Attachment A

ZEROQUEST

EV Car Charger Study
Release Copy, April 8th, 2025

City of Cupertino
Climate Action Plan 2.0, Action ID TR3.1

Section 1: Executive Summary

1.1: Objectives and Methodology

The key objective of this Electric Vehicle (EV) Car Charger Study was to complete Cupertino's Climate Action Plan 2.0 (CAP 2.0) Action ID TR 3.1 – which is to conduct a survey of existing EV chargers and develop a list of prioritized locations for new EV charging stations while considering various dimensions of equitable distribution of resources. A complementary objective was to position the city to complete the follow-on and related Action ID TR3.2 – which is to leverage public and private partnerships to add 719 new publicly accessible Level 2 and 3 EV charging stations to the city by 2030.

Towards that end, the ZeroQuest team developed a mapping tool based on Google My Maps with various layers added to define the city boundaries, NEVI grant-eligible regions, existing charger locations, and the locations of various city properties and other key places where charging might be needed. The team then used the CLEE UC Berkeley EV Equity Roadmap mapping tool to cross-check certain locations to verify the availability of high-voltage (480V) electrical service required for fast chargers and to investigate the distribution of particular target communities defined in the city's CAP 2.0 document. The specific locations and processes used to determine potential charger locations are spelled out in more detail later in this report.

1.2: Key Findings and Recommendations

The result of the study is a prioritized set of lists of suggested charger locations (see **Section 5** later in this report) based on the mapping tools we developed, the priorities provided from the Sustainability Group at the City of Cupertino, and information available from the U.C. Berkeley EV charging mapping tool. Fast (Level 3) chargers were prioritized for NEVI grant-eligible locations and other places (such as shopping centers) where charging time may be limited. Slower (Level 2) chargers, which are much less expensive to install, were prioritized for all other locations.

Section 2: Introduction

2.1: Growth in the Adoption of Electric Vehicles

According to the California Energy Commission Zero Emission Vehicle dashboard, 24,359 light duty EV and Plug-In Hybrid vehicles have been registered in one of the four Cupertino zip codes as of Q3 of 2024. Q3 Zero Emissions Vehicles (ZEV) registrations (which includes a very small number of fuel cell vehicles) represented 26.4% of new vehicles sold. These numbers reflect a significant shift toward zero-emission personal transportation, and is driven by incentives, a tech-savvy population, the increasing affordability and variety of EV models, and ambitious goals such as California's mandate for 100% zero-emission new car sales by 2035. See **Figure 2.1** on the following page.

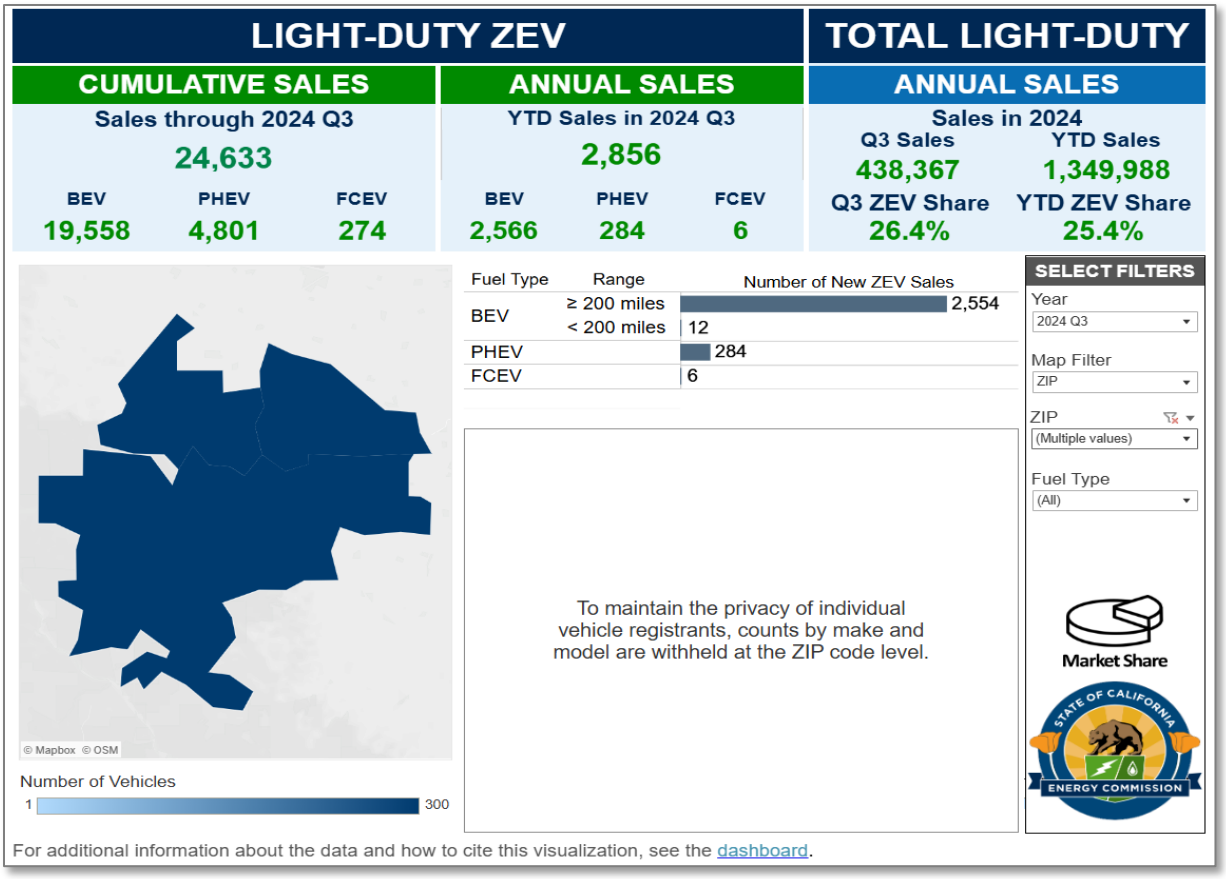


Figure 2.1: California Energy Commission Zero Emission Vehicle Dashboard

2.2: The Need for Additional Charging Infrastructure

This rapid adoption underscores a critical need for robust charging infrastructure. Despite progress, the availability of public EV chargers—currently 200 to 300 in Cupertino—lags the growing demand. Projections from the city's Climate Action Plan (updated to version 2.0 in August of 2022) indicate the city will require 719 more chargers by 2030 to support this transition effectively.

While many EV owners can charge at home, some live in multifamily dwellings or are commuters or visitors who require charging during work or leisure activities. In addition, drivers may need fast charging along major transportation corridors such as Interstate 280 and State Highway 85.

To sustain the momentum of EV adoption, cities like Cupertino must focus on scaling charging networks while providing equitable access to all potential users. Meeting this growing need will not only support residents and visitors but also enhance Cupertino's reputation as a leader in sustainability.

