

DOCKETED

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TeraWatt Infrastructure Comments for CALeVIP 2 Workshop

Additional submitted attachment is included below.



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To Whom It May Concern,

TeraWatt Infrastructure appreciates the opportunity to provide comments on the California Energy Commission's CALeVIP 2.0 Workshop, held on May 12, 2022.

TeraWatt Infrastructure was established to provide solutions for large-scale electric vehicle charging required to meet the unique needs of large commercial fleets. Whether for an urban mobility hub, a last mile fleet operator, or long-haul electric trucking, TeraWatt brings the talent, capabilities, and capital to create reliable, cost-effective solutions for customers on the leading edge of the transition to zero-carbon transport.

TeraWatt offers comments pertaining to the following questions from the CALeVIP team:

1. What minimum power output do you prefer?

Assuming the question is referring to per port power output, the minimum should be 100kW for both rural and urban sites. Many current vehicle models can accept 100kW or more of power, and setting this threshold will ensure that the CEC's investment in EV charging infrastructure will enable the efficient operations of state-wide charging stations for their 8-10 year lifetime.

2. Which option for the funding regions do you prefer?

The geographic region concept of four groups (Northern California, Greater Bay Area, Central California, and Southern California) would distribute funds equitably by sharing funds with similar, proximal communities. The allocation of funds for each region should consider demonstrated as well as anticipated EV charging demand.

3. Defining "Ready to Build" Tier. What is the upper limit?

The upper limit on the Ready to Build tier should be sites where chargers are not yet installed. This would increase the number of eligible projects and the program's accessibility, while avoiding funding previously completed projects.

4. Do you support the higher eligibility requirement tiers for project readiness?

TeraWatt generally supports a higher eligibility requirement compared to CALeVIP 1.0, however believes that the inclusion of an issued permit and final utility design in the Ready to Build threshold would be more effective for a program with continuous funding or more frequent application windows. Otherwise, it will be very difficult if projects have critical deadlines that cannot wait for a biannual application window to open, potentially resulting in a very small number of non-urgent, eligible projects for the Ready to Build tier.

TeraWatt appreciates the opportunity to provide comments on the CEC's CALeVIP 2.0 Workshop. We look forward to the release of the final program details and the continued collaboration between public and private stakeholders in order to best support vehicle electrification in California.



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