



# National Electric Vehicle Infrastructure Program

Ben De Alba, NEVI Lead & Advisor to Commissioner Patty Monahan

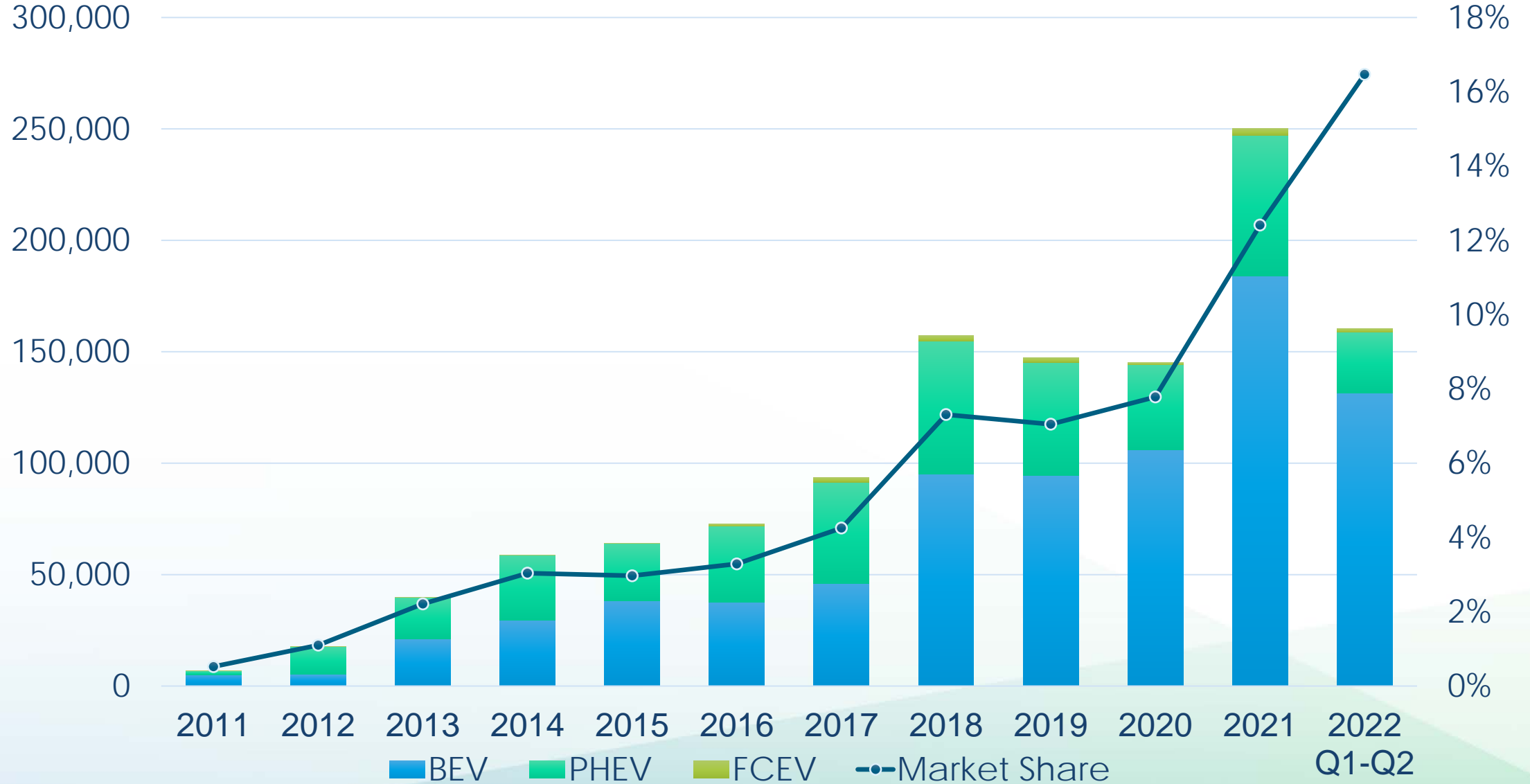
California Energy Commission

September 26, 2022



# ZEVs Gaining Momentum and Market Share

CA New ZEV and PHEV Sales



CA New Vehicle Market Share

Q1-Q2

# LIGHT-DUTY ZEV

# TOTAL LIGHT-DUTY

## CUMULATIVE SALES

Sales through 2022: Q1-Q2

**325,211**

BEV	PHEV	FCEV
<b>196,591</b>	<b>123,809</b>	<b>4,811</b>

## ANNUAL SALES

Sales in 2022: Q1-Q2

**43,684**

BEV	PHEV	FCEV
<b>35,178</b>	<b>7,889</b>	<b>617</b>

## ANNUAL SALES

Sales in 2022: Q1-Q2

**973,540**

ZEV Sales Share  
**16.48%**



© Mapbox © OSM

Number of Vehicles



Fuel Type	Range	Number of New ZEV Sales
BEV	≥ 200 miles	34,368
	< 200 miles	810
PHEV		7,889
FCEV		617

Make	Model	Number of New ZEV Sales
Tesla	Model 3	12,574