2.3: Objectives of the Study

The main objective of the study was to complete Action ID TR 3.1 from the City of Cupertino Climate Action Plan (CAP) Version 2.0. The specific wording of that action is shown below:

> *TR 3.1 Conduct a survey of existing publicly accessible electric vehicle chargers, their locations, and their kW hour charging speed, and identify a prioritized list of locations for new electric vehicle charging stations with consideration for equitable distribution of chargers to residents of multi-family homes, low income and fixed income people, historically underserved communities, elders, and disabled individuals with access needs. Key Pillar: Studies & Plans Timing: Phase 1 Cost: Low-Medium*

A secondary, parallel objective of the study was to complement and lay the groundwork for the related CAP 2.0 Action ID TR 3.2, which states:

> *TR 3.2 Leverage public and private partnerships to add 719 new publicly accessible Level 2 and 3 electric vehicle charging stations to the City by 2030. Key Pillar: Structural Change Timing: Phase 1-3 Cost: High*

2.4: Data Sources for and Limitations of the Study

Most of the data needed to complete the study was readily available online. See the **Section 7 Appendix** at the end of this report for a complete list of the sources used. However, there was little data available for certain segments of underserved communities, including the locations of residents by income level, age, or disabilities. This issue was addressed using the Association of Bay Area Governments (ABAG) Equity Priority Communities (EPC) data and the location of senior communities and senior centers as a proxy for the location of elderly citizens.

Section 3: Context from the City's Climate Action Plan

3.1: CAP 2.0 Measure TR-3

Action IDs TR 3.1 and TR3.2 described previously are components of Measure TR-3 in the City of Cupertino Climate Action Plan 2.0, which discusses specific targets for zero-emission vehicle adoption within the city, along with estimated corresponding Green House Gas (GHG) reductions and the additional benefits of achieving those targets. The text for TR-3 from the CAP follows:

> *Measure TR-3: Increase zero-emission vehicle (ZEV) adoption to 35% for passenger vehicles and 20% for commercial vehicles by 2030 and 100% for all vehicles by 2040.*
>
> *Co-benefits and specific quantitative GHG emissions reductions associated with implementation of Measure TR-3 are as follows:*

Co-Benefits

- *Enhanced Public Health & Safety*
- *Cost Savings*

GHG Emissions Reductions

- *2030: 0.457 MT CO_2e/person*
- *2040: 1.960 MT CO_2e/person*

Recommending and selecting locations for more EV chargers and working towards getting chargers installed in those locations directly supports the overall objective of encouraging and supporting the adoption of ZEVs, which in turn will reduce carbon emissions, enhance public health, and save the city money.

Section 4: Methodology

Section 4.1: Overview of Process

The process began with reviewing the available data and then loading that data into the Google My Maps tool, which is available online for free. Key data was placed into different mapping layers and color-coded to make it easy to identify. By toggling layers off and on, users can quickly view specific types of information and use it to analyze potential charger locations.

The following data was included: City of Cupertino boundaries, locations of existing Level 2 and Level 3 (fast DC) chargers, Interstate 280 NEVI Corridor, IRS 30C Eligible Census Tracts, existing EV chargers, parks, other city-owned property, schools, apartments, hotels, shopping centers, places of worship and restaurants. After all of the data was identified and loaded into the tool, the next step was to visually review existing charging locations versus desirable charging locations, considering criteria provided in CAP 2.0 Action ID TR 3.1, the location data for various categories of residential, work, recreational, dining, and worship establishments, high-traffic corridors, & priorities set by the city Sustainability and Environmental Programs group (see **Table 4.1**).

Category	Definition	Priority
Grant Eligible	NEVI Formula Program Grant Area	1
Tax Credit Eligible	IRS 30C Eligible	1
Accessible to General Public	Desirable locations on city-owned sites	2
Private but Accessible to General Public	Generally shopping/restaurants/churches	3
Privately Accessible and Owned Sites	Generally, workplaces and office complexes	4
Serving Specific Communities	Seniors	5
Serving Specific Communities	Underserved	5
Serving Specific Communities	Disabled	5
Serving Specific Communities	Low Income	5
Serving Specific Communities	Fixed Income	5
Serving Specific Communities	Multifamily	5
Serving Specific Communities	Cal-Enviro Screen Priority Area	5

Table 4.1: Priorities Set by City of Cupertino Sustainability Group

Section 5: Results and Recommendations

5.1: Locations of Existing EV Charging Stations

Figure 5.1 below shows the locations of existing Level 2 and Level 3 charging stations within the City of Cupertino. The following **Table 5.1** lists the locations by address and charger type.

Nearly all are located east of Highway 85, and most are located south of Interstate 280, with Stevens Creek Boulevard as a primary axis. In the following sections, recommendations for additional locations were designed to supplement and complement existing charger locations while expanding the geographic distribution of chargers within the city.

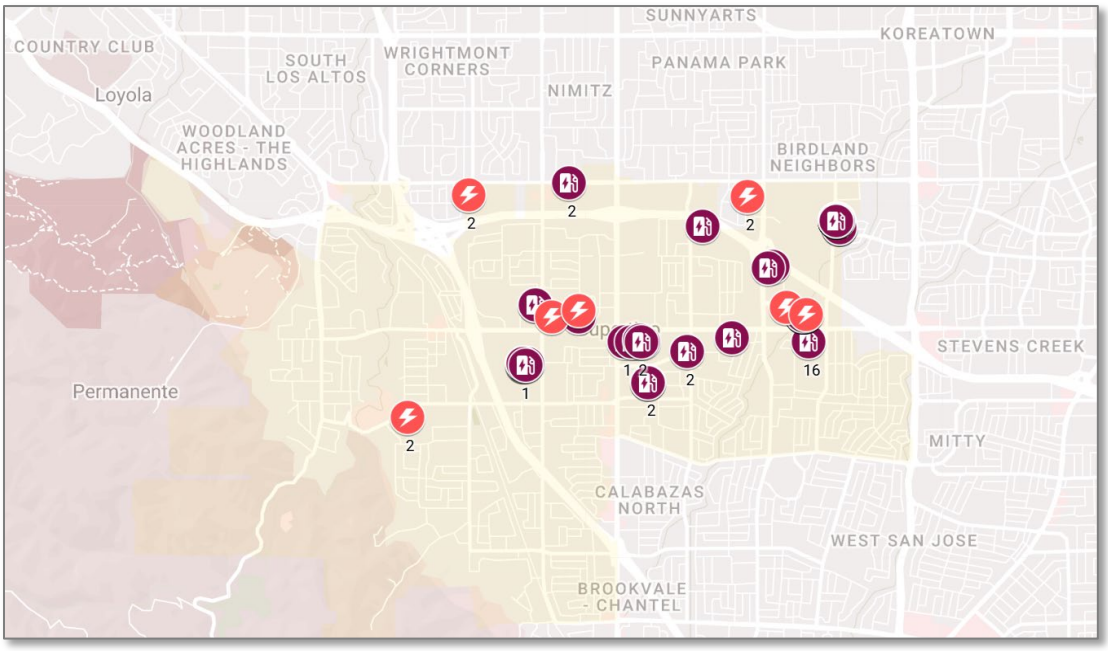


Figure 5.1: Locations of Existing Level 2 (Purple Icons) and Level 3 (Red Icons) EV Charging Stations

