DOCKETED	
Docket Number:	20-TRAN-04
Project Title:	Electric Vehicle Infrastructure Project Funding
TN #:	238487
Document Title:	Draft Concepts EV Charging for Multi-unit Dwelling Residents
Description:	N/A
Filer:	Spencer Kelley
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	6/25/2021 12:58:52 PM
Docketed Date:	6/25/2021

DO NOT DESIGN OR SUBMIT PROPOSALS ACCORDING TO THIS DRAFT
Comments are due Tuesday, July 13, 2021 at 5:00 p.m.

DRAFT SOLICITATION CONCEPTS

Clean Transportation Program

Subject Area: Electric Vehicle Charging for Multi-Unit Dwelling Residents

No proposals are being accepted at this time. This is a draft compilation of solicitation concepts. Do not design or submit proposals according to this DRAFT. The actual solicitation is subject to change.

Staff will take comments and questions submitted to the docket, by phone or by email prior to the workshop. Comments on this DRAFT will be discussed at a Pre-Solicitation Workshop on June 28, 2021. Comments are due by Tuesday, July 13, 2021 at 5:00 p.m. to the California Energy Commission (CEC) Dockets Unit. (See Section 13 of this document, and the Notice of Staff Workshop, for additional details on how to comment.)

State of California
California Energy Commission
June 2021

TABLE OF CONTENTS

INTRODUCTION

This "draft solicitation concepts" document details the concepts under consideration for a competitive grant solicitation to be issued by the CEC's Clean Transportation Program. The solicitation goal is to increase electric vehicle (EV) charging access for and EV adoption by multi-unit dwelling (MUD) residents. Projects shall prove EV charger deployment models that achieve one or more of the following objectives:

- Replicability for specific MUD building types, such as properties with assigned parking or properties without onsite parking.
- Successful outreach, installation, and use of chargers in MUDs, particularly in disadvantaged communities and/or low-income communities, and in affordable housing units.
- Reliable and consistent onsite, or nearly onsite, charging access for MUD residents.

DRAFT SOLICITATION CONCEPTS

1. Available Funding

$8.5 million is available to fund light-duty EV charging infrastructure that serves MUD residents. The CEC reserves the right to increase or decrease the amount of funding available under this solicitation.

2. Maximum Award and Project Areas

Applicants may request up to $3 million per application. The CEC proposes to define three Project Areas, listed in Table 1. Each application must propose project sites only within one Project Area. The CEC will evaluate projects according to their Project Area and expects to award at least one project in each Project Area. The CEC reserves the right to recommend a partial award based on available funding.

Table 1: Project Areas

	Project Area	Selected Counties
1	Northern California	Alameda, Alpine, Butte, Colusa, Contra Costa, Del Norte, El Dorado, Glenn, Humboldt, Lake, Lassen, Marin, Mendocino, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Francisco, San Mateo, Santa Clara, Shasta, Sierra, Siskiyou, Solano, Sonoma, Sutter, Tehama, Trinity, Yolo, and Yuba
2	Central California	Amador, Calaveras, Fresno, Inyo, Kern, Kings, Madera, Mariposa, Merced, Monterey, Mono, San Benito, San Joaquin, San Luis Obispo, Santa Barbara, Santa Cruz, Stanislaus, Tulare, and Tuolumne

	Project Area	Selected Counties
3	Southern California	Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura

3. Number of Applications and Single Applicant Cap

Applicants may submit multiple applications. The maximum award amount applies to each project. Each proposed project must be separate and distinct and adhere to all requirements contained in this solicitation.

A single applicant is eligible for no more than 60% of the total funds awarded under this solicitation. This amount is the "Single Applicant Cap." The CEC reserves the right to modify the Single Applicant Cap.

4. Eligible Applicants

This solicitation is open to all public and private entities interested in proving large-scale charging deployment models for MUDs. Project teams may include, but are not limited to:

- Community-based organizations[1]
- Electric vehicle service providers
- Environmental or environmental justice organizations
- Local governments (city or county)
- Non-profit organizations
- Property management companies / property owners
- Public housing authorities
- Metropolitan planning organizations or regional transportation planning agencies

[1] A community-based organization (CBO) is an organization that (a) is place-based, with an explicit geographic focus area that includes the proposed Project Area, (b) has staff members, volunteers, or Board members that reside in the community where the project is located, (c) has a demonstrated track record of at least one year providing services in the proposed Project Area (California Air Resources Board, September 2020, Clean Mobility Voucher Pilot Program).