	Model Y	11,403
	Model S	1,640
	Model X	1,104
BMW	5 Series	857
	X5	414
	3 Series	324
	i3 REX	231
	i3	102
	i4	69
	iX	60
	i8	39
	7 Series	26
X3	17	
Toyota	Prius Prime	789
	RAV4 Prime	576

## SELECT FILTERS

Year  
2022: Q1-Q2

Map Filter  
County

County  
Los Angeles

Fuel Type  
(All)

Make  
(All)



# National Electric Vehicle Infrastructure (NEVI) Program

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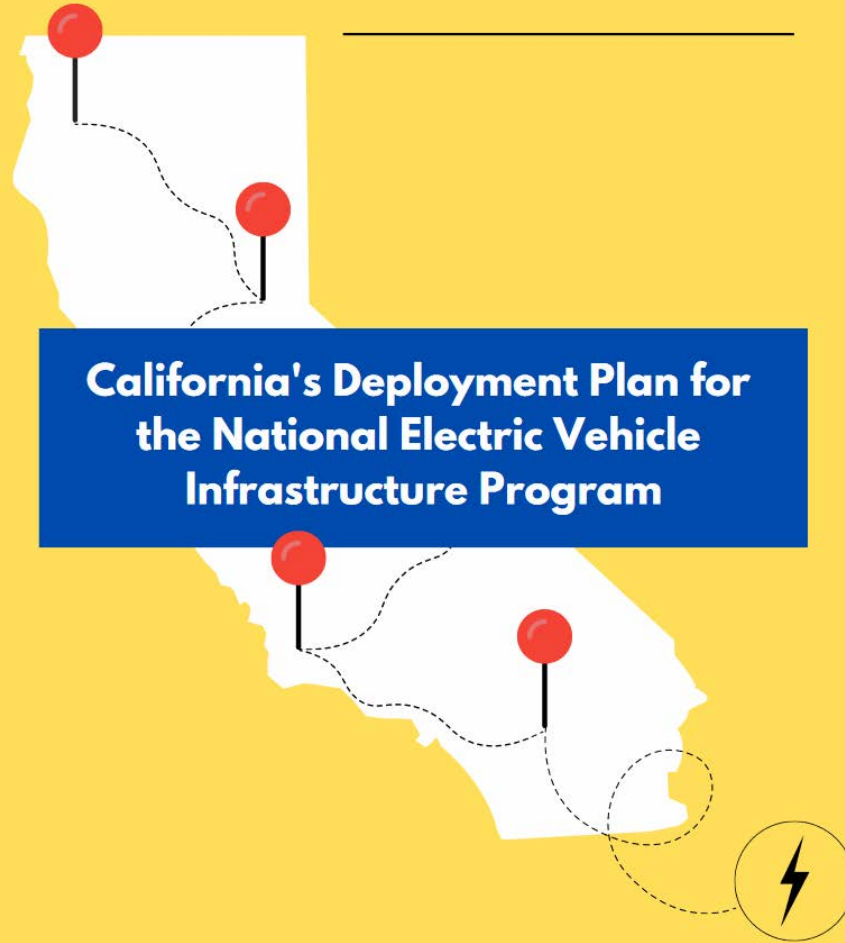
- Established through Infrastructure Investment and Jobs Act (IIJA)
- Establish a nationwide, interconnected network of publicly available electric vehicle chargers along Alternative Fuel Corridors
- California's distribution of the formula funding is estimated at \$384 million over 5 years
- \$2.5 billion for the Corridor Charging Grant Program and Community Charging Grant Program



