station	Site that includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress
Charger	Device with one or more charging ports and connectors for charging EVs
Connector	Device that attaches an EV to transfer electricity
Charging Port	System within a charger that charges one EV. A charging port may have multiple connectors, but can only provide power to charge one EV, through one connector at a time

California Solicitation Concept

Timeline

Activity	Action Date
Receive Comments	Feb. 27, 2025
Develop CFI Solicitation	Feb – April 2025
Anticipated Release of Solicitation	April 2025
Anticipated Applications Due	Aug. 2025
Anticipated Notice of Proposed Awards Posting	Nov. 2025
Anticipated Energy Commission Business Meeting	Feb. 2026

California Concept Overview

- Corridors segments have been grouped by region
- Each segment has a certain number of stations allocated to it
- In some cases, two segments may have 1 station allocated, meaning it could be on either segment
- Applicants may apply for only one station if desired, or more
- A competitive solicitation will be released to install infrastructure on identified corridor segments

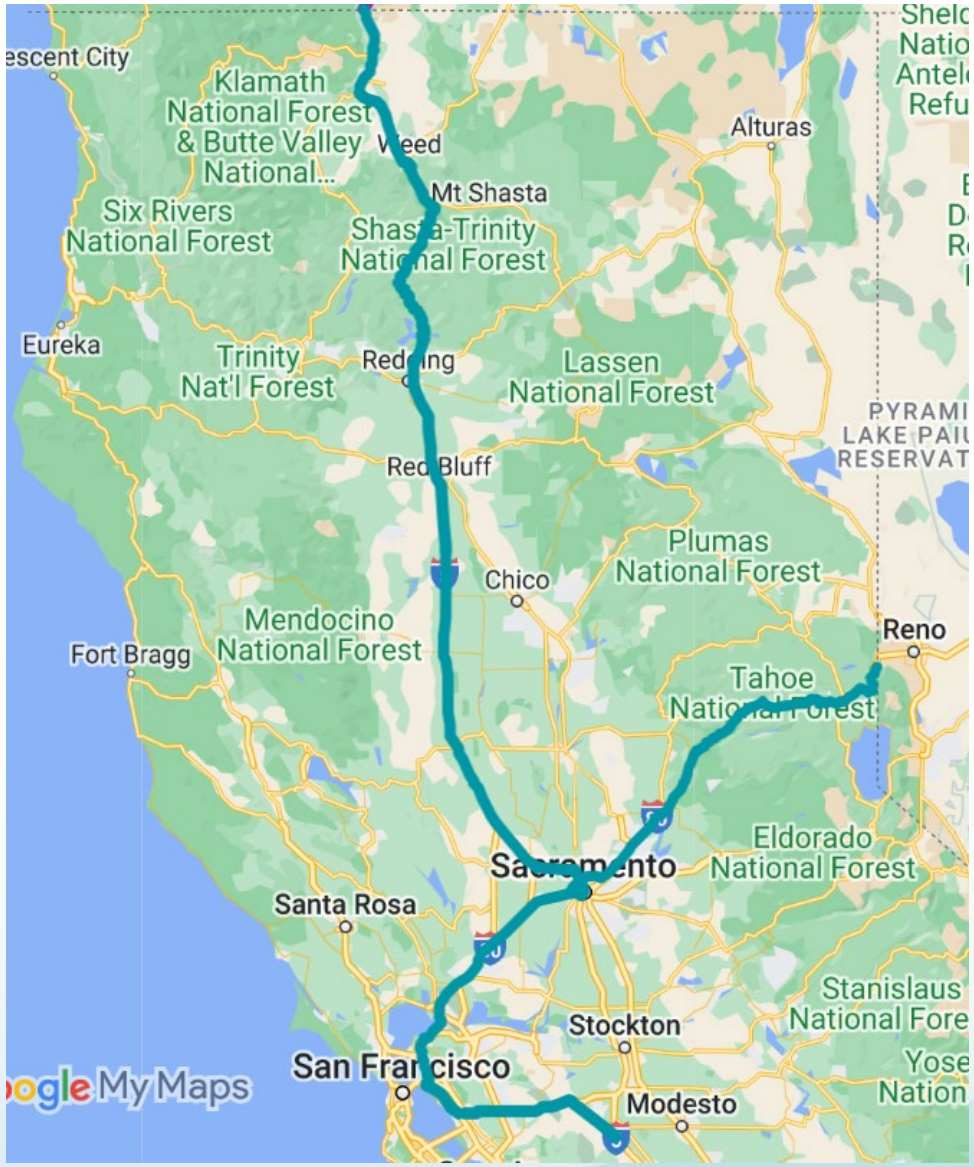
★ Private entities will acquire, install, own, develop, operate, and maintain infrastructure