Station Name	Category	Street Address	Level 2	Level 3
Apple Visitor Center	Workplace	10704/10710 N Tantau Ave	84	
Biltmore	Apartments	10159 S Blaney Ave	2	
Cupertino City Center	Apartments	20350 Stevens Creek Blvd	6	
Cupertino High School	School	10100 Finch Ave	16	
Cupertino Library	City Property	10800 Torre Ave	6	
Cupertino Quinlan 1, 2	City Property	10185 Stelling Rd	4	
Cupertino Village	Shopping	10869 N Wolfe Rd	1	2
De Anza 1-10	School	21250 Stevens Creek Blvd	10	
Essex Pointe (now called "The Point")	Apartments	19900-19918 Olivewood St	2	
Homestead High School	School	21370 Homestead Rd	20	2
Hyatt House San Jose/Cupertino	Hotel	10380 Perimeter Rd	24	
Juniper Cupertino Tesla Dest.	Hotel	10050 S De Anza Blvd	1	
Main Street Cupertino	Shopping	19500 Vallco Parkway	20	10
Monta Vista High School	School	21840 McClellan Rd	14	2
Nineteen800	Apartments	19800 Vallco Pkwy	1	2
Ridge Vineyards - Tesla Dest.	Winery	17100 Montebello Rd	2	
Target	Shopping	20745 Stevens Creek Blvd	4	28
The Marketplace	Shopping	19620 Stevens Creek Blvd	2	
The Markham Apartments	Apartments	20800 Homestead Rd	2	
Whole Foods Market	Shopping	20955 Stevens Creek Blvd	2	2
		TOTAL	**223**	**48**

Table 5.1: Locations of Existing Level 2 and Level 3 EV Charging Stations in the City of Cupertino

5.2: Priority 1 - NEVI Formula Program

According to **Table 4.1**, the top priority for new charging stations is the National Electric Vehicle Infrastructure (NEVI) Formula Program, which funds up to 80% of eligible project costs for fast DC chargers for locations that meet the program criteria (see **Section 7 Appendix** for a description of the program from the Alternative Fuels Data Center, U.S. Department of Energy). The area is defined by locations along designated Alternative Fuel Corridors (AFCs). Interstate 280 is defined as an AFC (Highway 85 is not) and the associated region was outlined in the mapping tool accordingly.

Currently there are Level 2 and Level 3 charging locations available in the NEVI region, but they typically have a limited number of charging ports. The NEVI program requires fast charging (150kW minimum) and at least four charging ports per location. Possible new NEVI-eligible Level 3 charging stations locations, along with a minimum recommended number of ports for each location, are shown in the following **Figure 5.2**, and listed in **Table 5.2**.

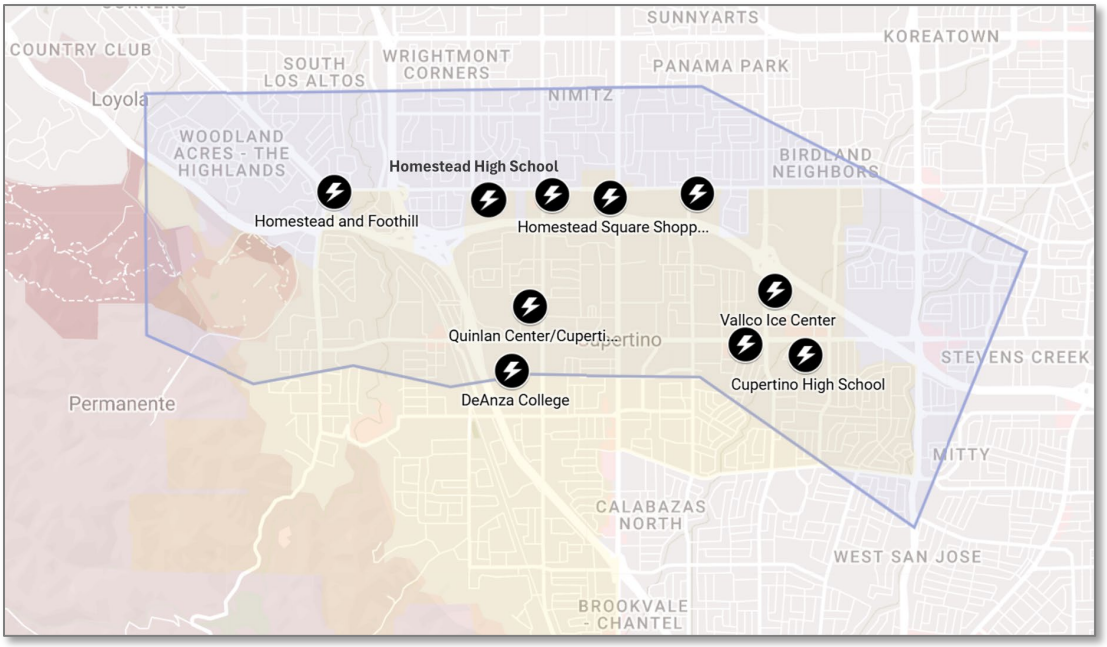


Figure 5.2: Recommended Locations for NEVI-Eligible New Level 3 Charging Stations

Location	Type of Location	Number of Ports
Quinlan Center/Cupertino Memorial Park	City Community Center	8
Cupertino High School	Public School	8
The Marketplace (Stevens Creek & Portal)	Shopping Center	8
Homestead High School	Public School	8*
Homestead Square	Shopping Center	8
Oakmont Square	Shopping Center	8
Homestead and Stelling	Shopping Center	8
Vallco Ice Center	Shopping Center	16
Homestead and Foothill	Shopping Center	8
De Anza College	Community College	16
	TOTAL (NET NEW)	**94**

Table 5.2: Possible Locations for NEVI-Eligible Level 3 (Fast DC) Charging Stations
Note: Homestead High School currently has 20 Level 2 and two Level 3 chargers.

5.3: Priority 1 – IRS 30C Eligible Locations

The IRS 30C Alternative Fuel Vehicle Refueling Property Credit program provides a tax credit of up to 30% of the charging station installation cost to businesses which install charging stations and meet certain other criteria, including being in an eligible census tract. Most of the census tracts in the City of Cupertino are not eligible according to the list provided by the IRS (see link provided in the **Appendix** of this report). However, three tracts are eligible. See the following **Figure 5.3** (brown and green regions). Of these, only one (GEOID 06085508305) includes a reasonable potential site which is the Forge Homestead Apartments at 20691 Forge Way. More information on the IRS 30C Alternative Fuel Vehicle Refueling Property Credit is available in the **Appendix** in **Section 7**.