***Caltrans***

STATE OF CALIFORNIA

AUGUST 2022



**California's Deployment Plan for  
the National Electric Vehicle  
Infrastructure Program**

PREPARED BY



**CALIFORNIA  
ENERGY COMMISSION**



# NEVI Implementation Timeline

Milestone	Time
✓ Draft plan released	June 8, 2022
✓ State submits final plan	August 1, 2022
✓ Federal approval of CA's plan	September 14, 2022
❑ State develops grant funding opportunity	Q2 2022 to Q4 2022
❑ Anticipated first round of solicitation release	Q1 2023
❑ Subsequent rounds of solicitation releases	Q3 2023; Q1 2024; Q3 2024

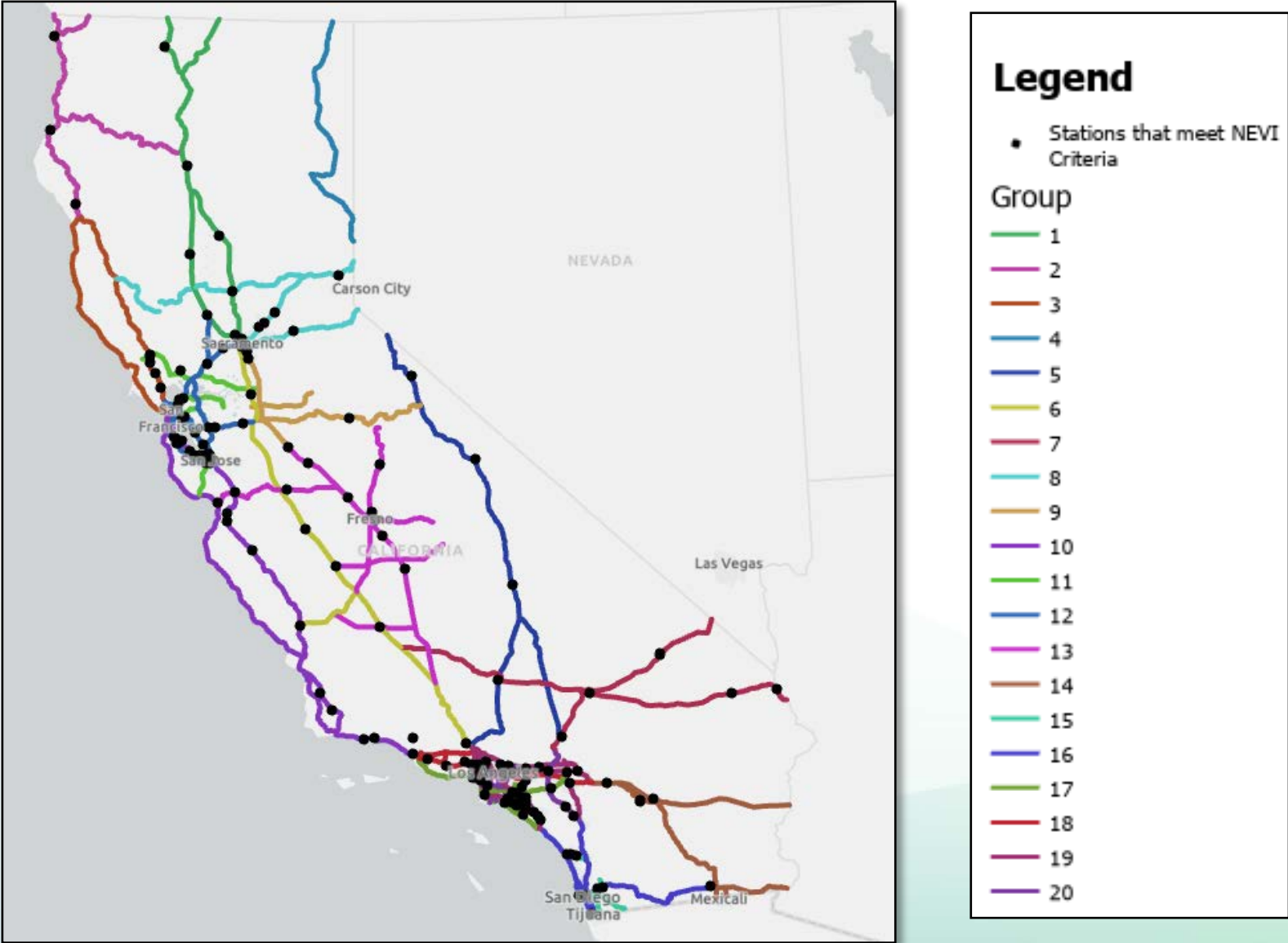
# Purpose of NEVI Solicitation

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- Install high-powered direct current fast chargers along California's Alternative Fuel Corridors