Corridor Groups

Charging Corridor Group		Minimum New Charging Stations
1	Northern California/Bay Area	4
2	Central Valley	4
3	South Coast/Inland Empire	5
4	California-Mexico Border Group	3

H2 Corridor	Minimum New Fueling Sites
Interstate 5	1

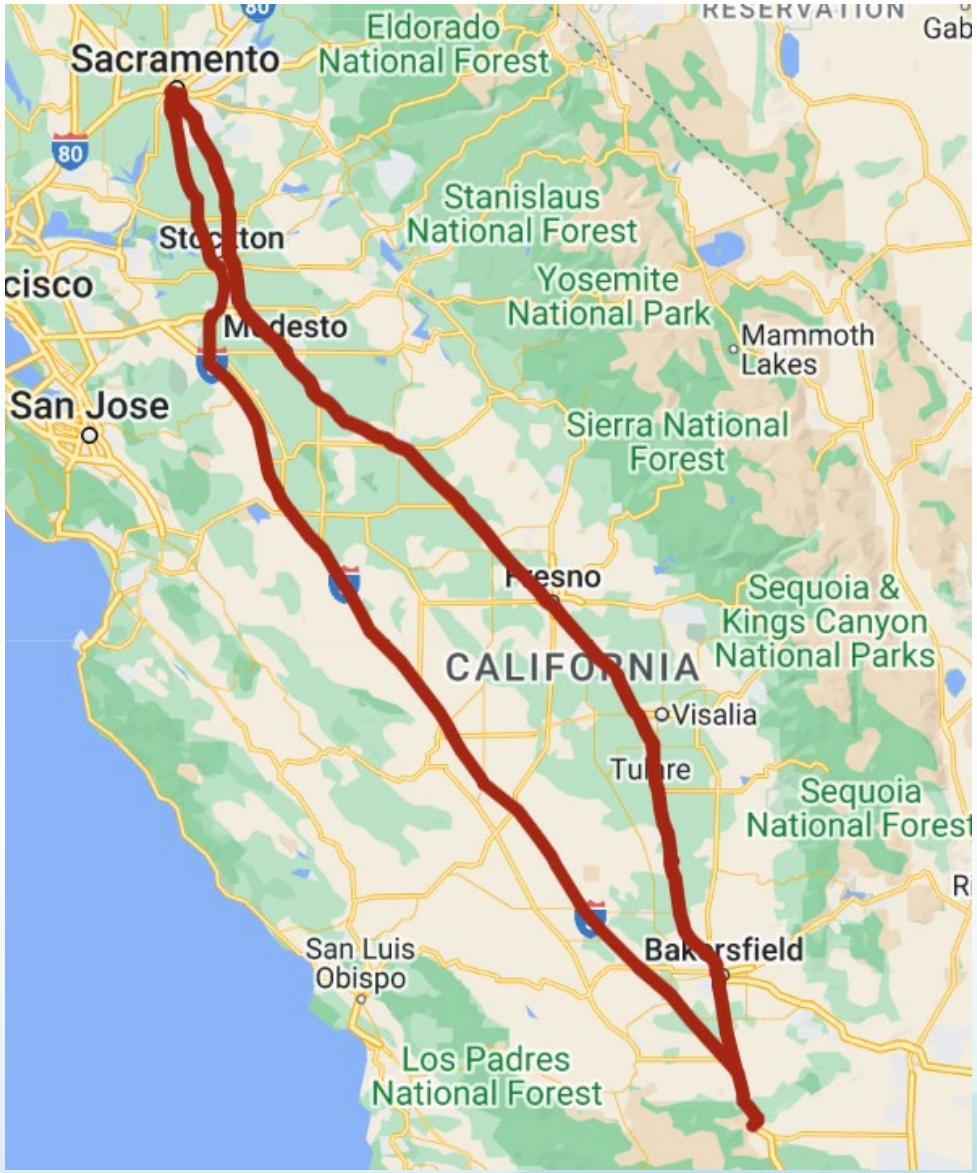
Charging Group #1: Northern California/Bay Area



