

Planning Committee *STAFF REPORT*

Meeting Date: January 8, 2020

Subject	Update on Participation in the California Electric Vehicle Infrastructure Program (CALeVIP) Funding Cycle
Summary of Issues	Contra Costa Transportation Authority (Authority) staff seeks direction from the Authority Board regarding participation in the California Energy Commission’s (CEC) CALeVIP 2021 funding cycle with Marin Clean Energy (MCE) and Contra Costa County. The CEC would match, at a ratio of a minimum one-to-one of local funds contributed. MCE, Contra Costa County and the Authority would provide local matching funds. Local match funds would be provided to the CEC and the CEC would administer the program on behalf of Contra Costa with minimal input or direction from the Authority or other local funding partners on specific electric vehicle (EV) charging station installation locations.
Recommendations	None – information only
Financial Implications	The total funding amounts have not been identified to date but are likely to include County Program Manager Transportation Fund for Clean Air (TFCA) funds and Measure J Program 17 Commute Alternative funds.
Options	Direct staff to inform MCE that it is unable to partner on the program at this time.
Attachments	A. CEC Presentation - Planning for the 2021 CALeVIP Incentive Project Regions
Changes from Committee	

Background

The Authority and Contra Costa County staff received a request from MCE to partner in a submission to the CEC to implement the CALeVIP in Contra Costa as part of the 2021 funding cycle. MCE would be the lead agency for submission of the required Partnership

Engagement Package, which includes a Letter of Intent (LOI) and a Completed Partnership Questionnaire.

MCE has requested that both the Authority and Contra Costa County contribute local match funds to the program. MCE has committed \$2.87 million over a four-year period and will be requesting \$5.75 million from the CEC. MCE has requested that the Authority and Contra Costa County contribute a combined \$2.87 million over four years to bring the total funding package to \$11.5 million (rounded). In total, this would provide a one-to-one ratio of CEC to local funds for the project. The one-to-one match ratio is a goal but not a requirement of the program. In other words, we may not need to contribute the total \$2.87 million to participate in the program.

Through its analysis, CEC calculated that \$11.5 million would be required in Contra Costa to reach low projection levels of 50 percent Level-2 chargers and 30 percent of Direct Connect Fast Chargers (DCFC) by 2025.

CALeVIP Pillar Requirements

*The CALeVIP is the CEC’s statewide project for public EV infrastructure incentives. The following outlines the process, technology, rebate and site eligibility requirements for a regional CALeVIP incentive project. These requirements have been developed based on best practices and input from project stakeholders. These requirements are critical for establishing a regional incentive project and **cannot be modified**.*

Process Requirements

- *Applications must be submitted online*
- *Applications will be approved on a first-come, first-served basis once all required application documents are submitted*
- *Applications are not competitively scored or reviewed against one-or-another*
- *CALeVIP uses Electric Vehicle Infrastructure Protection Tool (EVI-Pro) to determine funding levels for each technology within each county and Energy Commission funding will not be negotiable.*

CALeVIP Technology Requirements

- *Level 1 Chargers: Not Eligible*
- *Level 2 Chargers:*
 - *Include a J-1772 connector*
 - *Capable of at least 6.2kW*
 - *Networked with a minimum 2-year networking agreement*
 - *Must be new (not refurbished, not previously installed and removed)*
 - *Must be able to revert to an open standard protocol*
 - *Must be Energy Star Certified*
 - *Must be listed by a nationally recognized testing laboratory*
 - *Must accept at least two payment methods (if payment is required)*
 - *Acceptable payment methods may include (but are not limited to) mobile app-based payment, a toll-free phone number, near-field communications (NFC) or onsite card reader*
 - *Level 2 chargers “installed” on and after July 1, 2023 must comply with Senate Bill (SB) 454 updated payment requirements.*
- *DCFC:*
 - *Charger must have both a CHAdeMO and Combined Charging System (CCS) connector*
 - *Capable of at least 50kW*
 - *Networked with a minimum 5-year networking agreement*
 - *Must be new (not refurbished, not previously installed and removed)*
 - *Must be able to revert to an open standard protocol*
 - *Must be listed by a nationally recognized testing L\laboratory*