- Install at least the required number of charging stations and chargers to complete the corridor sections within a group
- Competitive grant solicitation
- Leverage private funds



# Proposed Corridor Groups





# Corridor Group Strategy

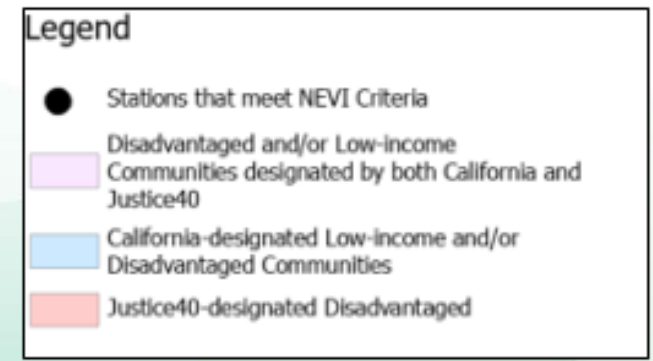
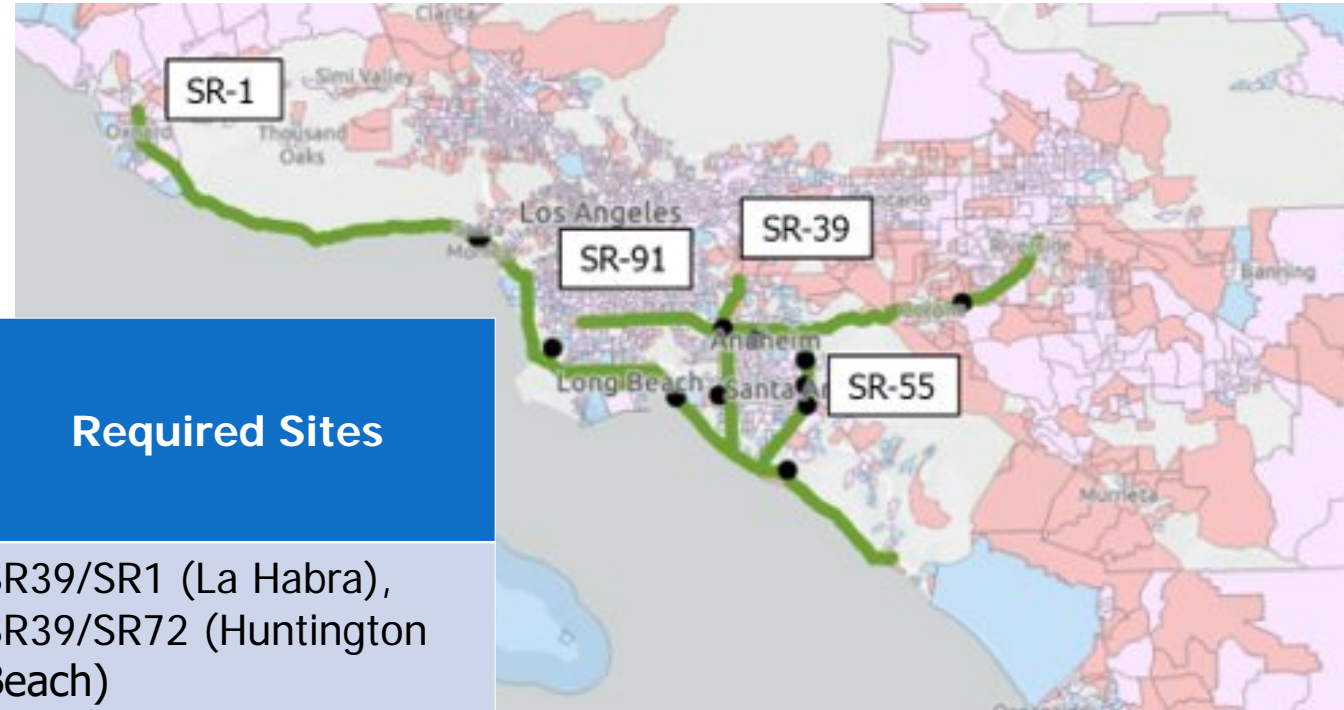
- Regional/Geographical
- Group Interstate Highway segments
- Balance number of new charging stations
  - 5 – 9 stations per group
  - 20 – 170 chargers per group
- Number of stations:
  - No more than 50 miles apart
  - Within 1 mile of each corridor's starting and ending points
  - “Required sites” to meet these criteria
- Number of chargers:
  - Greater of (number of stations \* 4) OR (RoadTrip demand \* 1/2)