Corridor Segment Groups	Minimum New Charging Stations
I-5: From the OR border to the I-80 interchange in Sacramento	2
I-80: From the Port of Oakland to the California-Nevada border	1
I-880: From the Port of Oakland to I-238 **I-580:** From I-238 to I-5 in the San Joaquin Valley	1*
Total:	**4**

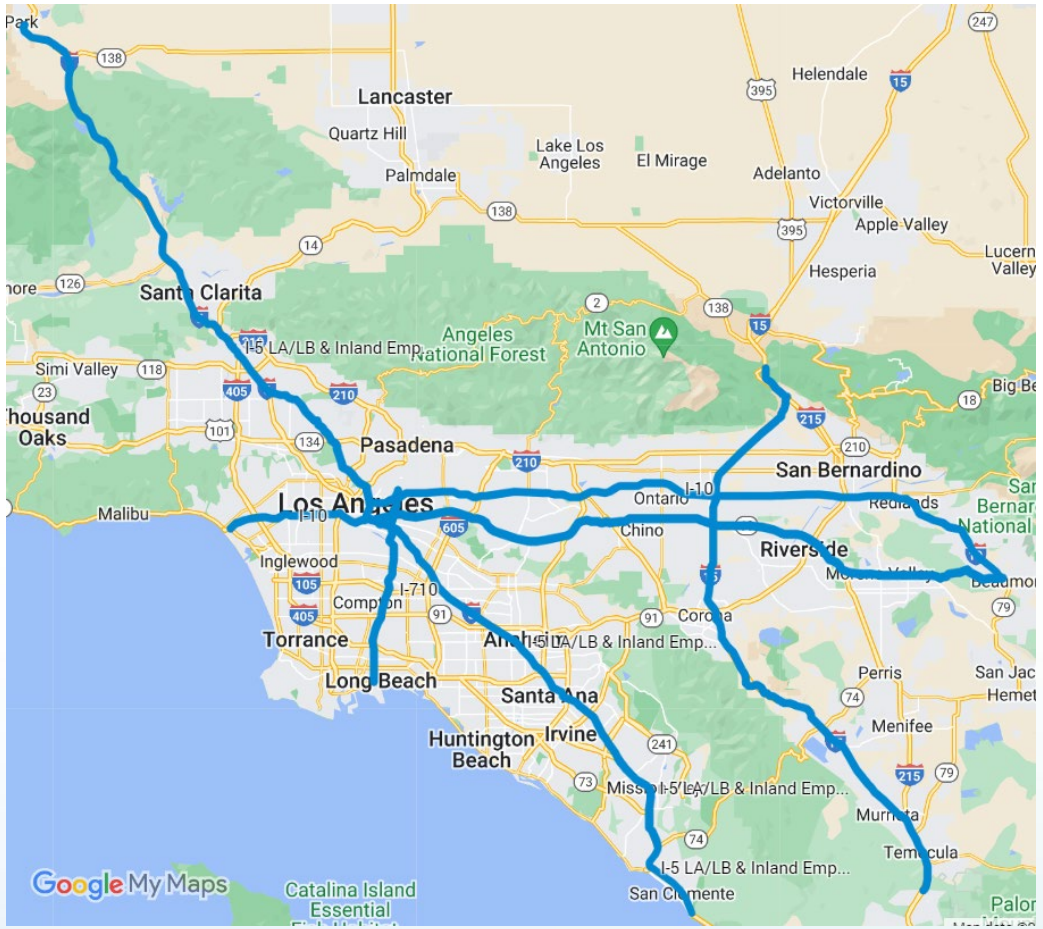
*Note that either I-880 or I-580 will have the 1 charging site.

