**Questions and Answers**

**Charging Infrastructure for Government Fleets**

**GFO-23-606**

**March 26, 2024**

The following answers are based on California Energy Commission (CEC) staff’s interpretation of the questions received. It is the Applicant’s responsibility to review the purpose of the solicitation and to determine whether or not their proposed project is eligible for funding by reviewing the Eligibility Requirements within the solicitation. The CEC cannot give advice as to whether or not a particular project is eligible for funding, because not all proposal details are known.

**Applicant Eligibility**

**Q1.** **Do special district fleets count as eligible government fleets? For example, fleets owned or operated by water utility districts, sewer utility districts, sanitation districts, air districts, etc.**

A1. No. As clarified in the addended solicitation manual, “Special districts, such as water utility districts, sewer utility districts, sanitation districts or air districts are not considered government entities under this solicitation” (Section II.B.1, page 10-11, “Eligible Projects”, Solicitation Manual).

**Q2.** **Do public school district fleets count as eligible government fleets? Does this include public universities or public colleges?**

A2. No. As clarified in the addended solicitation manual, “Public school districts, including public colleges, public universities, and local education agencies are not considered government entities under this solicitation” (Section II.B.1, page 11, “Eligible Projects”, Solicitation Manual).

**Q3.** **Could a special district be a subrecipient or key project partner for a California county or California city given that the special district is governed independently from the city or county it is located in?**

A3. As clarified in the addended solicitation manual, “Special districts, such as water utility districts, sewer utility districts, sanitation districts or air districts are not considered government entities under this solicitation” (Section II.B.1, page 10, “Eligible Projects”, Solicitation Manual). While a special district can be a subrecipient or key project partner for an eligible government entity, the fleet(s) supported by the project must be owned, leased, and/or operated by a single, eligible government entity.

**Q4.** **Can LLCs bid on the project and subcontract work with contractors that have a license?**

A4**.** Yes, the solicitation manual states, “This solicitation is open to all public and private entities including California Native American Tribes, and California Tribal Organizations serving California Native American Tribes. Ineligible applicants include investor-owned utilities. The CEC encourages (but does not require) owners of the government fleet to be served to act as the primary applicant. The CEC notes that Electric Vehicle Service Providers may serve as the primary applicant. Please also note that primary applicants must forgo profit” (Section II.A., page 8, “Applicant Requirements”, Solicitation Manual).

**Q5.** **Can a single applicant submit multiple applications for the same government entity so long as the government fleets being supported are different?**

A5. Yes, as clarified in the addended solicitation manual, “Applicants may submit multiple applications under this solicitation. Each application must be separate and distinct (i.e. an applicant cannot submit multiple applications that serve the same fleet or fleets), and adhere to all requirements contained in this solicitation. A single application may include multiple fleets (e.g. Police Department fleets, Fire Department fleets, Parks and Recreation fleets, Waste Department fleets, etc.) owned, leased, and/or operated by the same government entity. See Section II.B.1. for definitions of government fleets and government entities” (Section I.H., page 3, “Maximum Number of Applications”, Solicitation Manual).

**Q6.** **Can multiple applicants submit their own applications that support fleets owned, leased and/or operated by the same government entity, so long as the government fleets being supported are different?**

A6. Yes, as clarified in the addended solicitation manual, “Applicants may submit multiple applications under this solicitation. Each application must be separate and distinct (i.e. an applicant cannot submit multiple applications that serve the same fleet or fleets), and adhere to all requirements contained in this solicitation... See Section II.B.1. for definitions of government fleets and government entities” (Section I.H., page 3, “Maximum Number of Applications”, Solicitation Manual).

**Q7.** **Could a regional agency such as a Joint Powers Agency (JPA) or Council of Governments (COG) submit an application that supports multiple government fleets?**

A7. A regional agency can submit an application that supports various government fleets, but each application must have only one government entity that owns, leases, and/or operates the fleets.