All corporations, limited liability companies (LLCs), limited partnerships (LPs) and limited liability partnerships (LLPs) that conduct intrastate business in California are required to be registered and in good standing with the California Secretary of State prior to its project being recommended for approval at a CEC Business Meeting. If not currently registered with the California Secretary of State, applicants are encouraged to contact the Secretary of State's Office as soon as possible to avoid potential delays in beginning the proposed project(s) (should the application be successful). For more information, contact the Secretary of State's Office via its website at www.sos.ca.gov. Sole proprietors using a fictitious business name must be registered with the appropriate county and provide evidence of registration to CEC prior to their project being recommended for approval at a CEC Business Meeting.

5. Eligible Projects

All projects must provide direct access to EV charging to MUD residents.

Project Size: Projects must be scaled such that the EV chargers will adequately serve at least 100 residential units across multiple MUDs.

For example, an eligible project could serve, at minimum:

- Twenty-five units each in 4 buildings
- Five units each in 12 buildings and 10 units each in 4 buildings

A "unit served" means that the residents in that unit can access and use a charger with regular frequency to meet their travel needs. It does not mean the total of number of units in a building where chargers are installed. The applicant must explain how many units the chargers installed could reasonably support.

Projects may not include charger installations in any single-family dwellings.

The units and buildings in a project do not have to be owned or managed by the same entity. Applicants may recruit unrelated units/buildings to include in one project as long as they are all within the same project area (see 2. Maximum Award and Project Areas).

Serving Underserved Communities: A minimum of 50% of funded EV chargers must be installed within disadvantaged communities and/or low-income communities.

Charger Siting: Projects may locate chargers directly on or in close proximity to MUD property. Projects may include one or more of the following types of charger installation locations:

- Onsite at parking spaces assigned for exclusive use by one unit
- Onsite at unassigned parking spaces that are shared

- Offsite curbside or on public or private property within ½ mile of the MUD(s) being served

Charger Technology: Projects may include one or more of the following types of chargers for installation:

- Level 1
- Level 2
- Direct Current (DC) fast chargers
- Mobile chargers

Equipment Technical Requirements:

- DC fast charging installations must have at least one SAE standard CCS connector and may include CHAdeMO and Tesla connectors.
- Level 2 chargers must have at least one SAE standard J1772 connector and may have Tesla connectors.
- Level 1 chargers must have a SAE standard J1772 connector.
- All charger installations must be network capable.
- Chargers that are not installed in a sheltered area must be able to withstand any extreme weather conditions that may be associated with the deployment area.

Project Readiness: Applications must identify the sites proposed for charger installations and have letters of intent or commitment.

Project Components: Projects must include deployment of chargers and outreach to MUD residents. Projects may include deployment of renewable DERs or energy storage systems for supplying power to EVs or EV chargers.

Project Implementation and Operations Requirements:

- Applicants must submit an Operations and Maintenance Plan.
- Projects must have an uptime goal of 95 percent.
- Applicants must provide customer service support via a toll-free telephone number at project sites during all hours of operation.
- Applicants must maintain and operate all funded equipment for a minimum of 5 years.
- The project must have equipment warranties for at least 5 years and, for networked installations, networking agreements for at least 5 years.
- If chargers will require payment, the chargers must meet California Air Resources Board (CARB) and California Department of Food and Agriculture, Division of Measurement Standards (CDFA/DMS) requirements. They must be able to support multiple payment methods.

AB 841 (Ting, 2020) added Public Utilities Code (PUC) section 740.20, which requires Electric Vehicle Infrastructure Training Program (EVITP) certification to install electric vehicle charging infrastructure and equipment for work performed on or after January 1, 2022, subject to certain exceptions. As a policy matter, the CEC is applying the EVITP certification requirements to project work resulting from this GFO, regardless of whether it might be performed prior to January 1, 2022, unless an exception applies.

Therefore, applying PUC 740.20 EVITP requirements to this GFO means that all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Projects that include installation of a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. The requirements stated in this paragraph do not apply to any of the following:

1. Electric vehicle charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.

2. Electric vehicle charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).

3. Single-family home residential electric vehicle chargers that can use an existing 208/240-volt outlet.

Data Collection Requirements: Each project must provide a minimum of 12 months of data collection on deployed infrastructure. Applicants shall describe in detail plans to ensure EVs will utilize their infrastructure and enable them to collect 12 months of data on charging events for deployed infrastructure, including but not limited to:

- Charge and session duration
- Energy delivered (kWh)
- Power delivered (kW)
- Cost of charging for the session
- Payment method
- Type of vehicle that charged
- Number of unique vehicles and frequency of "repeat vehicles"
- Energy delivered back to grid or facility if a bidirectional charging use case (kWh)

In addition, the applicant should identify and develop a plan for providing other relevant data and information to the CEC throughout the duration of the funding agreement, including but not limited to:

- Rate of EV adoption in MUDs served
- Success rate of building recruitment and outreach strategies
- Lessons learned
- Best practices (e.g. permitting and installation processes)
- Potential job creation
- Economic development
- Increased state revenue

6. Match Funding Requirements

Projects will be required to provide 25 percent of total project costs as match share. Of the match share, half may be required to be cash match.