Charging Group #2: Central Valley



Corridor Segment Groups	Minimum New Charging Sites
I-5: From the I-80 interchange in Sacramento to exit 205 in Lebec	3
SR 99: From the I-80 interchange in Sacramento to the intersection of SR 99 and I-5 at the base of the Grapevine	1
Total:	**4**

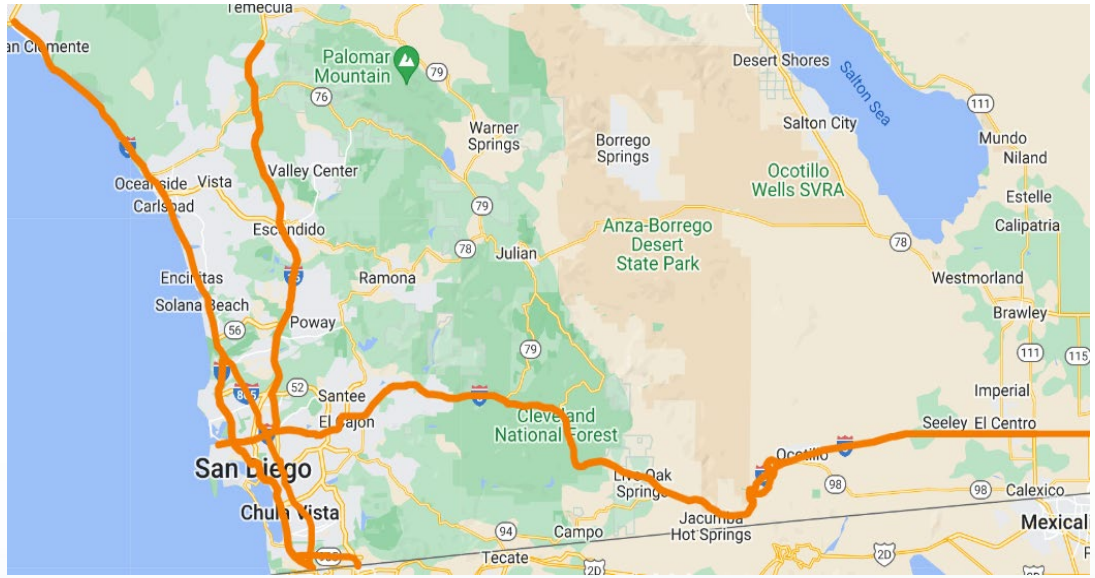
Charging Group #3 South Coast-Inland Empire



Corridor Segment Groups	Minimum New Charging Sites
I-5: From exit 205 in Lebec to exit 72 in San Clemente	1
I-710: Between the San Pedro Bay ports and east Los Angeles at the SR 560/I-710 intersection	2
I-10: From the I-110 interchange in Los Angeles to the I-10/SR 60 interchange in Beaumont **SR 60:** From the I-10/I-5/SR 60 interchange in Los Angeles to the I-10/SR 60 interchange in Beaumont	1*
I-15: from the I-15/I-10 interchange in Riverside to exit 54 in Fallbrook	1
Total:	**5**

*Note that either I-10 or SR 60 will have 1 charging site.