**Q8.** **As of September 30, 2023, it is required that local governments adopt the SolarAPP+ application. Does compliance with this regulation affect eligibility for the Government Fleets solicitation?**

A8. All projects under this solicitation must comply with all state and federal rules and regulations. Please see Section 22.a. of the standard terms and conditions on the [CEC Funding Resources webpage](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) (https://www.energy.ca.gov/funding-opportunities/funding-resources) for more details.

**Q9.** **How does the CEC define “single government entity” in the context of this GFO (Section B.1)?**

A9. As clarified in the addended solicitation manual, “A government entity refers to either a California county government, a California city government, and/or a tribal government within California” (Section II.B.1, page 10 “Eligible Projects”, Solicitation Manual).

**Q10.** **If a County contains multiple departments and special districts each with their own vehicle fleets and funding sources, could those fleets count as one “government fleet” for the purposes of this solicitation, if all such departments and special districts are governed by the same County Board of Supervisors?**

A10. As clarified in the addended solicitation manual, “Applicants may submit multiple applications under this solicitation. Each application must be separate and distinct (i.e. an applicant cannot submit multiple applications that serve the same fleet or fleets), and adhere to all requirements contained in this solicitation. A single application may include multiple fleets (e.g. Police Department fleets, Fire Department fleets, Parks and Recreation fleets, Waste Department fleets, etc.) owned, leased, and/or operated by the same government entity. See Section II.B.1. for definitions of government fleets and government entities” (Section I.H., page 3, “Maximum Number of Applications”, Solicitation Manual).

The solicitation manual also states, “Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) owned, leased, and/or operated by a single government entity.

A government fleet refers to a fleet of vehicles used to directly or indirectly serve the public.

A government entity refers to either a California county government, a California city government, and/or a tribal government fleet within California. Special districts, such as water utility districts, sewer utility districts, sanitation districts or air districts are not considered government entities under this solicitation. Public school districts, including public colleges, public universities, and local education agencies are not considered government entities” (Section II.B.1, page 10-11, “Eligible Projects”, Solicitation Manual).

**Q11.** **Can you please confirm that Federal Government fleets at facilities located in California are not eligible for this Grant program?**

A11. Confirmed, projects deploying electric vehicle charging to support a fleet owned, leased, and/or operated by a Federal Government entity are not eligible. As clarified in the addended solicitation manual, “Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) owned, leased, and/or operated by a single government entity.

A government entity refers to either a California county government fleet, a California city government, and/or a tribal government fleet within California. Special districts, such as water utility districts, sewer utility districts, sanitation districts or air districts are not considered government entities under this solicitation. Public school districts, including public colleges, public universities, and local education agencies are not considered government entities” (Section II.B.1, page 10-11, “Eligible Projects”, Solicitation Manual).

**Q12.** **Under the terms and conditions, there is an item about not currently being sued. As a local government entity, we are almost always in litigation for various items, but they would not impact ability to perform the project. Are we still eligible to apply?**

A12. The Applicant Declaration (Attachment 9) states the applicant, “Is not currently being sued by any entity (public or private) or individual, and is not aware of any information that reasonably indicates it may be sued by any entity or individual during the proposed agreement term, that in either case might reasonably be expected to materially impact the applicant’s ability to perform the proposed project”. So long as any existing lawsuits will not reasonably be expected to materially impact the applicant’s ability to perform the project, the applicant will be considered eligible.

**Q13.** **Can Tribes be a subrecipient under a City or County government?**

A13. Yes, however the project can only support the fleet or fleets owned, leased and/or operated by a single government entity. As clarified in the addended solicitation manual, “A government entity refers to either a California county government, a California city government, and/or a tribal government within California” (Section II.B.1, page 10, “Eligible Projects”, Solicitation Manual).

**Q14.** **Can a county include local cities in their application?**

A14. A county may involve one or more cities as project partners and/or subrecipients, however, as clarified in the addended solicitation manual, “Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) owned, leased, and/or operated by a single government entity.