# Proposed Corridor Group #17

## LA County

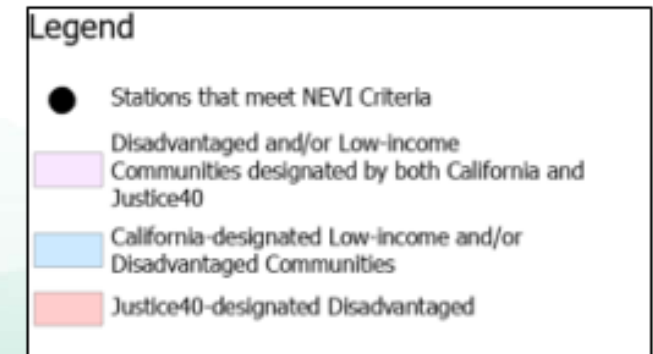
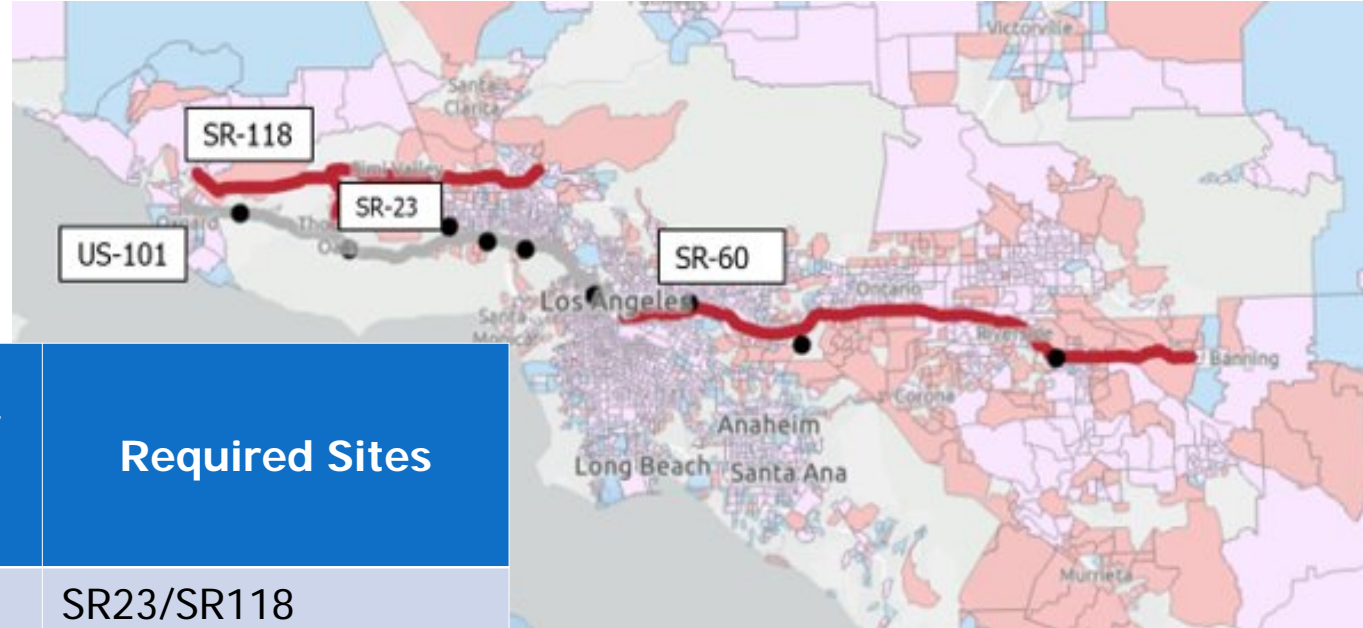