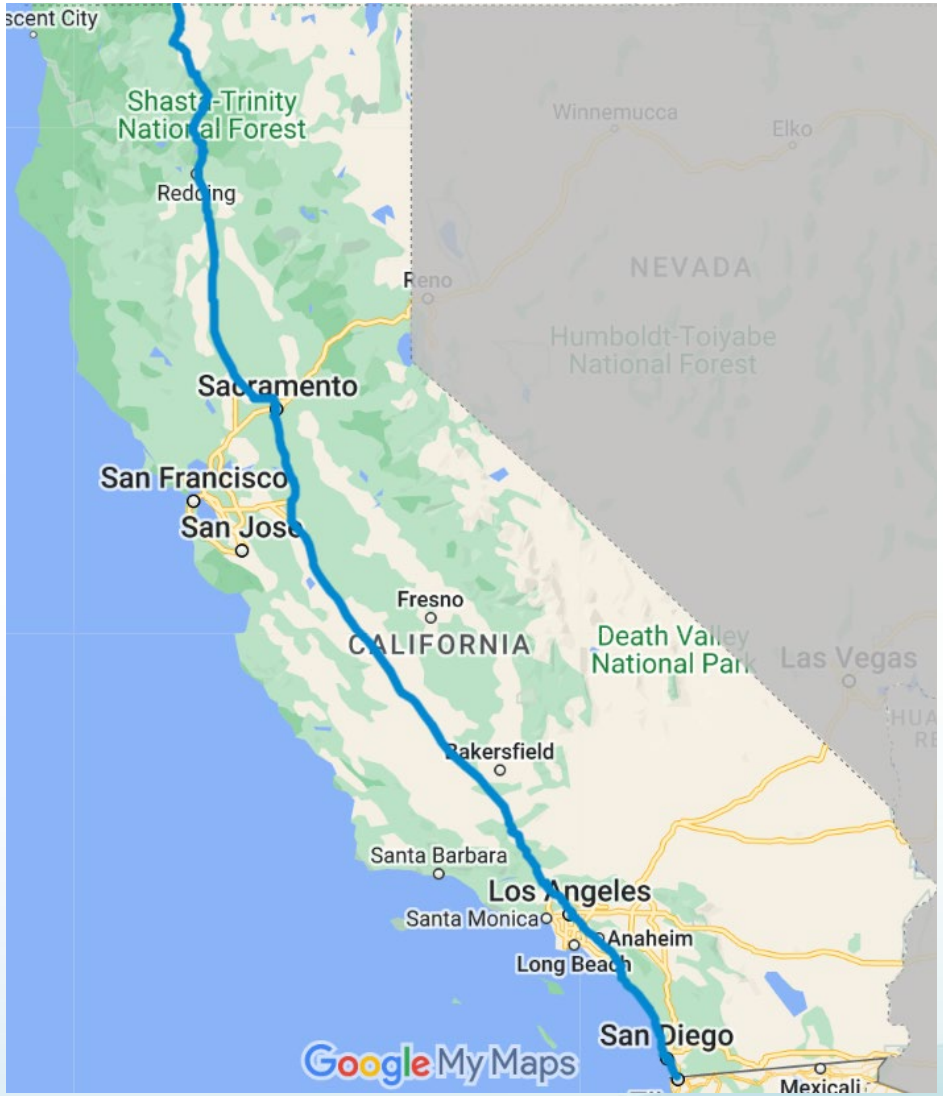
Charging Group #4: California-Mexico Border



*Note that "I-5 or SR 905" and "I-15 or I-8" will each have 1 charging site.