A government entity refers to either a California county government fleet, a California city government, and/or a tribal government fleet within California. Special districts, such as water utility districts, sewer utility districts, sanitation districts or air districts are not considered government entities under this solicitation. Public school districts, including public colleges, public universities, and local education agencies are not considered government entities under this solicitation” (Section II.B.1, page 10-11, “Eligible Projects”, Solicitation Manual).

**Q15.** **Can Tribes apply together to reach the 100-port minimum?**

A15. No, as clarified in the addended solicitation manual, “Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) owned, leased, and/or operated by a single government entity” (Section II.B.1, page 10, “Eligible Projects”, Solicitation Manual).

**Project Eligibility**

**Q16.** **To maximize Oxnard's EV charging infrastructure opportunities, we are hoping to utilize secured funding from the Charging and Fueling Infrastructure (CFI) grant ($860,000) to be used as a 30% match for the CEC grant. The CFI award will provide publicly accessible EV charging stations at four municipal facility locations. Note that many of our fleet vehicles park at these municipal facilities and use the facilities as a domicile location. As a requirement of the solicitation, we will incorporate a reservation system for EV charging stations to ensure that fleet vehicles have primary access. This is in addition to the 100 EV charging ports installed within the Oxnard fleet yard. Will this plan be acceptable for this solicitation?**

A16. The CEC cannot give advice as to whether or not a particular project is eligible for funding, because not all proposal details are known.

**Q17.** **If chargers are made publicly available, can the applicant charge a fee to public users for use of the charging stations?**

A17. Yes, the applicant can charge a fee to public users. As clarified in the addended solicitation manual “Project chargers are not required to be made available to the public. If chargers are made available to the public, public charging must not limit the fleet’s ability to charge. Plans for ensuring public charging does not limit the fleet’s ability to charge should be explained in the Electric Vehicle Fleet Procurement and Charger Utilization Plan described in Section III.C.2. Fees for chargers made available to the public must be reasonable and may not exceed the costs of offering public charging” (Section II.B.3, page 11-12, “Project Location”, Solicitation Manual).

**Q18.** **Does an applicant need to have, or demonstrate future obtainment, of at least 100 vehicles?**

A18. No. The solicitation manual states the EV Fleet Procurement and Charger Utilization Plan should, “Explain how the number of chargers requested will support the expected number of electric vehicles in the fleet(s) over time. Describe anticipated charger utilization over the project’s timeline and identify how utilization will be maximized” (Section III.C.2.b, page 25, “Electric Vehicle Fleet Procurement and Charger Utilization Plan”, Solicitation Manual).

**Q19.** **If mobile, robotic chargers are implemented to meet the demand of the fleet, is there still a minimum port requirement?**

A19. Regardless of whether the chargers are mobile or stationary, a project must install a minimum of 100 charging ports.

**Q20.** **Does the EVSE need to be installed on property owned by the government entity, or can an applicant propose to install chargers in any locations where the fleet vehicles dwell?**

A20. As clarified in the addended solicitation manual, “All project locations must be identified at the time of application. All project locations must be at the domicile location/address of the government fleet or in locations where the government fleet vehicles are designated to dwell. The fleet “domicile” is defined as the vehicle’s “home base” or deployment location, where the vehicle normally stays overnight, returns after its route, or is parked when not in use. If a site is not owned by the government entity that owns, leases and/or operates the fleet, a site-host agreement must be in place indicating the government fleet vehicles are designated to dwell at the site” (Section II.B.3, page 11-12, “Project Location”, Solicitation Manual).

**Q21.** **Are municipal facilities such as City Hall, community parks, or** **libraries eligible locations for EV chargers in this solicitation?**

A21. As clarified in the addended solicitation manual, “All project locations must be identified at the time of application. All project locations must be at the domicile location/address of the government fleet or in locations where the government fleet vehicles are designated to dwell. The fleet “domicile” is defined as the vehicle’s “home base” or deployment location, where the vehicle normally stays overnight, returns after its route, or is parked when not in use. If a site is not owned by the government entity that owns, leases and/or operates the fleet, a site-host agreement must be in place indicating the government fleet vehicles are designated to dwell at the site. Project chargers are not required to be made available to the public. If chargers are made available to the public, public charging must not limit the fleet’s ability to charge. Plans for ensuring public charging does not limit the fleet’s ability to charge should be explained in the Electric Vehicle Fleet Procurement and Charger Utilization Plan described in Section III.C.2. Fees for chargers made available to the public must be reasonable and may not exceed the costs of offering public charging” (Section II.B.3, page 11-12, “Project Location”, Solicitation Manual).