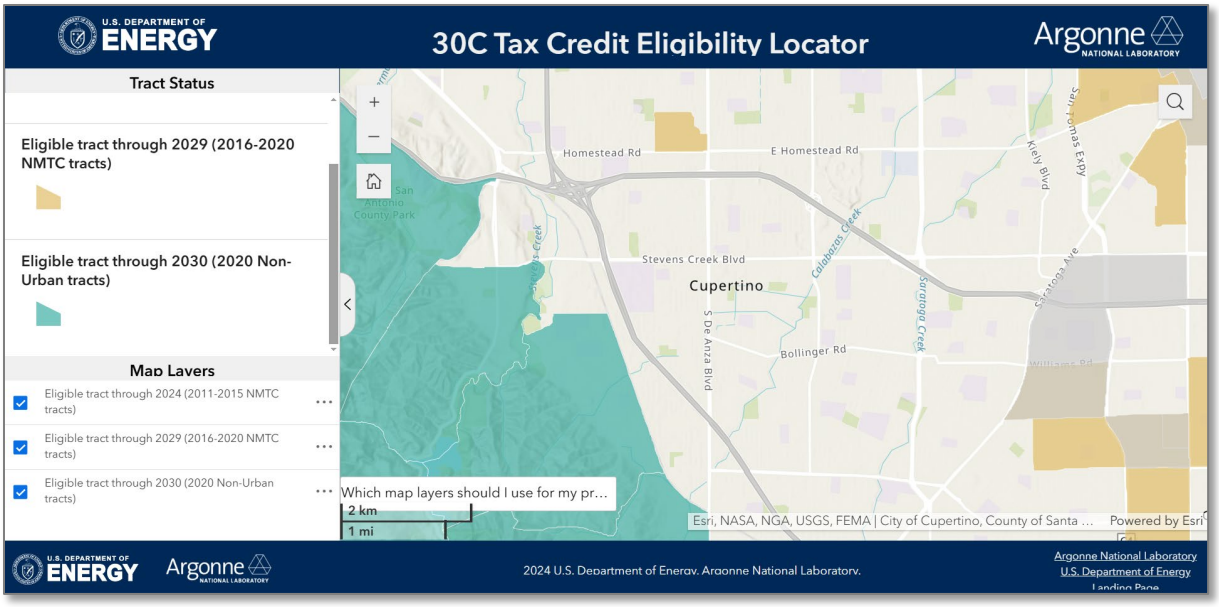


Figure 5.3: IRS 30C Tax Credit Eligible Locations

5.4: Priority 2 – Desirable Locations on City, County and State-Owned Sites

Figure 5.4 below shows the locations of various properties and parks owned by the City of Cupertino along with schools. While the existing charging stations shown earlier in **Figure 5.1** are conveniently located along major arteries in the northeast quadrant of the city, there is limited charging support west of Highway 85 and south of McClellan Road. Adding Level 2 charging support at park locations in those areas would dramatically increase charging access for the rest of the city. **Table 5.4** lists the specific locations and recommended number of ports.

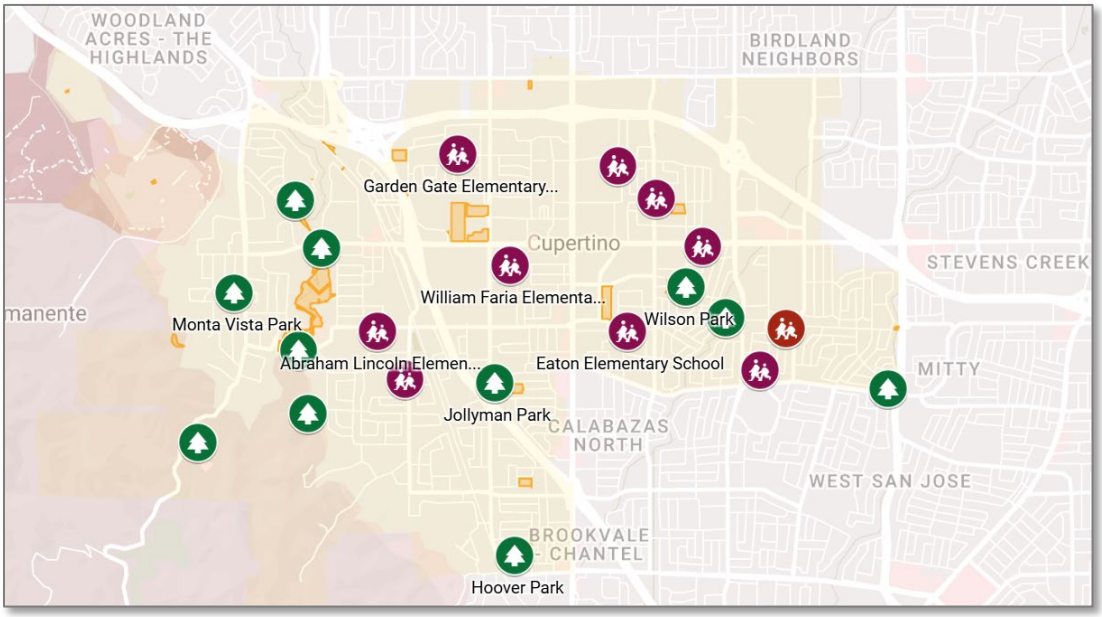


Figure 5.4: Location of Parks (Green Trees), Other City Property (Orange Shading), and Schools

Location	Type of Location	Number of Ports
Jollyman Park	City Park	4
Creekside Park	City Park	8
Stevens Creek	County Park	16
Linda Vista Park	City Park	4
Wilson	City Park	16
Varian	City Park	2
McClellan Ranch Preserve	City Park	8
Rancho Rinconada	Recreation and Park District	4
Blackberry Farm	City Park	8
Hoover Park	City Park	4
Monta Vista Park	City Park	4
	TOTAL	**78**

Table 5.4: Desirable Locations on City-Owned (and One County-Owned) Sites for Level 2 Chargers

5.5 Priority 3 – Publicly Accessible but Privately Owned Sites

Figure 5.5 below shows the locations of publicly accessible but privately owned sites, which are candidates for Level 2 and Level 3 charging stations. These sites include cafes, restaurants, shops and shopping centers, hotels, and places of worship. (Note that NEVI-eligible sites were listed previously, and multifamily properties are listed separately in the next section, so specific sites in either category were excluded from the sites in this section to avoid redundancy.)

While most of these types of locations are well-suited for Level 2 chargers, the shopping centers are good candidates for Level 3 chargers. **Table 5.5** lists the specific locations and types.

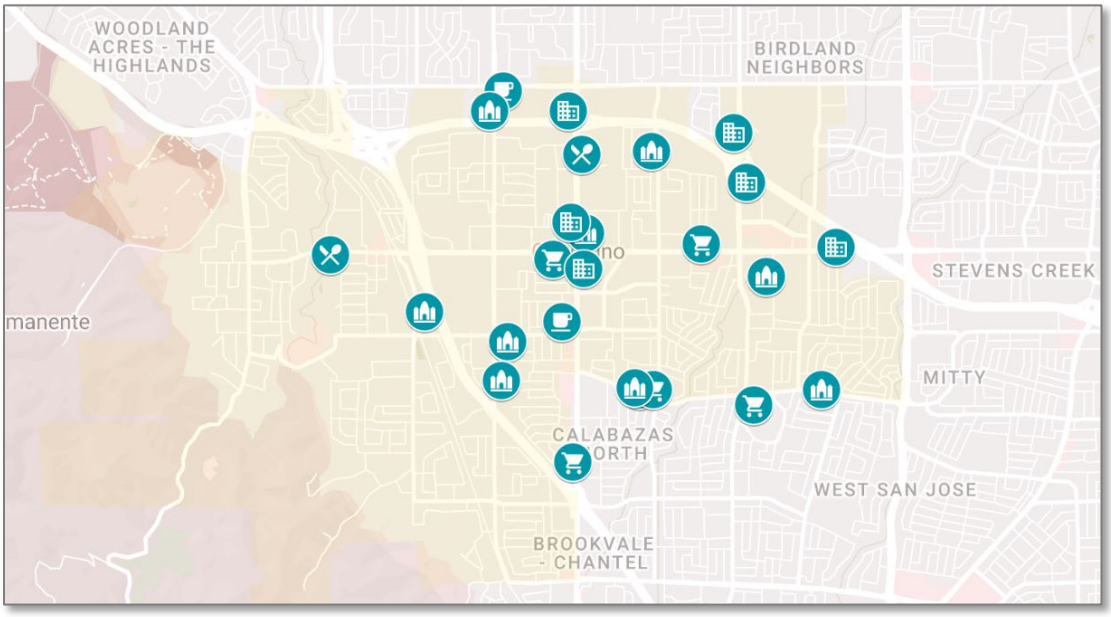


Figure 5.5: Publicly Accessible Privately Owned Sites for Level 2 and Some Level 3 Chargers

