



# California Energy Commission and Caltrans

Joint Workshop on Concepts for the Solicitation under  
California's Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA) Program

California Energy Commission & California Department of Transportation

Date: March 27, 2024



# Workshop Agenda



- Welcome and Introductions
  - Commitment to Diversity
  - Partnership Resources
- EVC RAA Background and Purpose
- Draft Solicitation Overview for EVC RAA Solicitation
- Discussion Session
  - Feedback on Presentation
  - Suggestions for EVC RAA Solicitation
- Next Steps
- Adjourn



# Housekeeping



- Workshop is recorded on Zoom
- Virtual Participation via Zoom or telephone during the Q&A period
- Presentation is available online:
- <https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=23-EVI-01>
- Caltrans EVC RAA news release:  
<https://dot.ca.gov/news-releases/news-release-2024-002>





# 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



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/g/f6jJLTCB3A?origin=IprLink>



# Find Partners on EmpowerInnovation.net



**Empower Innovation** aims to accelerate your clean tech journey with easy access to funding opportunities from the Energy Commission and others, resources and events, and connections to people and organizations

**[www.empowerinnovation.net](http://www.empowerinnovation.net)**

## **FIND A PARTNER**

Announce your interest in funding opportunities and message potential project partners directly.

## **RESOURCES & TOOLS**

Browse the collection of resources including Resource Libraries, Funding Sources, Tools, and Databases.



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# Program Background



# Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA) Program



- Established through Infrastructure Investment and Jobs Act (IIJA)
- Funded through a 10% set aside at the federal level
- Caltrans awarded \$63.7 million in January 2024
- Caltrans partnering with the CEC to administer the program
- Justice40 covered program





# EVC RAA Program



- Repair or replace existing, publicly accessible chargers that are listed as “temporarily unavailable” per the FHWA's final list of eligible stations and addendum.
  - "Final List\_TMPU Stations\_10.11.23.xlsx"
  - "Final List ADDENDUM\_TMPU Stations\_10.12.23.xlsx"
- 3,516 eligible EV charging ports in California
- Funding to repair or replace 1,302 charging ports
  - This figure includes the installation of additional ports as required for sites to be NEVI compliant.



# EVC RAA Program



- Each funded site must be brought up to NEVI standards found in 23 CFR 680.
  - 4 ports
  - 150 kW if within 1 mile of designated Alternative Fuel Corridor (AFC)
  - 97% uptime for 5 years
  - Buy America





# EVC RAA California Application



- Caltrans and the CEC co-hosted a public workshop on this program on October 20, 2023
- A Request for Information was used to inform our California application budget
  - EVC RAA CA Application Spreadsheet.xlsx
- Submission of the above spreadsheet does not count toward an application for funding under the California EVC RAA solicitation.



# EVC RAA Outreach



- Caltrans and the CEC sent out a mailer to each address on the FHWA's list of eligible stations and addendum.



**FUNDING OPPORTUNITY**

**REPAIR OR REPLACE BROKEN EV CHARGERS**

Your site may be eligible for funding – scan the QR code to learn more and get email updates on this exciting funding opportunity!

You may reach out to [ZEV@dot.ca.gov](mailto:ZEV@dot.ca.gov) with any questions.



Scan here to learn more!

The image shows a promotional flyer for the EVC RAA program. It features a background image of an electric vehicle charging station with a white charging station and blue cables. The flyer has a blue and orange color scheme. The text is arranged in a vertical stack, starting with the title "FUNDING OPPORTUNITY" in blue on an orange background, followed by "REPAIR OR REPLACE BROKEN EV CHARGERS" in white on an orange background. Below this is a paragraph of text, a QR code, and another paragraph of text.

California was recently awarded \$63.7 million under the Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA) Program. The EVC RAA is a federal grant program to repair or replace broken or non-operational EV chargers to improve the reliability of existing public charging infrastructure.



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# Proposed Program Requirements





# Available Funding & Proposed Cost Estimates



- \$58.4 million available for this solicitation
- 50% match share requirement
- Proposed cost estimated per port

Type of Charging Port	Total Cost Estimate Per Port
Level 2	\$12,500
Direct Current Fast Charger	\$300,000



# Eligible Charging Ports



- 3,516 charging ports eligible for funding in California
- 1,302 eligible charging ports will be funded for repair or replacement
- The list of eligible ports can be found in the docket for this solicitation:
  - 23-EVI-01  
<https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=23-EVI-01>
  - File names:
    - Final List\_TMPU Stations\_10.11.23.xlsx
    - Final List ADDENDUM\_TMPU Stations\_10.12.23.xlsx



# Project Location



- Project locations will vary depending on eligible charging port location
- Chargers within 1 mile of federally-designated Alternative Fuel Corridors (AFC) must be available 24 hours, 7 days a week, 365 days a year
- Chargers greater than 1 mile from an AFC must be available during business hours



# Eligible Applicants



- Prime Applicants: Electric Vehicle Charging Provider, Electric Vehicle Service Providers, Third-Party Installers, Charging Station Operators
- 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
- Project team must include an “experienced” Charging Network Provider



# Level 2 Equipment Requirements



- J1772 connectors (funds may be used for an adapter that is fully integrated into the charger such that it cannot be removed from the site)
- Continuous power delivery of at least 6 kW per port
- ISO 15118-3 hardware ready
- OCPP 2.0.1
- OCPI 2.2.1
- Networked
- Nationally Recognized Testing Lab safety certified
- ENERGY STAR certified
- Must be designed to securely switch charging network providers without any changes to hardware