**Q22.** **Can the stations be located outside the city or county property?**

A22. As clarified in the addended solicitation manual, “All project locations must be identified at the time of application. All project locations must be at the domicile location/address of the government fleet or in locations where the government fleet vehicles are designated to dwell. The fleet “domicile” is defined as the vehicle’s “home base” or deployment location, where the vehicle normally stays overnight, returns after its route, or is parked when not in use. If a site is not owned by the government entity that owns, leases and/or operates the fleet, a site-host agreement must be in place indicating the government fleet vehicles are designated to dwell at the site. Project chargers are not required to be made available to the public. If chargers are made available to the public, public charging must not limit the fleet’s ability to charge. Plans for ensuring public charging does not limit the fleet’s ability to charge should be explained in the Electric Vehicle Fleet Procurement and Charger Utilization Plan described in Section III.C.2. Fees for chargers made available to the public must be reasonable and may not exceed the costs of offering public charging” (Section II.B.3, page 11-12, “Project Location”, Solicitation Manual).

**Q23.** **Can stations serve multiple fleets at one location?**

A23. Yes, a single site may serve multiple fleets. As clarified in the addended solicitation manual, “Include a table that shows the numbers and types of chargers being installed at each project site, what fleet(s) the chargers are supporting, and the costs of the chargers” (Section III.C.2, page 25, “Project Description”, Solicitation Manual). Charger utilization should be described in the Fleet Procurement and Charger Utilization Plan.

**Q24.** **Does the 100-port minimum only apply to Level 2 charging ports?**

A24. No, the 100-port minimum applies to both Level 2 and DCFC ports. The solicitation manual states, “A project must install a minimum of 100 charging ports. A project can be comprised of installations at multiple project sites and for multiple fleets under the same government entity” (Section II.B.2, page 11, “Minimum Port Count”, Solicitation Manual).

 The solicitation manual also states, “Applications must include Level 2 (L2), Direct Current Fast Chargers (DCFC), or any combination of these charger types. Chargers may be mobile (not grid connected) or stationary. Specific requirements for charging equipment are listed in Section II.B.6.” (Section II.B.1, page 11, “Eligible Projects”, Solicitation Manual).

**Q25.** **Can several projects, across various cities and jurisdictions, be combined to achieve the 100-port minimum?**

A25. No. As clarified in the addended solicitation manual, “Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) owned, leased, and/or operated by a single government entity” (Section II.B.1, page 10, “Eligible Projects”, Solicitation Manual).

**Eligible Costs**

**Q26.** **Are charger network costs (I.e. one-time upfront costs to provide access to the charging network/software for the charging equipment) considered eligible costs under this solicitation?**

A26. Yes, networking costs are eligible as CEC or match share during the term of the agreement.

**Q27.** **Can rebates and incentives count as match funding if those rebates and incentives are not ratepayer-funded utility installation incentives?**

A27. Yes, as long as the rebates and incentives do not come from other CEC funding sources or through a utility program, tariff, or other ratepayer funding (Section II.C., “Match Share Restrictions”, page 18-20, and Section II.D. “Unallowable Costs”, page 20-21, Solicitation Manual).

**Q28.** **Is funding under this solicitation stackable with other funding from local, state, federal, and/or utility services? Does this include LCFS credits?**

A28. Yes, as long as the rebates and incentives do not come from other CEC funding sources or through a utility program, tariff, or other ratepayer funding (Section II.C., “Match Share Restrictions”, pages 18-20, and Section II.D. “Unallowable Costs”, pages 20-21, Solicitation Manual). Projects receiving LCFS credits are eligible.