Location	Type of Location	Address	Level 2	Level 3
Aloft Cupertino	Hotel	10165 N De Anza Blvd	8	
Bethel Lutheran Church	Place of Worship	10181 Finch Ave	8	
BJs Restaurant	Restaurant	10690 N De Anza Blvd	8	
Church Assembly in Cupertino	Place of Worship	20075 Bollinger Rd	8	
Courtyard San Jose Cupertino	Hotel	10605 N Wolfe Rd	16	
DeAnza Shopping Center	Shopping	10620 S De Anza Blvd		16
Good Shepherd Christian Church	Place of Worship	940 S Stelling Rd	8	
Hilton Garden Inn	Hotel	10741 N Wolfe Rd	8	
Hyatt House San Jose Cupertino	Hotel	10380 Perimeter Rd	24*	
Juniper Hotel	Hotel	10050 S De Anza Blvd	8*	
Ko e Siasi ʻo Sīsū Kalaisi ʻo e Kau	Place of Worship	20125 Bollinger Rd	16	
Lutheran Church of Our Savior	Place of Worship	5825 Bollinger Rd	16	
MACU TEA / Chipotle (S De Anza)	Café / Restaur.	10445 S De Anza Blvd	16	
New Life Church	Place of Worship	20900 McClellan Rd	8	
Pacific Rim Shopping Center	Shopping	La Roda Drive		16
Peninsula Bible Church	Place of Worship	10601 N Blaney Ave	16	
Portal Plaza	Shopping	19725 Stevens Creek Bl		16
St. Joseph of Cupertino Parish	Place of Worship	10110 N De Anza Bl	8	
Tea Era / Homestead Bowl	Café / Bowling	20990 Homestead Rd	16	
The Blue Pheasant Restaurant	Restaurant	22100 Stevens Creek Bl	8	
The Crossroads	Shopping	20750 Stevens Creek Bl		16
The Cupertino Hotel	Hotel	10889 N De Anza Blvd	8	
The Home of Christ Church	Place of Worship	10340 Bubb Rd	8	
Valley Church	Place of Worship	10885 N Stelling Rd	16	
		TOTAL	**232**	**64**

Table 5.5: Publicly Accessible Privately Owned Sites for Level 2 and Some Level 3 Chargers
*Note: Hyatt House already has these 24 chargers, and Juniper Hotel already has one charger.

5.6 Priority 4 – Privately Accessible and Owned Sites

Privately accessible and owned sites are primarily corporate campuses and offices. There is one large corporate employer in Cupertino, Apple, which has multiple sites throughout the city. Data on chargers for corporate locations is difficult to find, though Apple does have a large number of chargers available to employees and the general public at their headquarters location as noted earlier in this report in **Table 5.1**.

There is another large employer, Amazon, with a location at 10201 Torre Avenue, though their EV charging support is unknown. Other office complexes and campuses are good Level 2 charging targets, but these have not been included in this study as the chargers would presumably only be available to employees and not the general public.

5.7 Priority 5 – Serving Specific Communities: Seniors

According to the 2020 Census, approximately 14.3% (8,632) of Cupertino's 60,365 residents are aged 65 years or older. (See "U.S. Census Bureau QuickFacts" in the **Section 7 Appendix**). Approximately 80.3% of those residents own their own homes and 19.7% rent. Those seniors who own their own homes have access to home EV charging should they decide to install it, though the city could consider a program to offer financial assistance to encourage installation if it chooses. Renters are distributed between regular apartments and senior-oriented facilities such as 55+ independent living apartments. There are also assisted living and memory care facilities; these were not included as presumably those residents are mostly no longer driving.

Regular apartments are addressed in the **Multifamily** section later in this report. Senior apartments are listed in the following **Table 5.6** (and shown in **Figure 5.9** in the **Multifamily** section), along with the Cupertino Senior Center and Cupertino YMCA, both of which provide programs for local seniors.

For the senior apartments, Level 2 charging should be sufficient. For the Senior Center and YMCA, charging could be either Level 2 or Level 3, but having the Senior Center support a small number of Level 3 chargers would be one way to provide fast charging specifically for seniors.

Location	Type of Location	Charger Level	Number of Ports
Chateau Cupertino	Senior Apartments	Level 2	8
Forum at Rancho San Antonio	Senior Apartments	Level 2	16
Sunnyview Retirement Community	Senior Apartments	Level 2	8
Cupertino Senior Center	Community Center	Level 3	4
YMCA	Non-Profit	Level 2	16
	TOTAL		**52**

Table 5.7: Serving Specific Communities - Seniors

5.8 Priority 5 – Serving Specific Communities: Underserved, Disabled, Low Income, Fixed Income

Data for the Underserved, Disabled, Low Income and Fixed Income communities was difficult to find for the City of Cupertino. The closest proxy seems to be "Equity Priority Communities" as defined by the Association of Bay Area Governments (ABAG), which "are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color." The ABAG Equity Priority Community Map shows one small priority community area in Cupertino (shown in the red circle in the **Figure 5.8** on the following page) which appears to be coincident with the census tract served by the IRS 30C tax credit.

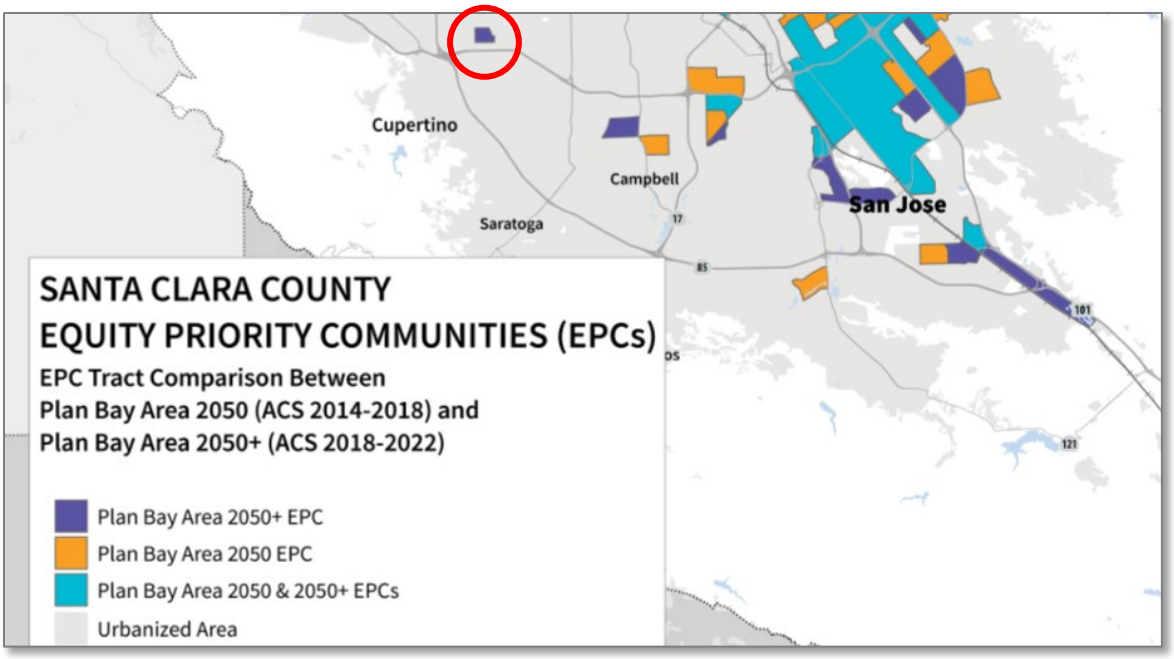


Figure 5.8: ABAG Equity Priority Community in Cupertino

There is one multifamily complex located in that tract, and it is targeted for Level 2 charging as noted in **Sections 5.3** (**IRS 30C Tax Credit**) and **5.9** (**Multifamily**). However, geographically distributing EV charging resources across the city as described elsewhere in this report would help ensure that all the communities listed in this section have easy access to EV charging resources.