Corridor Segment Groups	Minimum New Charging Sites
I-5: From exit 72 in San Clemente to San Ysidro near the U.S.-Mexico border **SR 905:** From the SR 905/I-5 intersection to the Mexico border	1*
I-805: From the I-5/I-805 interchange in San Ysidro to the I-805/I-5 interchange near La Jolla	1
I-15: From exit 54 in Fallbrook to the I-8 Interchange in San Diego **I-8:** From the I-5/I-8 interchange at Old Town to the I-8/SR 7 interchange in Calexico	1*
Total:	**3**

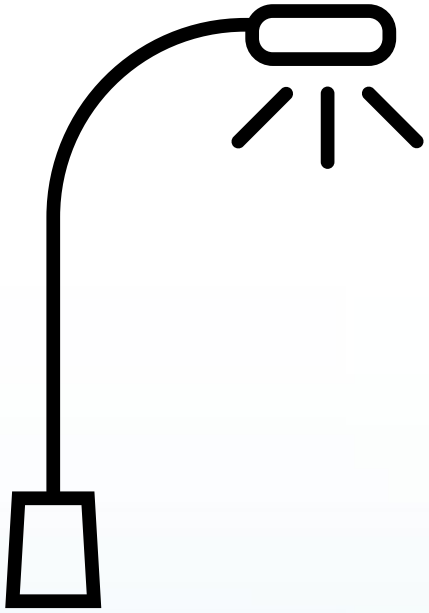
Hydrogen: I-5



Corridor Segment Group	H2 Site
I-5: From the Oregon Border to the border of Mexico	1
Total:	**1**

Proposed Solicitation Requirements

California Site Requirements – All stations



- Adequate lighting and Restrooms

Charging Equipment Requirements

- Chargers must be DCFC with non-proprietary connectors and have a published Society of Automotive Engineers (SAE) standard.
- Must have a minimum of 8 ports, 4 of which must be at least 150 kW.
- CHAdeMO is not eligible.

Source: CEC

Charging Capacity Requirements

- There will be a per-site 2.5 MW minimum of installed and energized total charger capacity.
- Sites must also include the conduit, switchgear, and pad for at least one future MW charger.
- Power to site must meet at least 50% of the total installed charger nameplate capacity upon commissioning and 100% within 5 years of agreement execution.

Hydrogen Equipment Requirements

- The station must be capable of providing at least 1,000 kg of hydrogen per day and have a minimum of 2 dispensers
- Must comply with fuel quality standards and fueling protocols established by the SAE
- Must follow dispensing requirements published in the National Institute of Standards and Technology Handbook 130

Source: CEC

Additional Requirements for H2

- Must have a "hydrogen safety plan" submitted to the Pacific Northwest National Laboratory Hydrogen Safety Panel for review
- Must have a hydrogen supply and delivery agreement for available capacity and a second supply agreement for backup
- Hydrogen dispensed must be at least 33% renewable (CA state requirement)

Eligibility

Eligible Costs

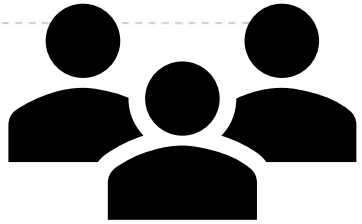
- ★Eligible infrastructure as per Buy America, Build America requirements
- ★Acquisition and installation of publicly accessible MDHD electric vehicle charging and hydrogen fueling infrastructure
- ★Operating assistance for the first 5 years of operations
- ★Traffic control devices and their installation

Eligible Costs: Generation and Storage

- ★Planning, permitting, acquisition, and installation of on-site distributed energy resource (DER) directly related to the charging of a vehicle and only transfer power to and from the charging station.

- ★Should only be considered if it does not increase the timeline, increases reliability, and will lead to lower costs to consumers

Eligible Applicants

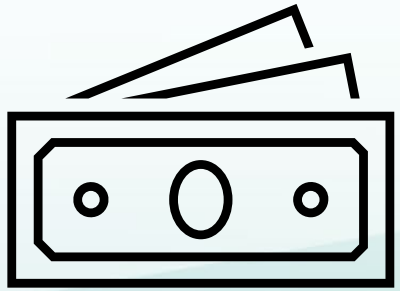


★Private entities, excluding Investor-Owned Utilities

- Applicants must accept the published Terms and Conditions, without negotiation
- Applicants are required to register with the California Secretary of State and be in good standing to enter into an agreement with the CEC
- For charging infrastructure projects, the project team must include an "experienced" Charging Network Provider