**Q29.** **If EVSE lease costs are allowed for reimbursement, can the government entity seek reimbursement for lease costs for the entire life of the installed charger if those costs are pre-paid to the lessor during the term of the grant (Section II.B.7)?**

A29. Leased equipment is only eligible for reimbursement for the term of the agreement. The solicitation manual states, “All reimbursable expenditures must be expended within the approved term of the grant agreement” (Section III.C.5.a.3., page 28, “Budget Forms”, Solicitation Manual). The solicitation manual also states, “The Budget must reflect estimates for actual costs to be incurred during the approved term of the agreement” (Section III.C.5.b., page 29, “Budget Forms”, Solicitation Manual).

**Q30.** **Can the CEC please clarify if local city or county permit costs for EVSE are reimbursable under this grant, or are such permit costs only allowed as a match share expenditure?**

A30. The solicitation manual states, “the following are not eligible for CEC reimbursement but may be included as an Applicant’s match share: …Processes to comply with otherwise applicable legal requirements (e.g., permits from the local authority having jurisdiction (AHJ) and compliance with the Americans with Disabilities Act (ADA))” (Section II.B.7., page 15, “Eligible Project Costs”, Solicitation Manual).

The solicitation manual also states, “Applicants must budget for permits, insurance, etc. CEC will not reimburse expenditures for permitting or insurance. However, these expenditures can be included as match share expenditure” (Section III.C.5.2.a.5., Page 29, “Budget Forms”, Solicitation Manual).

**Q31.** **Can grid resiliency infrastructure, such as a zero-emission generator using fuel cell technology, battery energy storage systems, and/or solar panels be eligible for reimbursement?**

A31. The solicitation manual states, “The following are not eligible for CEC reimbursement but may be included as an Applicant’s match share: Renewable distributed energy resources capable of providing independent or supplemental power to the EV chargers. Eligible renewable distributed energy resources include photovoltaic solar photovoltaic and wind and if desired can be coupled with a battery energy storage system. Any of these systems must be interconnected to the charging system and must be separately metered from the site host's regular business meter” (Section II.B.7., page 13, “Eligible Project Costs”, Solicitation Manual).

**Q32.** **Would costs related to managed charging and/or bidirectional charging be considered eligible costs?**

A32. Yes, managed charging and bidirectional charging equipment would be considered “demand management equipment” which is an eligible reimbursable cost (Section II.B.7., page 14, “Eligible Project Costs”, Solicitation Manual).

**Q33. The solicitation lists "demand management equipment" as costs eligible for reimbursement in Section B.7. If a government entity fleet installs advanced demand management software in existing DCFC, can the cost of that software be reimbursed, and can that DCFC "count" towards the 100 charging port minimum in this solicitation?**

A33. No, only charging equipment installed through the project will count toward the 100-charging port minimum. The solicitation manual states “A project must install a minimum of 100 charging ports” (Section II.B.2, page 11, “Eligible Projects”, Solicitation Manual).

**Q34.** **Is the electrical infrastructure needed for the chargers an eligible reimbursable expense?**

A34. Yes, the solicitation manual states, “Costs incurred for the following are eligible for CEC reimbursement or as the Applicant’s match share:

* EVSE
* Applicant’s cost-share of utility installation:
	+ Transformers
* Electric panels
	+ Conduit
	+ Wiring
	+ Meters

• Installation costs

• Planning and engineering design costs

• Stub-outs (i.e. exposed conduit for connection of future charging infrastructure)

• Demand management equipment

* + - Maintenance, or maintenance agreement for term of the agreement
		- Lighting and signage”

(Section II.B.7., page 14, “Eligible Project Costs”, Solicitation Manual).