5.9 Priority 5 – Serving Specific Communities: Multifamily

Multifamily residential complexes are shown in **Figure 5.9** below and listed in **Table 5.9** on the following page. Each of these complexes should be targeted for Level 2 charging to provide residents with "charge at home" capabilities. Four complexes (The Biltmore, Cupertino City Center, The Pointe, and The Markham) already have from two to six Level 2 chargers. A fifth complex, Nineteen800, has one Level 2 and two Level 3 chargers. The others have none, at least according to publicly available records.

Initially, having eight Level 2 chargers per location could dramatically improve charging access for the city's apartment residents. Ultimately, there should be at least one charging port per apartment unit as the population transitions to regular EV use.

One complex, the Forge Homestead Apartments (shown in the top middle of **Figure 5.9** on the following page), is in the IRS 30C tax credit zone, and could be encouraged to install charging stations using the benefits of that program. The others could be encouraged to add charging stations as an added incentive to attract tenants. In addition, the city could consider developing an incentive program specifically for multifamily housing. This approach would extend the benefits of home charging to numerous renters.

Although EV charging for senior housing was addressed in a separate section of this report, from a practical perspective senior apartments could be included as part of a general EV charger multifamily program by the city.

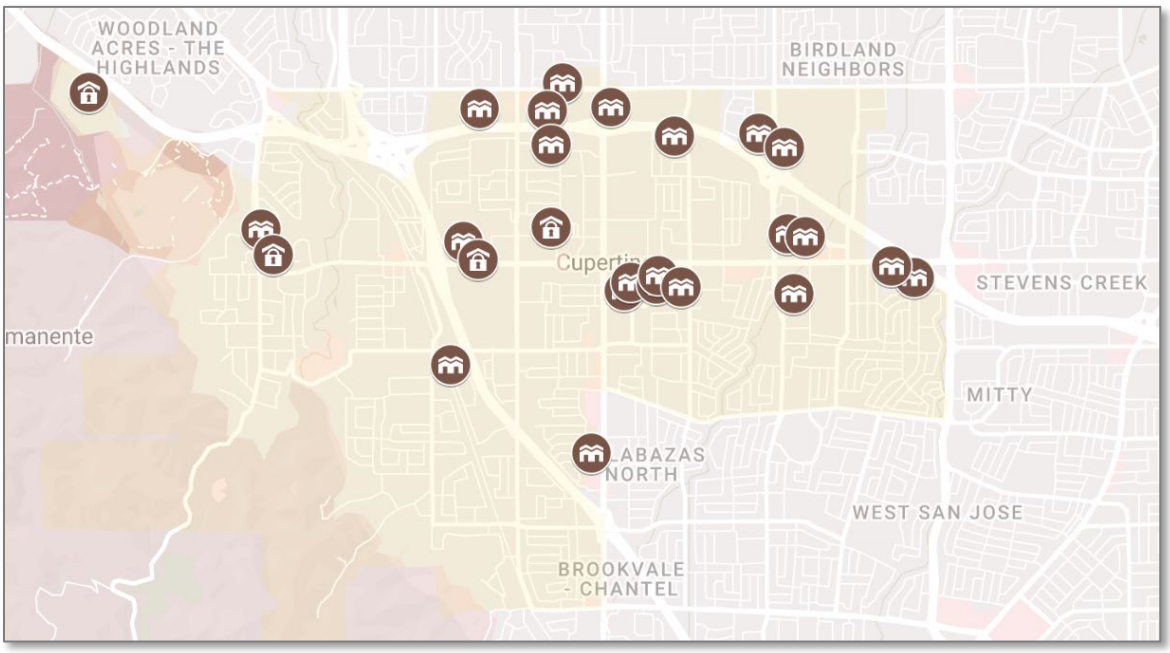


Figure 5.9: Senior Apartments (Single Roof Icons) and Multifamily Complexes (Double Roof Icons)

Location	Type of Location	Charger Level	Number of Ports
Arioso Apartments	Multifamily	Level 2	8
Aviare Apartments	Multifamily	Level 2	8
City Gate at Cupertino	Multifamily	Level 2	8
Cupertino City Center Apartments[1]	Multifamily	Level 2	8
Cupertino Park Center Apartments	Multifamily	Level 2	8
Foothill Heights Apartments	Multifamily	Level 2	8
Forge Homestead Apartments[2]	Multifamily	Level 2	8
Glenbrook Apartments	Multifamily	Level 2	8
Holloway Apartments	Multifamily	Level 2	8
Main Street Cupertino Lofts	Multifamily	Level 2	8
McClellan Terrace Apartments	Multifamily	Level 2	8
Nineteen800 Apartments[3]	Multifamily	Level 2	8
Shadow Oaks Apartments	Multifamily	Level 2	8
Siena Apartment Homes	Multifamily	Level 2	8
Sonter Apartments	Multifamily	Level 2	8
The Biltmore Apartments[4]	Multifamily	Level 2	8
The Hamptons Apartment Homes	Multifamily	Level 2	8
The Markham Apartments[5]	Multifamily	Level 2	8
The Podium Apartments	Multifamily	Level 2	8
The Pointe Apartments[6]	Multifamily	Level 2	8
The Villages at Cupertino	Multifamily	Level 2	8
Village Green Apartments	Multifamily	Level 2	8
Village Heights Apartments	Multifamily	Level 2	8
	TOTAL		**184**

Table 5.9: Serving Specific Communities – Multifamily

Notes:
1) Cupertino City Center currently has six Level 2 chargers
2) Forge Homestead has no chargers but is eligible for the IRS 30C Tax Credit
3) Nineteen800 Apartments currently has one Level 2 and two Level 3 chargers
4) The Biltmore currently has two Level 2 chargers
5) The Markham currently has two Level 2 chargers
6) The Pointe currently has two Level 2 chargers

5.10 Priority 5 – Serving Specific Communities: CalEnviroScreen Priority Area

The CalEnviroScreen priority area is defined as "the top 25% of census tracts experiencing disproportionate amounts of pollution, environmental degradation, and socioeconomic and public health conditions according to the Office of Environmental Health Hazard Assessment's CalEnviroScreen 4.0 tool." See the map in **Figure 5.10** below. As apparent from the map, no census tracts found within the City of Cupertino meet the criteria to be defined as a CalEnviroScreen Priority Area. Therefore, no charging locations are recommended for this item.