- *Must accept at least two payment methods (if payment is required)*
 - *Acceptable payment methods may include (but are not limited to) mobile app-based payment, a toll-free phone number, near-field communications (NFC) or onsite card reader*
 - *DCFCs “installed” on and after January 1, 2022 must comply with SB 454 updated payment requirements.*

CALeVIP Rebates

- *Level 2 Chargers:*
 - *An “up-to” incentive amount per connector or percentage of project costs, whichever is less*
 - *Sites deemed in a designated Disadvantaged Community (DAC) or low-income community are allotted an incentive adder, increasing the “up-to” dollar amount per connector*
 - *One site per application*
 - *New or replacement chargers are eligible*
 - *Each application may apply for up to a designated connector limit for Level 2 chargers (Maximum quantity to be determined by Energy Commission and Partners in project design)*
 - *Additional chargers may be installed but will not receive rebate funding from CALeVIP.*
- *DCFC:*
 - *New or replacement chargers are eligible incentives provided as an “up-to” dollar amount or percentage of total project cost, whichever is less*
 - *Sites deemed in a designated DAC or low-income community are allotted an incentive adder, increasing the “up-to” dollar amount per connector*

- *Each application can apply for an “up to” a designated quantity of DCFCs (Maximum quantity to be determined by Energy Commission and Partners in project design)*
- *Additional chargers may be installed but will not receive rebate funding from CALeVIP.*

CALeVIP Site Eligibility

- *Both Technologies*
 - *Eligible sites are countywide and not geo-specific/eligible*
- *Level 2 Chargers*
 - *Car-sharing/e-mobility service installations are eligible*
 - *Must be shared use (cannot be dedicated to a single driver)*
 - *Sites serving single-family residences or dedicated drivers/users are not eligible to receive CALeVIP funds*
 - *Specification of type of labor (e.g. C-10 licensed contractor, preferred network, Electric Vehicle Infrastructure Training Program (EVITP), union labor, or other) is not possible*
 - *May serve public or private sites*
 - *May serve light-duty fleets*
 - *Medium-duty vehicles can also use, as long as the chargers are primarily being used for the site’s light-duty fleet and medium-duty vehicles are secondary*
- *DCFC:*
 - *Must be available to the public 24 hours a day, year round*
 - *Specification of type of labor (e.g. C-10 licensed contractor, preferred network, EVITP, union labor, or other) is not possible*

- *Must not be located behind a gate or have restrictions for public use and access*
- *Must be a site type that is listed as Eligible for DCFC or Combo installations*

Outstanding Issues

The following issues remain outstanding at this time in which Authority staff is working to address prior to the Authority Board meeting on January 15, 2020:

- 1) The CALeVIP program indicates that eligible sites are “countywide and not geo-specific/eligible”. This requirement brings up two concerns:
 - a. If funding is used, which is historically allocated by sub-region, how can we ensure that a sub-region receives its “fair share” based on funds contributed?
 - b. How can we ensure installations occur within high priority locations in Contra Costa County based on the findings of the Contra Costa EV Readiness Blueprint (adopted by the Authority in July 2019)?
- 2) A logical fund source would be TFCA, but it requires specific performance criteria and reporting. Staff is currently discussing those requirements with the Bay Area Air Quality Management District (BAAQMD) staff.
- 3) 511 Contra Costa staff have expressed support for using the TFCA and Measure J Program 17 funds to support the CALeVIP program. However, other ongoing Transportation Demand Management (TDM) programs need continuous funding and must be considered when determining funding levels.

Next Steps

Over the next month, Authority staff will pursue a resolution to the above stated issues, as well as other issues that may be presented.

MCE staff has a target of the end of January to submit the Partnership Engagement Package to the CEC (due February 14, 2020). The package will include a LOI that needs to identify a committed funding amount being “considered”, and when the partner will

take Board action to approve the committed amount. This would occur in a phase following the LOI acceptance.

Additionally, Authority staff will prepare the required questionnaire including review of the partnership agreement.