



# **Pre-Solicitation Workshop**

## **Municipal Fleets Electric Vehicle Infrastructure**

Fuels and Transportation Division

July 21, 2023 | 10:00 am



# Housekeeping

- Workshop is being recorded
- Slides and recording will be posted on the Event page:

<https://www.energy.ca.gov/event/workshop/2023-07/pre-solicitation-workshop-municipal-fleets-electric-vehicle-infrastructure>

- Virtual Participation through Zoom
  - Raise Hand or Q&A feature
  - Telephone participants dial \*9 to raise your hand

- Written Comments to Docket # 20-TRAN-04:

<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=20-TRAN-04>

**Deadline: August 4, 2023, at 5:00 p.m.**



# Workshop Purpose

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**Public feedback** on a draft grant funding opportunity concept for EV charging infrastructure for municipal fleets.







# Workshop Agenda

- Welcome and Introductions
- Background
  - Clean Transportation Program
  - 2022-23 Light-Duty EV Charging Project Objectives
- Overview of Municipal Fleet Solicitation Concepts
  - Purpose and Eligibility
  - Project Requirements
  - Project Evaluation
  - Solicitation Timeline
  - Discussion Questions and Commenting Period
- Public Comments
- Next Steps
- Adjourn





# Commitment to Diversity

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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 commitment, 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 of diverse groups.

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 table to access the survey.

Survey will be closed at the end of the day.

[Survey Link](https://forms.office.com/g/icjwBtMX5t): <https://forms.office.com/g/icjwBtMX5t>



# Clean Transportation Program

- Established in 2007 by Assembly Bill 118 (2007)
- Extended to January 1, 2024, by Assembly Bill 8 (2013)
- Provides approximately \$95 million of funding per year through 2023
- Investment Plan determines funding allocations across various categories
- Supports workforce training and development



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# Light-Duty EV Charging Projects

- Commitment to equity across all project areas
- 2022 - 2023 Allocations
  - Block Grants
    - CALeVIP
    - Communities in Charge
  - CHILL-2
  - REACH 2.0
  - FAST
  - Signage
  - **Municipal Fleets**





# Purpose of Proposed Solicitation

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## Goals:

- Provide convenient, reliable EV charging for light-duty municipal fleets in California.
- Increase EV adoption within municipal fleets.

## Scope:

Seek projects that install light-duty charging infrastructure for municipal fleets.



# Proposed Funding

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- \$30 million
- Project funding will depend on project scope (i.e., larger projects = more funding)
- Max/min amounts will depend on Award Category

\$ \$ \$



# Proposed Eligible Projects

- Install EV chargers at municipal fleet "home base(s)"
- Chargers do not need to be made available to public
- DCFCs capped at 25% of chargers installed
- Must occur at existing structures or facilities
- CEC charger cost capped



Source: Sopotnicki/Shutterstock



# Proposed Eligible Applicants

- Municipal Fleet: five or more government-owned vehicles used to serve the public
- Primary applicant should be the municipal fleet owner
  - I.e., the entity that purchases and maintains the fleet vehicles
- Non-government partners are required to be registered and be in good standing with the California Secretary of State, <https://www.sos.ca.gov>, to enter into an agreement with the CEC
- Municipalities must be permit streamlined(?) and have a plan for ZEV adoption
- Encourage project teams that:
  - Have experience with EV charger installations



# Discussion #1: Proposed Funding and Eligibility

## Zoom Participants

- Use the "raise hand" feature to make verbal comments
- Use the Q&A feature to type in your question

## Telephone Participants:

- Dial \*9 to raise your hand
- Dial \*6 to mute/unmute your phone line

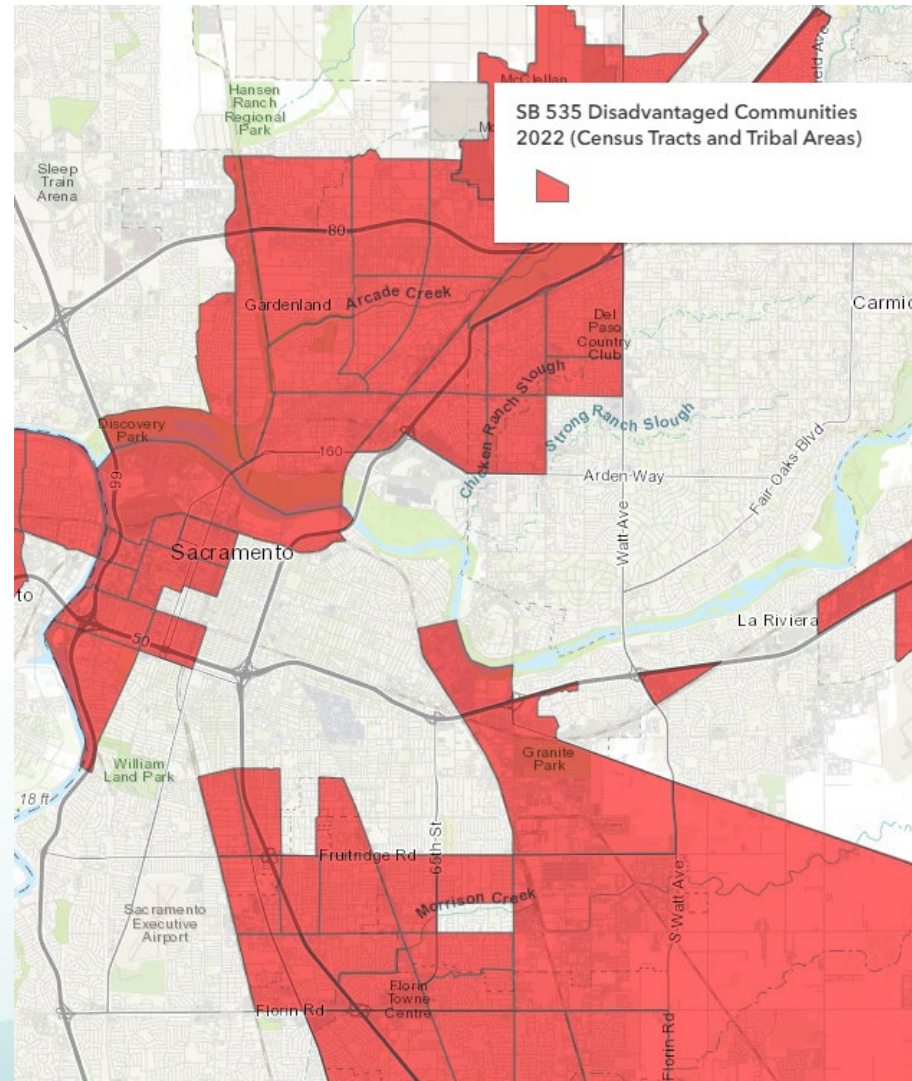
- 1) Should we include other entities besides municipal fleet owners to be eligible as the primary applicant?
- 2) How should streamlining affect eligibility or scoring?
- 3) Should applications score higher if chargers are made available to the public?
- 4) Is a 25% cap on DCFC appropriate?
- 5) Should we allow medium-duty vehicles to utilize project chargers if possible?
- 6) Should we have award categories for fleet sizes (e.g., Small Fleets vs. Large Fleets)?
  - a. What would constitute a small vs. large fleet?