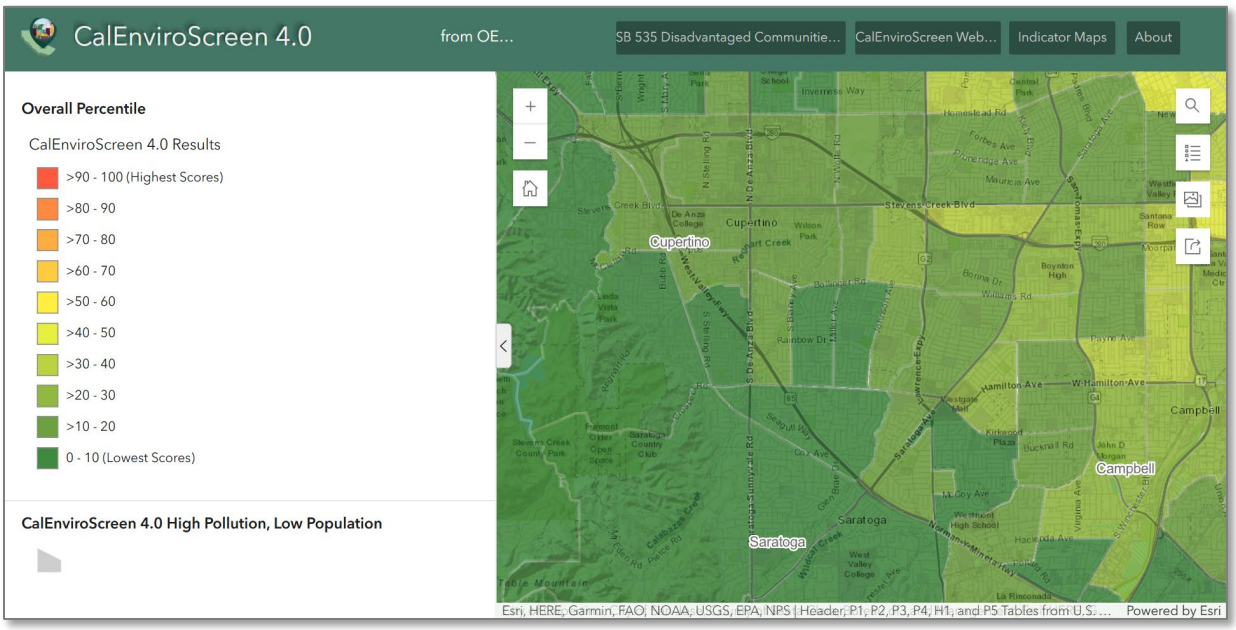


Figure 5.10: CalEnviroScreen Map Showing Results for City of Cupertino Census Tracts

Section 6: Results Summary, Recommendations and Next Steps

6.1 Results Summary

According to the data publicly available and provided in **Section 5.1** of this study, there are currently 223 Level 2 chargers and 48 Level EV chargers in the city for a total of 271 chargers (a ratio of 4.64 Level 2 to Level 3 chargers). Throughout **Section 5**, this study identified potential locations for an additional 518 Level 2 chargers and 162 Level 3 chargers for a total of 680 new chargers (a ratio of 3.20 Level 2 to Level 3 chargers). These results are summarized in **Table 6.1** on the following page. While the total is slightly less than the 719 recommended by the city's CAP 2.0, the net result is likely close as additional chargers were very probably added between the time the CAP was updated and the time this report was published. Although the Level 2 to Level 3 ratio of recommended new chargers is slightly higher than the current ratio, the long-term ratio is likely to be similar as the current recommendations prioritize NEVI-enabled Level 3 chargers and underestimate the number of Multifamily Level 2 chargers that will be needed eventually.

Category	Priority	Level 2	Level 3
NEVI Formula Grant Area	1	N/A	94
IRS 30C Tax Credit	1	8	
Public Parks / City Properties	2	78	
Shops/Restaurants/Hotels/Places of Worship	3	208	64
Employers/Campuses/Offices	4	TBD	TBD
Seniors	5	48	4
Underserved/Disabled/Low/Fixed Income	5	See IRS 30C Above	
Multifamily	5	176	
CalEnviroScreen	5	N/A	N/A
	TOTAL	**518**	**162**

Table 6.1: Net Number of New Chargers Recommended by Category and Priority Level

6.2 Recommendations and Next Steps

The following list shows recommendations for next steps for the City of Cupertino.

1) Pursue NEVI grants for Level 3 fast DC chargers in NEVI-supported areas for the specific locations shown in **Table 5.2** of this report. See the **Section 7 Appendix** for more information.

2) Collaborate with owner of Forge Homestead Apartments to pursue IRS 30C credit or a PG&E Multifamily Housing EV Charging Program grant for installation of Level 2 chargers onsite as per the line item in **Table 5.8** in the Multifamily section of this report. More information on both programs is available in the **Appendix** in **Section 7**.

3) Apply for upcoming CALeVIP (California Energy Commission Center for Sustainable Energy) grant program expected to open in 2025 for funding fast DC (Level 3) charging sites. See the **Section 7 Appendix** in this report for more information on this program.

4) Determine funding strategy for chargers on city-owned sites (primarily parks) per the map and table shown in **Section 5.4**. This could include public/private partnerships or city-provided funding from tax revenues.

5) Develop program to encourage the installation of chargers on private property – including workplaces, retail establishments, hotels, and apartment buildings (see the details provided in the maps and tables in **Sections 5.5, 5.6, 5.7** and **5.9**). This program could include public/private partnerships and/or subsidies to share the cost of installation.

Section 7: Appendix

7.1 Summary of Resources Included

This section includes information on the following programs and resources used in this study:

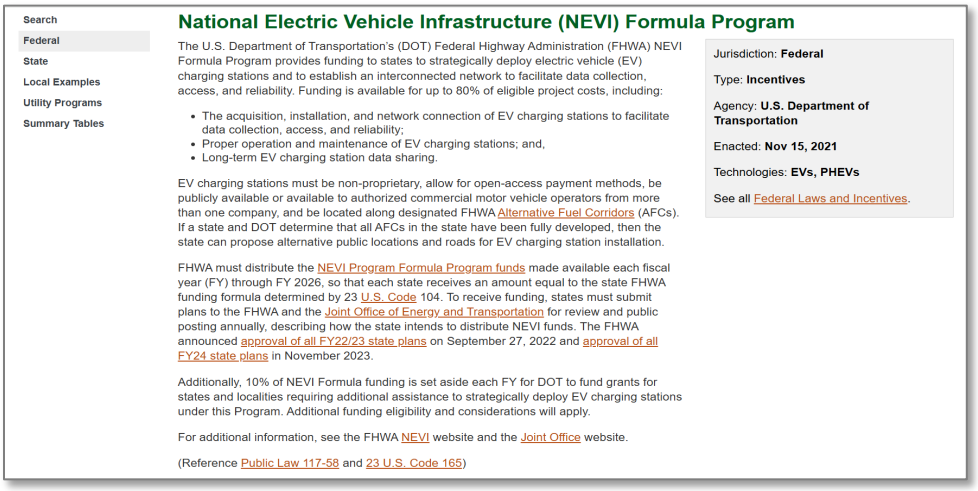
1) City of Cupertino Climate Action Plan (CAP) 2.0
2) City of Cupertino Boundaries
3) National Electric Vehicle Infrastructure (NEVI) Formula Program
4) CLEE UC Berkeley EV Equity Roadmap
5) California Energy Commission Zero Emissions Vehicles Dashboard
6) IRS 30C Tax Credit
7) Department of Energy Electric Vehicle Charging Locations
8) PlugShare
9) Charge Hub
10) US Census Bureau
11) Association of Bay Area Governments (ABAG) Equity Priority Communities
12) CalEnviroScreen Priority Areas
13) PG&E Multifamily Housing EV Charging Program
14) CALeVIP (California Energy Commission Center for Sustainable Energy) Grant Program

7.2 Information and Links

7.2.1 City of Cupertino Climate Action Plan (CAP) 2.0
https://www.cupertino.gov/files/assets/city/v/1/our-community/documents/cupertino-climate-action-p.pdf

7.2.2 City of Cupertino Boundaries
https://gis-cupertino.opendata.arcgis.com/datasets/water-service-boundaries/explore

7.2.3 National Electric Vehicle Infrastructure (NEVI) Formula Program



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National Electric Vehicle Infrastructure (NEVI) Formula Program

The U.S. Department of Transportation's (DOT) Federal Highway Administration (FHWA) NEVI Formula Program provides funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. Funding is available for up to 80% of eligible project costs, including:

- The acquisition, installation, and network connection of EV charging stations to facilitate data collection, access, and reliability;
- Proper operation and maintenance of EV charging stations; and,
- Long-term EV charging station data sharing.