Group Corridor Segments	Minimum # of New Charging Stations	Total Number of New Chargers	Required Sites
SR39: La Habra to Huntington Beach	2	8	SR39/SR1 (La Habra), SR39/SR72 (Huntington Beach)
SR55: Anaheim to Newport Beach	1	4	SR55/SR1 (Newport Beach)
SR91: Gardena to Riverside	1	4	SR91/I-110 (Gardena)
SR1: Oxnard to Dana Point	1	4	SR1/I-5 (Dana Point)
<b>Total:</b>	<b>5</b>	<b>20</b>	



# Proposed Corridor Group #18

## LA County

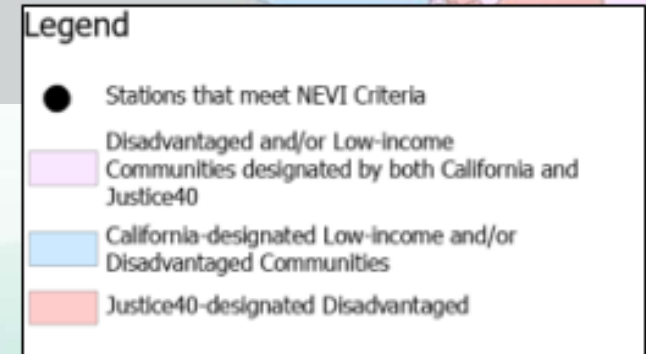
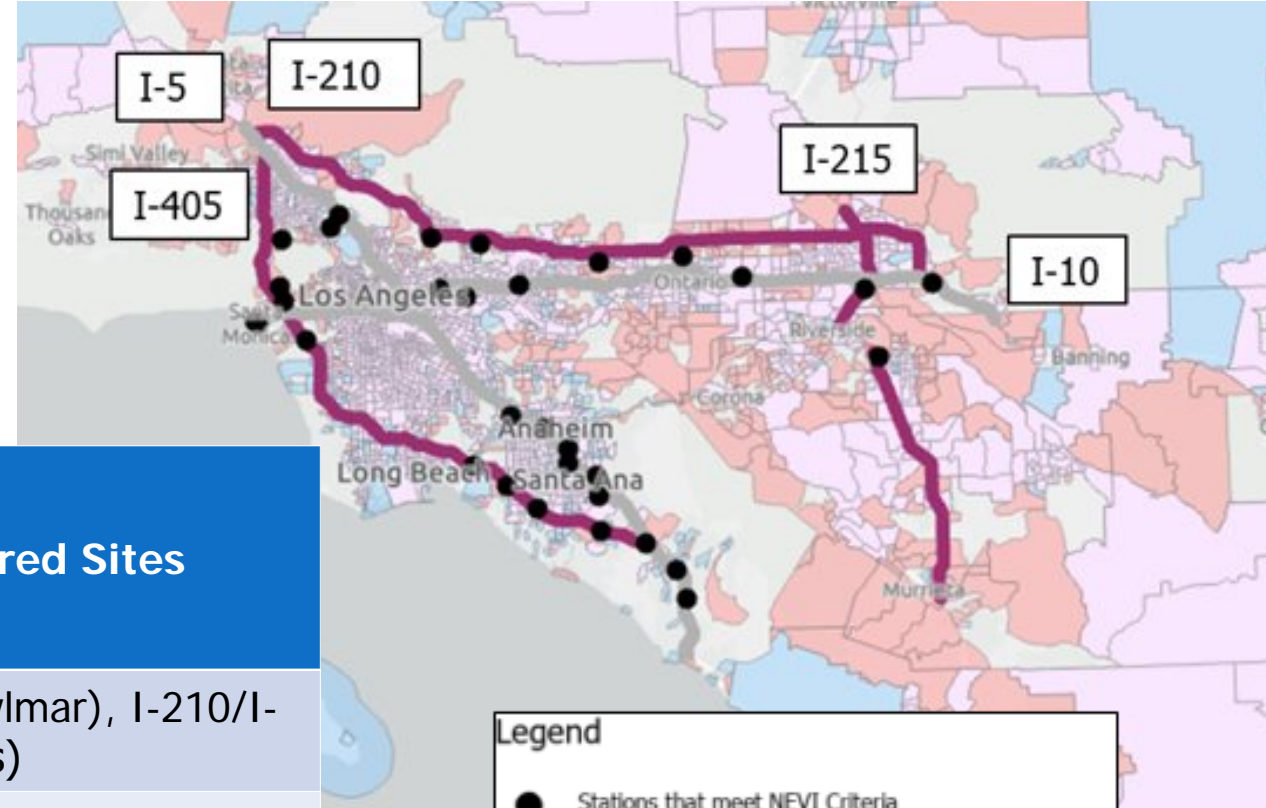


