November 7, 2023

**GFO-23-602**

**Charging and Refueling Infrastructure for Transport in CALifornia Provided Along Targeted Highway Segments (CRITICAL PATHS)**

**Addendum 1**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-23-602.

The addendum includes the following revisions to the Solicitation Manual. Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

**Solicitation Manual**

1. **Section I.D KEY ACTIVITIES AND DATES**Key activities including dates and times for this solicitation are presented below. An addendum will be released if the dates change for the asterisked (\*) activities. Times listed are Pacific Standard Time or Pacific Daylight Time, whichever is being observed.

|  |  |
| --- | --- |
| **ACTIVITY** | **ACTION DATE** |
| Solicitation Release | September 26, 2023 |
| Pre-Application Workshop\* | October 10, 2023 |
| Deadline for Written Questions by 5:00 p.m.\* | October 13, 2023 |
| Anticipated Distribution of Questions/Answers | November [~~7~~]**9**, 2023 |
| Support for Application Submission in the Energy Commission Agreement Management System (ECAMS) until 5:00 p.m. | **Ongoing until** [**~~November 17, 2023~~**] **November 29, 2023** |
| **Deadline to Submit Applications by 11:59 p.m.\*** | [**~~November 17, 2023~~**] **November 29, 2023** |
| Anticipated Notice of Proposed Awards Posting | Week of February 5, **2024**[~~3~~] |
| Anticipated CEC Business Meeting | May 2024 |

1. **Section II.A APPLICANT REQUIREMENTS**
2. **Eligibility**

This solicitation is open to all public and private entities, Federally-recognized California Native American Tribes, and California Tribal Organizations serving Federally-recognized California Native American Tribes.

Ineligible applicants include investor-owned utilities.

[~~The Applicant does not need to have its company headquarters in California, but it must have at least one existing physical office within the State of California.~~]

1. **Section II.B PROJECT REQUIREMENTS**

5. A proposed charging station must be no farther than [~~100~~]**125** miles from Applicant’s other proposed charging stations in the application. A proposed hydrogen refueling station must be no farther than 300 miles from Applicant’s other proposed refueling stations in the application. If the proposed station includes both charging and refueling infrastructure, a similar station in the application must be within [~~100~~]**125** miles from the other to satisfy the charging station distance requirement.

1. **Section II.E ELIGIBLE PROJECT COSTS**

Costs incurred for the following are eligible for CEC reimbursement or as the Applicant’s match share.

1. For Electric Vehicle Charging Infrastructure
   * Electric vehicle charging station equipment
   * Transformers
   * Electric panels
   * Conduit
   * Wiring
   * Meters
   * Commercially available energy storage, renewable distributed energy resources (DER), and/or renewable energy generation equipment such as photovoltaic solar panels separately metered for electric charging
   * Installation costs
   * Utility service upgrades
   * Planning and engineering design
   * Network agreement with network provider
   * Stub-outs
   * Demand management equipment
   * Commissioning
   * Project management
   * Electric vehicle charging infrastructure workforce development and training (5% cap)
   * Equipment maintenance for term of the agreement
   * Extended warranties for term of the agreement
   * Signage
   * Engagement and outreach (5% cap)
2. For Hydrogen Refueling Infrastructure

* Compressors
* Dispenser with hose and nozzles
* High pressure hydrogen storage tubes **and liquid storage tanks**
  + Shipping
  + Installation costs
  + Planning and engineering design
  + Commissioning
  + Servicing
  + Project management
  + Hydrogen refueling infrastructure workforce development and training (5% cap)
  + Equipment maintenance for term of the agreement
  + Extended warranties for term of the agreement
  + Signage
  + Engagement and outreach (5% cap)

Applicants can review the EnergIIZE [Technology Catalog](https://www.energiize.org/infrastructure?section=infrastructure.more-details.technology) for a list of commercially-available electric vehicle charging infrastructure technologies that qualify as eligible costs, found at https://www.energiize.org/infrastructure?section=infrastructure.more-details.technology.

Costs incurred for the following are ineligible for reimbursement and match share cost. This is not an exhaustive list:

* AC Level 1 or Level 2 EVSE
* **Compressed natural gas (CNG) fueling infrastructure or any fueling infrastructure used to support vehicles other than MDHD battery electric or fuel cell electric vehicles**
* Fuel, including the cost of transporting fuel to station
* Off-site fueling infrastructure
* Cost of electricity/power
* Vehicle purchases and vehicle-related expenses
* Market, literature, or technology surveys, or meta-analysis studies
* Research, development, and demonstration
* Tests for regulatory compliance
* Marketing and promotional activities
* Software development
* Lab-scale research and validation
* Proof of concepts, functions, and prototype development
* Nonrenewable DERs
* Distribution grid or other equipment costs that are otherwise covered by programs or tariff rules of the electric utilities
* Projects that are mandated by any local, regional, state, or federal law, rule, or regulation
* Projects that help the Applicant meet a performance requirement mandated by local, regional, state, or federal law, rule, or regulation
* Paper studies or research projects (e.g., a study which assess the cost and feasibility of charging/refueling station installations along certain corridors)
* Surveys to determine interest in the installation of charging/refueling stations along certain corridors

The CEC will not reimburse for permitting, insurance, land purchases, or land leases. These expenses may be included as an Applicant’s match share.

Utility incentives for behind-the-meter infrastructure and rebates for charging equipment may be counted towards match share.

Other state, local, and federal funding (not related to corridor funding) may also be counted towards match share. See Match Funding Requirements below.

***NOTE: Costs incurred prior to executing an agreement will not be reimbursed by the CEC.***

**Brad Worster**

**Commission Agreement Officer**