EV charging stations must be non-proprietary, allow for open-access payment methods, be publicly available or available to authorized commercial motor vehicle operators from more than one company, and be located along designated FHWA Alternative Fuel Corridors (AFCs). If a state and DOT determine that all AFCs in the state have been fully developed, then the state can propose alternative public locations and roads for EV charging station installation.

FHWA must distribute the NEVI Program Formula Program funds made available each fiscal year (FY) through FY 2026, so that each state receives an amount equal to the state FHWA funding formula determined by 23 U.S. Code 104. To receive funding, states must submit plans to the FHWA and the Joint Office of Energy and Transportation for review and public posting annually, describing how the state intends to distribute NEVI funds. The FHWA announced approval of all FY22/23 state plans on September 27, 2022 and approval of all FY24 state plans in November 2023.

Additionally, 10% of NEVI Formula funding is set aside each FY for DOT to fund grants for states and localities requiring additional assistance to strategically deploy EV charging stations under this Program. Additional funding eligibility and considerations will apply.

For additional information, see the FHWA NEVI website and the Joint Office website.

(Reference Public Law 117-58 and 23 U.S. Code 165)

Jurisdiction: **Federal**

Type: **Incentives**

Agency: **U.S. Department of Transportation**

Enacted: **Nov 15, 2021**

Technologies: **EVs, PHEVs**

See all Federal Laws and Incentives.

NEVI Program Web Page, Alternative Fuels Data Center, U.S. Department of Energy
https://afdc.energy.gov/laws/12744

7.2.4 CLEE UC Berkeley EV Equity Roadmap
https://evmap.climateplans.org/

7.2.5 California Energy Commission Zero Emissions Vehicles Dashboard
https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/new-zev

7.2.6 IRS 30C Tax Credit
www.irs.gov/pub/irs-drop/appendix-b-list-of-2020-census-tract-boundary-30c-eligible-tracts-v2-1-4-2024.pdf.

7.2.7 Department of Energy Electric Vehicle Charging Locations
https://afdc.energy.gov/fuels/electricity-locations#/find/nearest?fuel=ELEC

7.2.8 PlugShare
https://www.plugshare.com/

7.2.9 Charge Hub
https://chargehub.com/en/

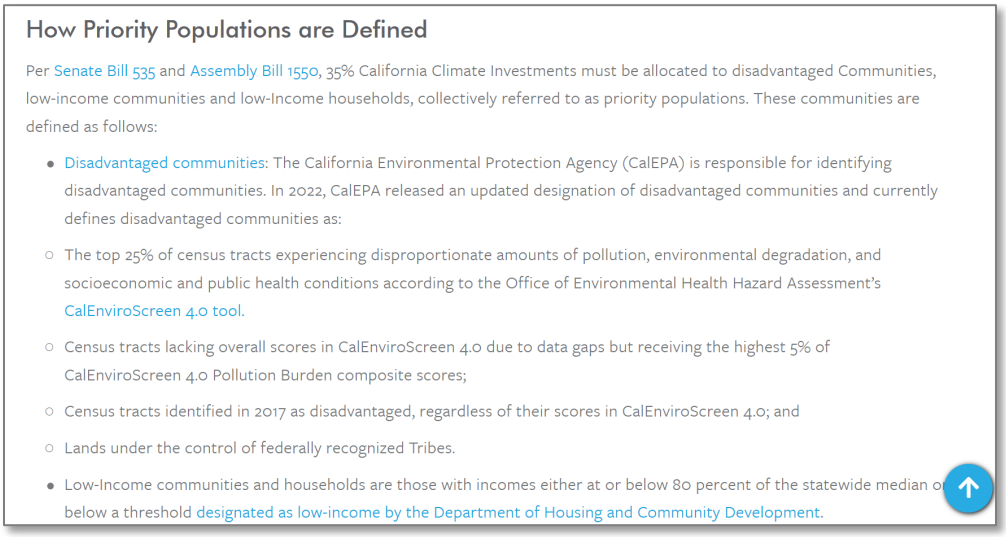
7.2.10 US Census Bureau QuickFacts
https://www.census.gov/quickfacts/fact/table/cupertinocitycalifornia/PST045222)

7.2.11 Association of Bay Area Governments (ABAG) Equity Priority Communities

https://abag.ca.gov/our-work/equity-priority-communities

7.2.12 CalEnviroScreen Priority Areas

https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/

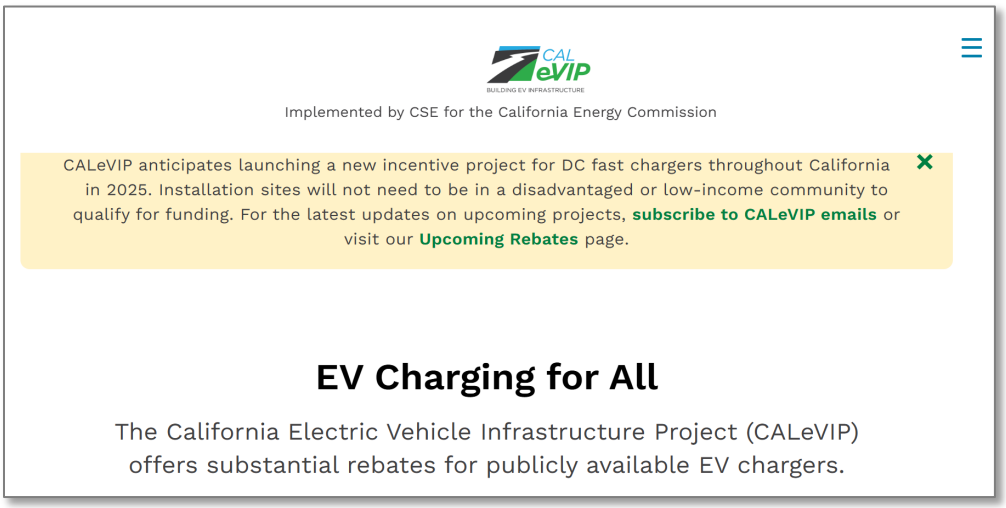


https://www.caclimateinvestments.ca.gov/priority-populations

7.2.13 PG&E Multifamily Housing EV Charging Program

https://www.pge.com/en/clean-energy/electric-vehicles/ev-charge-program/multifamily-housing-and-small-business-ev-charger-program.html

7.2.14 CALeVIP (California Energy Commission Center for Sustainable Energy) Grant Program



https://calevip.org