Group Corridor Segments	Minimum # of New Charging Stations	Total Number of New Chargers	Required Sites
SR23: Moonpark to Thousand Oaks	2	8	SR23/SR118 (Moonpark), SR23/US101 (Thousand Oaks)
SR118: Saticoy to San Fernando	2	8	SR118SR126 (Saticoy), SR118/I-210 (San Fernando)
SR60: Los Angeles to Beaumont	1	4	SR60/I-10 (Los Angeles)
<b>Total:</b>	<b>5</b>	<b>20</b>	



# Proposed Corridor Group #19

## LA County

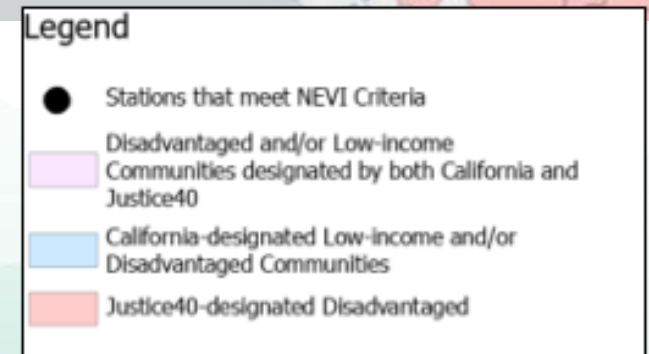
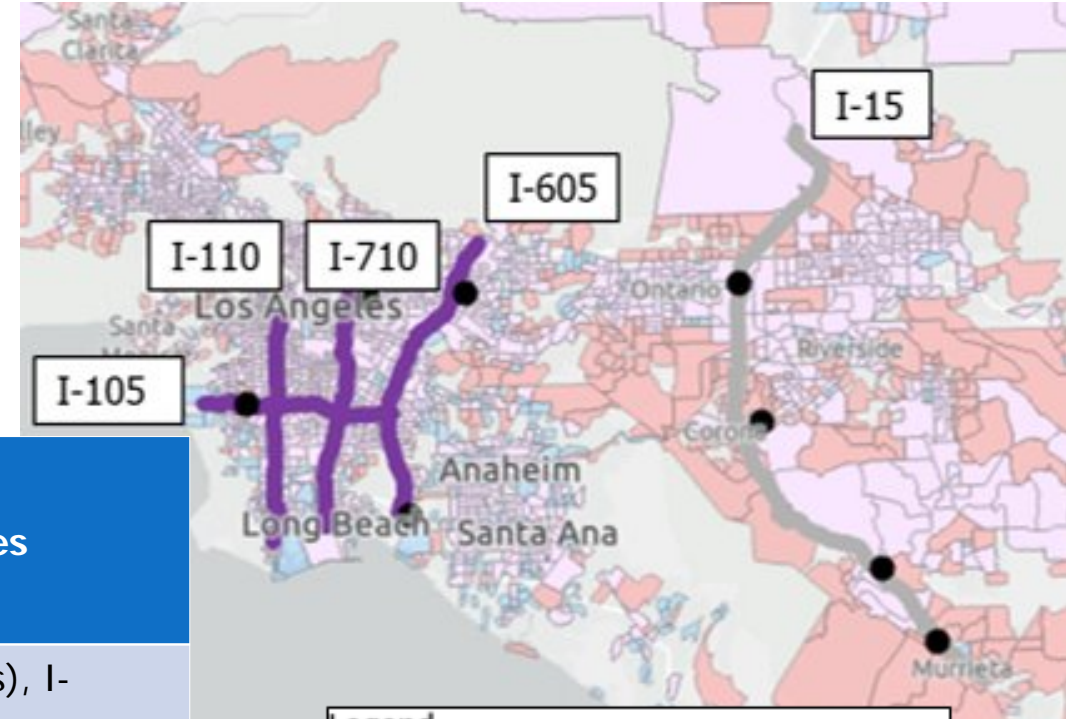