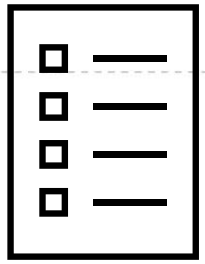
Award Amounts

- Total funding available is approximately $67 million
- The applicant must provide a minimum 50% match; higher non-federal match funds will be scored more favorably
- Total awards per applicant will be capped at $18 million
  - Example: One awardee could propose 3 separate sites and receive $6 million for each



Application Process and Evaluation Criteria

Application Process



- One application per proposed site
- May apply for one or more sites; an entire corridor group is not required
- No maximum award for sites, but applicants are limited to $18 million per award
- CEC will select the top-scoring sites within each corridor group until the minimum number of stations has been reached. At that point, additional funds will be awarded to sites with a passing score, regardless of group.

Application Evaluation

Must meet all previously discussed requirements: (Pass/Fail)

Opportunities to increase Score:

- Exceeding the minimum site capacity of 2.5 MW for DCFC or 1,000 kg for H2
- Project Readiness, will prioritize 'shovel-ready' projects
  - Faster timeline/completion date
  - Real property has been acquired
  - Approvals or permits already attained
  - Needed electrical capacity is already available at site
  - NEPA/CEQA screening/pre-screening done, no delays expected

Application Evaluation, Part 2

- **Exceptional team experience and qualifications**
- **Expected Project Benefits**
  - Increasing access to charging/refueling for MDHD vehicles
  - Greenhouse gas emissions reduction
- **Sustainability**
  - Demand management
  - Renewable energy generation and integration (if applicable)

Application Evaluation, Part 3

- **Equity**
  - Supports the small business participation goal of at least 25 percent
  - Goal of at least 50% of stations benefiting disadvantaged or low-income communities
    - Applications can only receive points for this if the installation is at an *existing* truck fueling location
- **Cost**
  - Non-federal match amount
  - Total project cost per MW
  - Keeping cost to fuel low

Discussion

Questions

1. Is the distribution of stations per corridor group and per corridor reasonable?
2. Should there be a minimum distance between stations?
3. Should any specific amenities be required? Should any be encouraged but not *required*?
4. What is the optimal station capacity (MW for charging or kg for H2) for a public MDHD station?
5. Is the requirement of 50% utility power capacity at station opening and 100% within 5 years of agreement execution reasonable?
6. Is the $18 million cap per awardee in public funds reasonable?
7. Should there be a per-site award cap on public funds?

Questions Continued…

1. How can provisions to support low-income and disadvantaged community (LI/DAC) benefits be strengthened?
2. Is the proposed restriction on additional points for projects in LI/DACs to pre-existing truck fueling sites a reasonable way to discourage creating additional truck traffic in these communities?
3. How can we facilitate the participation of new entities, small businesses, or enterprises owned by disabled veterans, women, or lesbian, gay, bisexual, or transgender persons?
4. How much time is needed to prepare applications?
5. Any comments about any technical or feature requirements?
6. Beyond being open to the general public, what guidance should be included for reservation systems? Interoperability is a primary interest.

Discussion

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.

Comments on the California West Coast Truck Solicitation

Any and all feedback is welcome!

Next Steps

Activity	Action Date
Receive Comments	Feb. 27, 2025
Develop CFI Solicitation	Feb– April 2025
Anticipated Release of Solicitation	April 2025
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Anticipated Energy Commission Business Meeting	Feb. 2026

Submit Comments

Docket Name:
U.S. Department of Transportation's Charging and Fueling Infrastructure Grant Program

Docket Number:

24-EVI-01

Link:
e-Commenting Page for 24-EVI-01:

https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=24-EVI-01

Email: docket@energy.ca.gov
Subject Line: "24-EVI-01 CFI"

Comments are due by February 27, 2025 at 5PM

Thank You!