# DC Fast Charger Equipment Requirements



- CCS connectors (funds may be used for an adapter that is fully integrated into the charger such that it cannot be removed from the site)
- OCPI 2.2.1
- OCPP 2.0.1
- ISO 15118-3 hardware ready
- Networked
- Nationally Recognized Testing Lab safety certified
- Dispensers must be capable of 350 A
- All conduit runs sized for 350 kW to each dispenser for new installations where trenching is required



# Eligible Projects



- Must repair or replace existing broken or non-operational publicly accessible Level 2 or DCFC EV chargers.
- Must meet the NEVI Standards found in 23 CFR 680. Projects may include updates to other functioning components not in compliance with 23 CFR part 680 and other Federal requirements, as applicable, such as the Americans with Disabilities Act.
- May include costs directly related to the repair or replacement of the broken or non-operational EV charging equipment. Additional ports required to meet federal NEVI standards are eligible.
- Power supply at the site should already be adequate without significant utility distribution capacity upgrades.



# Ineligible Projects



- Level 1 and non-networked Level 2 chargers cannot be repaired.
  - However, broken units may be replaced with network-compliant Level 2 chargers meeting 23 CFR 680 standards.
- Requests for funding or proposals with match share for equipment that exceed the standards and requirements in 23 CFR 680. For example:
  - Distributed energy resources that are not intrinsically needed to make a charger operational
  - Replacement of Level 2 chargers with DCFC that are not within 1 mile of the AFCs, as required under 23 CFR 680



# Ineligible Projects, Part 2



- Repair project for which costs would exceed the cost to replace the broken or non-operational equipment with new equipment.
- Replacement projects that could be returned to a reliable operational status with less costly repairs.
- Electric vehicle chargers that are currently under warranty.
- For charging ports covered under an existing service-level agreement, projects that propose alterations to the existing service-level agreement.
- Chargers that do not meet the definition of publicly accessible chargers.



# Other Requirements



- At least 40% of chargers must be physically located in J40 communities.
- A minimum of 50% of the deployed chargers should be physically located within a disadvantaged and/or low-income community.
- Projects must comply with Electric Vehicle Infrastructure Training Program and “Qualified Technician” requirements per AB 841 (Ting, Chap. 372, 2020) and § 680.106(j)





# Other Requirements, Part 2



- Projects must be completed within 12 months
- Operation and maintenance costs are not eligible costs
- Annual average uptime of 97% for 5 years
- 5-year operations and maintenance plan
- 5-year networking agreement



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# Application Process & Evaluation



# Application Process



Streamlined application process:

- Keep application window to a minimum
- Keep narrative page length requirement to a minimum
- Utilize template for charging port submittals



# Application Process, Part 2



## Proposed Template for Charging Port Submittals:

- Template will allow for a “check box” approach to reviewing proposed ports in applications
- Criteria within template would be assigned a possible score
- Would be in addition to a project narrative
- Allows Energy Commission to review sites on a site-by-site basis



# Application Evaluation



- Charging Station Design
  - Preliminary site design for charging station (replacement projects only)
  - Description of repairs (repair projects only)
  - Approach for meeting federal NEVI requirements
- Project Readiness
  - Site control
  - Permits
  - Environmental impacts
- Expected Project Benefits
  - Justice40, Disadvantaged Community, and Low-Income Community environmental and economic benefits
  - Greenhouse gas emissions reductions
  - Minimize the charging cost to drivers





# Application Evaluation, Part 2



- Operations and Maintenance
  - Maintain 97% uptime
  - Plans for making future repairs and providing customer service
- Team Experience and Qualifications
  - Experience with federally funded projects
  - Provides relevant technical and business experience
- Utilization and Station Size
  - Number of ports
  - Utilization rate of each site



# Application Evaluation, Part 3



- Innovation and Sustainability
  - Demand management
  - Innovative business models
- Project Budget and Finances
  - Cost effectiveness
  - Supports small business participation goal of 25 percent (Assembly Bill 2974, 2022)
  - Meet “High Roads Jobs” standards (Senate Bill 674, 2022) if project is over \$10 million
  - Match contribution
- Cost



# Project Readiness



## Projects must be complete within 12 months

Applications will need:

- Site host letter strongly encouraged
- Utility verification letter
- Preliminary site design for charging stations (replacement projects only)
- Description of repairs (repair projects only)



# 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.



# Questions



1. How can disadvantaged and low-income community benefits be strengthened?
2. How can we facilitate DVBE, small business, women-owned, minority-owned and LGBT participation?
3. What's your feedback on the cost caps of \$12,500 for Level 2 and \$300,000 for DCFC?
4. Should CEC adjust the 50% match share requirement?
5. When should a site host be able to change network provider?
6. Should chargers covered by a service-level agreement be eligible for funding?
7. Is 30 days enough time to prepare and submit an application?



# Next Steps



Activity	Action Date
Receive Comments	April 15, 2024
Develop Solicitation	April – July 2024
Release Solicitation	August 2024
Pre-Application Workshop	No more than 10 days after solicitation release
Applications Due	September 2024
Anticipated Notice of Proposed Awards Posting	Q4 2024
Anticipated Energy Commission Business Meeting Approval	Q1 - Q2 2025



# Submit Comments



## **Docket Name:**

Electric Vehicle Charger Reliability and Accessibility Accelerator Program

## **Docket Number:**

23-EVI-01

## **Link:**

[e-Commenting Page for Docket 23-EVI-01](#)

**Email:** [docket@energy.ca.gov](mailto:docket@energy.ca.gov)

Subject Line: "23-EVI-01"

**Comments are due by April 15, 2024**





**Thank You!**