**Q35.** **We have a design close to 100% completion. Would the cost associated with the efforts already been done be considered to the total cost?**

A35. No, eligible match share costs can only be incurred after the Notice of Proposed Awards is released, and eligible reimbursable costs can only be incurred after the grant has been executed. The solicitation manual states, “All reimbursable expenditures must be expended within the approved term of the grant agreement. Expenditures may be counted as match share only after CEC notifies the Applicant that its project has been proposed for an award through the release of a Notice of Proposed Awards (NOPA). However, match expenditures incurred after release of the NOPA but prior to the execution of a grant agreement are made solely at the Applicant’s own risk” (Section III.C.5.2.a.3., page 29, “Budget Forms”, Solicitation Manual).

**Q36.** **Can the match funds include costs already incurred or paid where our application would be to expand charging stations at a site?**

A36. No, the solicitation manual states “All reimbursable expenditures must be expended within the approved term of the grant agreement. Expenditures may be counted as match share only after CEC notifies the Applicant that its project has been proposed for an award through the release of a Notice of Proposed Awards (NOPA). However, match expenditures incurred after release of the NOPA but prior to the execution of a grant agreement are made solely at the Applicant’s own risk” (Section III.C.5.2.a.3., page 29, “Budget Forms”, Solicitation Manual).

**Q37.** **Can the value of the land that the charging stations are being installed upon be considered match funds, and if so, would this be considered “cash” or in-kind match funds?**

A37. The solicitation manual states, “Applicant in-kind match share can be in the form of volunteer labor, real property, existing equipment, existing supplies, services provided by a third-party or subcontract, and other expendable property. The value of in-kind match is based on the fair market value of the goods and services provided at the time it is claimed as match” (Section II.C.3., page 18, “In-Kind Match Share”, Solicitation Manual).

The solicitation manual also states, “Donated property may be claimed as match based on the fair market value of renting or leasing the property. Fair market value is based on rental costs of comparable property (if any), market conditions in the area, alternatives available and the type, life expectancy, condition, and value of the property.” (Section II.C.4., page 19, “Match Share Restrictions”, Solicitation Manual).

For existing property owned by the grant recipient, the solicitation manual states, “Applicants may use the property’s depreciation expense as a method to allocate the value of the property to the project. Valuation will need to be documented to support the initial acquisition costs as well as the method of depreciation.” (Section II.C.4., page 19, “Match Share Restrictions”, Solicitation Manual).

Additionally, the solicitation manual states, “Valuation of Land – Land cannot be depreciated. If the value of land is claimed as match, the Applicant must provide documentation to support a fair market value for the use of the land (i.e., rent or lease cost) for the time period it is used. Appraised value of land cannot be used since this represents the full value of the land if it is sold which includes value beyond the term of the proposed project” (Section II.C.4., page 19, “Match Share Restrictions”, Solicitation Manual).

**Q38.** **Can the funding be used for architecture and engineering for site design or is it specifically for the EV stations hardware?**

A38. Yes, the solicitation manual states “Costs incurred for the following are eligible for CEC reimbursement or as the Applicant’s match share:

* EVSE
* Applicant’s cost-share of utility installation:
	+ Transformers
* Electric panels
	+ Conduit
	+ Wiring
	+ Meters

• Installation costs

• Planning and engineering design costs

• Stub-outs (i.e. exposed conduit for connection of future charging infrastructure)

• Demand management equipment

* + - Maintenance, or maintenance agreement for term of the agreement
		- Lighting and signage”

(Section II.B.7., page 14, “Eligible Project Costs”, Solicitation Manual).

**Q39.** **Can future proofing for the site which will later include medium- and heavy-duty vehicles be eligible as match funding?**

A39. No. Match and CEC funds are for projects that will provide electric vehicle charging infrastructure forlight-duty government fleets**.**

**Q40.** **Can a third-party partner in the private sector provide match share and/or be reimbursed for eligible expenses including installation and operation and maintenance?**

A40. Yes, entities in the private sector are eligible as primary recipients or subrecipients and may provide match funding and may be reimbursed for eligible expenses.