Group Corridor Segments	Minimum # of New Charging Stations	Total Number of New Chargers	Required Sites
I-210: Sylmar to Redlands	2	8	I-210/I-5 (Sylmar), I-210/I-10 (Redlands)
I-215: Murrieta to San Bernardino	2	8	I-215/I-15 (Murrieta), I-215/I-15 (San Bernardino)
I-405: Mission Hills to Irvine	1	4	I-405/I-5 (Mission Hills)
<b>Total:</b>	<b>5</b>	<b>20</b>	



# Proposed Corridor Group #20

## LA County



Group Corridor Segments	Minimum # of New Charging Stations	Total Number of New Chargers	Required Sites
I-110: Los Angeles to San Pedro	2	8	I-110/I-10 (Los Angeles), I-110/SR47 (San Pedro)
I-710: Los Angeles to Long Beach	2	8	I-710/I-10 (Los Angeles) I-710/SR1 (Long Beach)
I-605: Irwindale/Duarte to Seal Beach	1	4	I-605/I-210 (Irwindale/ Duarte)
I-105: El Segundo to Norwalk	1	4	I-105/I-605 (Norwalk)
<b>Total:</b>	<b>6</b>	<b>24</b>	



# Group Ranking

- **Purpose**

- Rank the corridors for funding order
- Each solicitation will accept applications for about five groups, starting at the top of the list

- **Weighting Considerations**

- Interstates first
- DAC/LIC/J40/Tribal (30% of total points)
- Number of new charging stations and chargers

- **Method**

- Scored each corridor segment
- Calculated the group average score
- Ranked groups by average score

Variable	Factor	Score
Corridor is an Interstate	Yes	25
	No	0
Percentage of the corridor that is in a Justice 40 community	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
Percentage of the corridor that is in a DAC and/or a LIC (CalES 4.0)	100%	10
	75% - 99%	8
	50% - 74%	6
	25% - 49%	4
	0% - 24%	0
at least 50% of corridor is both DAC/LIC and J40	Yes	5
	No	0
Number of 150 kW, or greater, DCFCs needed along the corridor (RoadTrip 2030)	40+	20
	20-39	10
	11-19	8
	6-10	6
	1-5	4
	≤ 0	0
Additional charging stations needed to comply with the maximum 50-mile distance between charging stations	1 point per charging station (0-7)	
Percentage of the corridor that is greater than 10 minutes away from an existing DCFC (SB 1000)	90-100%	4
	75% - 89%	3
	50% - 74%	2
	25% - 49%	1
	0% - 24%	0
Corridor has at least 1 Tribal Land or Tribal Property	Yes	1
	No	0
Corridor Section connects to neighboring State's AFC	Yes	1
	No	0
<b>Max Points:</b>		<b>83</b>



# Proposed Corridor Rankings

Rank	Group	Group Score
1	7	57.67
2	16	53.33
→ 3	20	50.00
4	6	49.00
5	14	48.75
→ 6	19	49.00
7	1	47.33
8	12	45.83
9	8	40.00
10	2	37.67

Rank	Group	Group Score
11	4	37.00
12	5	31.00
13	9	30.67
14	3	30.50
15	13	29.50
→ 16	18	27.00
17	15	24.40
18	10	22.50
→ 19	17	22.00
20	11	17.25





# NEVI Docket

## **Docket Name:**

National Electric Vehicle Infrastructure Funding Program

## **Docket Number:**

22-EVI-05

## **Link:**

[e-Commenting Page for Docket 22-EVI-05](https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=22-EVI-05)

(<https://efiling.energy.ca.gov/Ecomment/Ecomment.aspx?docketnumber=22-EVI-05>)

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

Subject Line: "22-EVI-05 NEVI"

**Comments are due by September 28, 2022**