Total project cost is defined as the CEC reimbursable amount plus match share amount. Cash match is defined as the net of any funds actually expended by the Applicant for the project after any sort of discount or rebate is applied. Expenditures for Applicant's compensated labor hours, including allowable fringe benefit and overhead rates, travel, materials, supplies, equipment, subcontractor costs, and other miscellaneous expenditures may be claimed as cash match if the expenditures are included in the approved agreement budget, paid in full with funding sources other than grant funds, and supported with appropriate documentation, including proof of payment. For indirect overhead, backup documentation, such as a cost allocation plan based on actual expenditures incurred and paid, is required. Cost allocations must be reasonable and allocable to the proposed project.

7. Eligible Project Costs

Costs incurred for the following are eligible for CEC reimbursement or as the applicant's match share. Distribution grid or other equipment costs that are otherwise covered by programs or tariff rules of the electric utilities are excluded.

Examples of eligible costs include but are not limited to:

- Electric vehicle supply equipment (EVSE)
- Transformer
- Electric panels
- Conduit
- Wiring
- Meters
- Energy storage equipment to serve electric vehicle charging
- Photovoltaic solar panels separately metered for electric vehicle charging
- Installation costs
- Planning and engineering design costs

- Stub-outs
- Demand management equipment
- Outreach and assistance to MUD residents

The following are ***not*** eligible for CEC reimbursement or as the applicant's match share:

- Vehicle purchases
- Processes to comply with otherwise applicable legal requirements (e.g., permits from the local authority having jurisdiction (AHJ) and compliance with the Americans with Disabilities Act (ADA))
- Utility service upgrade costs covered by the utility

8. How Award Is Determined

Applicants passing administrative and technical screening will compete based on evaluation criteria and will be scored and ranked based on those criteria. Unless the CEC exercises any of its other rights regarding this solicitation (e.g., to cancel the solicitation or reduce funding), applications obtaining at least the minimum passing score will be recommended for funding in ranked order until all funds available under this solicitation are exhausted.

If the funds available under this solicitation are insufficient to fully fund a grant proposal, the CEC reserves the right to recommend partially funding that proposal. In this event, the applicant / proposed awardee and Commission Agreement Manager (CAM) shall meet and attempt to reach an agreement on a reduced scope of work commensurate with the level of available funding.

9. Application Administrative Screening Criteria

Applications will be screened according to the following administrative criteria. Applications not meeting the following requirements will be disqualified and not eligible for funding:

- The application is received by the CEC's Contracts, Grants, and Loans Office by the due date and time specified.
- The applicant provides the required authorizations and certifications.
- The applicant has not included a statement that is contrary to the required authorizations and certifications.

10. Application Technical Screening

Applications will be screened according to the following technical criteria. Applications not meeting the following requirements will be disqualified and not eligible for funding:

- The applicant is eligible to apply.
- The project is an eligible project.
- The project meets the minimum match share requirement.

11. Application Evaluation Process

Applicants will be categorized and ranked based on the Project Area (e.g., an application in Northern California will not be ranked against an application in Southern California.

Applications will be screened according to the administrative and technical screening criteria. Applications that pass screening will be scored in accordance with the Application Evaluation Criteria.

The application evaluation process is as follows:

- Applications will be ranked according to final overall score and Project Area category.
- Final overall score for each application will be the average of the combined scores of all Evaluation Committee members.
- A minimum of 70% is required to be eligible for funding.
- Ties, if any, will be broken in the following order:
  - The proposal with the highest Project Readiness and Implementation score will be ranked higher.
  - If still tied, the proposal with the highest Project Location score will be ranked higher.
  - If still tied, an objective tiebreaker will be utilized.
- The CEC will recommend awards to the highest ranked project within each Project Area. With the remaining funding, the CEC will recommend award(s) to the next overall highest-ranked project(s) until available funding for this solicitation has been exhausted.

12. Evaluation Criteria

Note: The following Evaluation Criteria are deliberative and subject to change. Do not design or submit proposals according to this draft evaluation criteria.