# Proposed Disadvantaged and Low-Income Community (DAC/LIC) Requirements

- 50% DAC/LIC
  - Charger locations?
  - Communities served?
  - Electric vehicle miles traveled (eVMT)?





# Proposed Technical Requirements

- Each Level 2 charger must have, at minimum, a SAE J1772 connector. Other connectors may be additionally installed.
- Each DC charger must have, at minimum, a CCS1 connector. Other connectors may be additionally installed.
- All chargers installed must be OCPP compliant and certified by the Open Charge Alliance (version 1.6 or newer; core/subset and security certificates).
- All chargers installed must be ISO 15118 ready (indicated on datasheet).
  - Details can be found in docket 19-AB-2127 ([TN#241955](https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=19-AB-2127))  
<https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=19-AB-2127>
- If installed outside, chargers must be able to withstand extreme weather associated with the deployment area.



# Proposed Operations Requirements

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- Applicants must submit an Operations and Maintenance Plan.
- Chargers must be operational at least 97 percent of the time.
- 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 networking agreements and warranties for at least 5 years.



# Discussion #2: Proposed DAC/LIC, Technical and Operations Requirements

## Zoom Participants

- Use the "raise hand" feature to make verbal comments
- Use the Q&A feature to type in your question

## Telephone Participants:

- Dial \*9 to raise your hand
- Dial \*6 to mute/unmute your phone line

- 1) What DAC/LIC requirement will ensure maximum benefits to these communities?
  - a. 50% of chargers installed must be in DAC/LIC
  - b. 50% of communities served must be DAC/LIC
  - c. 50% of eVMT must be in DAC/LIC
- 2) How else can we ensure benefits to DAC/LIC?
- 3) Are the technical and operations requirements appropriate and feasible for municipal fleets?
  - a. Should we require chargers to be networked?



# Proposed Data Collection Requirements

- Applicants must have a plan for data collection, including, but not limited to, data on usage, payment, emissions savings, and job creation.
- Applicants must collect a minimum of 12 months of data for each site type separately and provide data electronically to the CEC on a regularly scheduled basis.
- Data collection includes, but is not limited to:
  - Charge and session duration and cost
  - Energy delivered (kWh)
  - Power delivered (kW)
  - Payment method
  - Type of vehicle charged
  - Number of unique vehicles and frequency of "repeat vehicles"
  - Reliability metrics





# Proposed Evaluation Criteria

Scoring Criteria	Points
Project Benefits	30
Team Qualifications	15
Innovation	20
Project Budget	25
Operation and Maintenance Plan	10
<b>TOTAL POSSIBLE POINTS</b>	100
<b>MINIMUM PASSING SCORE (70%)</b>	70



## Discussion #3: Data Collection and Proposed Evaluation Criteria

### Zoom Participants

- Use the "raise hand" feature to make verbal comments
- Use the Q&A feature to type in your question

### Telephone Participants:

- Dial \*9 to raise your hand
- Dial \*6 to mute/unmute your phone line

1. What data would be most useful to replicate these projects in the future (i.e. second round of funding)?
2. Is there anything missing from the proposed scoring criteria?
3. Is the proposed evaluation point allocation appropriate?



# Discussion Summary

## Zoom Participants

- Use the "raise hand" feature to make verbal comments
- Use the Q&A feature to type in your question

## Telephone Participants:

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- Funding
- Eligibility
- DAC/LIC Requirements
- Technical and Operations Requirements
- Data Collection Requirements
- Scoring



# Proposed Schedule

Activity	Action Date (Tentative)
Solicitation Release	October 2023
Pre-Application Workshop	October 2023
Deadline to Submit Applications	January 2024
Anticipated Notice of Proposed Awards Posting	March 2024
Anticipated CEC Business Meeting Approval	June-August 2024



# Submit Comments to Docket 20-TRAN-04

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## Electronic Commenting System

Visit the comment page for this docket at:

<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=20-TRAN-04>

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## Comment by E-mail

E-mail: [docket@energy.ca.gov](mailto:docket@energy.ca.gov)

Subject Line: "20-TRAN-04 Electric Vehicle Infrastructure Project Funding"

**All comments due by 5:00 pm on August 4, 2023**





# Thank You!