Table 2: Evaluation Criteria

Scoring Criteria	Points
Project Location	30
Project Readiness and Implementation	35
Team Qualifications and Experience	10
Project Budget	15
Innovation and Sustainability	10
TOTAL POSSIBLE POINTS:	**100**
Minimum Passing Score (70%)	**70**

Project Location: Proposed projects will be evaluated on the degree to which:

- Chargers will be conveniently located and easy for residents to use (e.g., always available, or easy to reserve; minimal need to move vehicle for charging).
- The proposed project exceeds the required minimum of 100 dwelling units served.
- The proposed project exceeds the required minimum of 50% of chargers installed within disadvantaged communities or low-income communities as seen on the map at https://webmaps.arb.ca.gov/PriorityPopulations/.
- Chargers will be accessible to residents of affordable units. Affordable is defined for the purposes of this solicitation as having rent or mortgage payment that is no more than 30% of the monthly household income for a "Low Income" Household per the State Income Limits for 2021 at https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2021.pdf. In general, most low-income limits represent the higher level of: (1) 80 percent of median family income (MFI) or, (2) 80 percent of state non-metropolitan median family income.

Project Readiness and Implementation: Proposed projects will be evaluated on the degree to which:

- The proposed project will be replicable and may be further expanded.
- The proposed project will provide residents certainty that a charger will be available to them when they need it.
- The Applicant demonstrates knowledge of current EV adoption by residents of the buildings the project will serve, and the level of interest in EVs by residents if charging infrastructure is installed.
- Support or commitment letters (from site hosts, residents, project partners, utilities, or others) indicate strong levels of support or commitment for the proposed project.
- The Applicant has drafted or executed license agreements (pending grant funding).
- The Scope of Work is complete and demonstrates a clear path to successful implementation of the proposed project.
- The proposed project goals and objectives are clearly defined, have milestones and completion dates, and can be quantified.
- The proposed project has an aggressive but achievable schedule for completing all tasks.
- Preliminary site analysis and design are complete.
- The proposed project is prepared to address risks, barriers, and limitations that are critical for project success (e.g., backup sites are ready if a site becomes unavailable).
- The proposed project has an operational and maintenance plan that will minimize maintenance costs and achieve at least 95% uptime.

- The proposed charging equipment has features to deter or prevent vandalism, or any other features to reduce potential downtime.
- The proposed project and equipment are expected to operate beyond the term of the CEC's funding agreement.
- The proposed approach to collect, track and report on data is comprehensive, timely, and transparent.

Team Qualifications and Experience: Projects will be evaluated on the degree to which:

- The qualifications, experience, capabilities, and credentials of the key team members are suitable to the tasks described in the proposed Scope of Work and will lead to the successful completion of the project.
- The proposed project incorporates collaborations with local planning agencies, community-based organizations, utilities, industries, site hosts, or others that will lead to the successful completion of the project.
- The applicant and team have demonstrated exceptional administrative and technical performance under existing or prior funding agreements (CEC and/or other public agencies).
- The applicant and team have demonstrated the ability to establish site control, obtain equipment and materials, do community outreach, and deploy resources to expedite project completion.

Project Budget: Projects will be evaluated on the degree to which:

- The proposed project provides MUD customers with charging costs that are reasonable and affordable. All assumptions must be documented.
- The proposed project results in high benefit-cost score defined as the ratio of grams of CO2 equivalent reduction per dollar of CEC investment.
- The proposed project budget is justifiable and reasonable relative to the project goals, objectives, and tasks defined in the scope of work.
- The proposed project minimizes administrative and overhead costs for reimbursement.
- The proposed match funding commitments are documented, verifiable, and necessary to support the successful completion of the project.

Innovation and Sustainability: Projects will be evaluated on the degree to which:

- The project will increase adoption of electric vehicles by residents of MUDs.
- Education and outreach strategies are appropriate and effective to engage residents and promote EV awareness.
- The proposed project minimizes grid upgrades and/or enhances grid reliability.

- The application proposes data and analysis that will provide comprehensive evaluation of the project and identify opportunities for improvement and expansion of the MUD charging deployment model.

13. Written and Oral Comments

Comments on this "draft solicitation concept" document are due by Tuesday, July 13, 2021 at 5:00 p.m.

Please submit comments to the CEC using the e-commenting feature by accessing the comment page for this docket at https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=20-TRAN-04.

A full name, e-mail address, comment title, and either a comment or an attached document (.doc, .docx, or .pdf format) is mandatory. Please include "EV Charging for MUD Residents" in the comment title. After a challenge-response test is used by the system to ensure that responses are generated by a human user and not a computer, click on the "Agree & Submit Your Comment" button to submit the comment to the CEC's Docket Unit.

Please note that written comments, attachments, and associated contact information included within the documents and attachments (e.g., your address, phone, email, etc.) become part of the viewable public record. This information may become available via Google, Yahoo, and any other search engines.

Interested stakeholders are encouraged to use the electronic filing system described above to submit comments. If you are unable to submit electronically, you may email your comments to: DOCKET@energy.ca.gov and include "EV Charging for MUD Residents" in the subject line.