**Q41.** **In addition to lighting and signage is the more general category “provisions for security” acceptable for CEC reimbursement and Applicant’s match share?**

A41. No, the solicitation manual states, “Costs other than those listed as eligible for CEC reimbursement or as match share, are not eligible as reimbursement or match share” (Section II.B.7., page 15, “Eligible Project Costs”, Solicitation Manual).

**Other**

**Q42.**  **The solicitation manual states on page 10 that “All deployments must be at existing structures or facilities and involve negligible or no expansion of existing or former use.” Can you define what “negligible or no expansion of existing or former use” means?**

A42. The requirement that all deployments involve negligible or no expansion of existing or former use is being removed from this solicitation. However, note that the requirement that all deployments be at existing structures or facilities remains. Therefore, new construction sites are not eligible. Project sites must be located at existing facilities as that is interpreted under CEQA. For purposes of eligibility under this solicitation, partially-built structures or facilities (at the time of application) are not considered “existing.” See California Environmental Quality Act (CEQA) Worksheet (Attachment 6) and Section III.D.10. “CEQA Worksheet (Attachment 6)” on page 31-33 of the addended Solicitation Manual for more information.

**Q43.** **The solicitation manual states on page 12 that “If a project is proposed with a mix of L2s and DCFCs, a weighted average will be used to calculate the average cost per charger type and will determine the maximum CEC funds the project is eligible for.” Can you provide an example of how this weighted average will be used?**

A43. If a project proposed to install a mix of DCFC ports and L2 ports, the evaluation committee will look at the budget to determine whether the cost caps for either port type have been exceeded. To do this, the evaluation committee will add the total amount spent on EVSE (i.e. the costs for the chargers alone) for one port type with a fraction of the remaining costs (for installation, operation, etc.) based on the same fraction of the number of ports of that type. For example, if a project installs 25 DCFC ports and 75 Level 2 ports (i.e. 25% DCFC and 75% Level 2), and the budget reflects the EVSE for the DCFC ports is $90,000 per port, the EVSE for the L2 ports is $7,000 per port, and the remaining costs total $200,000, the evaluation committee will assume $50,000 (25%) of the remaining costs are going to DCFC-associated costs and $150,000 (75%) of the remaining costs are going toward L2-associated costs. This would mean each DCFC costs an average of $92,000 and each L2 costs an average of $9,000. Both are within the respective cost caps and thus are eligible for reimbursement.

**Q44.** **The solicitation manual states on page 26, “Estimate the greenhouse gas (GHG) emissions in terms of grams of CO2 equivalent that will be avoided if the project is implemented. Provide all assumptions. Calculate the benefit-cost score, defined as the ratio of grams of CO2 equivalent reduction per dollar of CEC investment for the proposed project term.” Does CEC recommend a specific formula/calculation to use?**

A44. No, the applicant should however provide all assumptions, including the formulas or calculations used.

**Q45.** **The solicitation manual states on page 26, “Calculate and show the reimbursable cost per charger and cost per dispensed kilowatt-hour. Document your assumptions.” Does CEC recommend a specific formula/calculation to use? Also, is this cost per kilowatt-hour dispensed throughout the entire project life between all fleet vehicles using the program-funded charging infrastructure, or throughout the life of the chargers, etc.?**

A45. No, the applicant may use any calculation they prefer to indicate the cost per kilowatt-hour, as long as all assumptions, including the formulas or calculations used are provided.

**Q46.** **Can you confirm that medium- and heavy-duty vehicles cannot be counted for charging needs? If so, how will this affect project costs? For example, would the medium- and/or heavy-duty (MD/HD) charger costs, such as additional labor costs for more complex installations or larger transformers/electrical capacity, need to be removed from the total project costs applied for under the grant?**

A46. Only costs related to infrastructure that supports light-duty government fleets are eligible project costs. Light-duty is defined in this solicitation as on-road vehicles with a gross vehicle weight rating of 10,000 pounds or less. No work or costs related to medium- and/or heavy-duty infrastructure or charging capability should be included in the proposed project.

**Q47.** **Though only light-duty vehicles are eligible fleets under this solicitation,** **can program-funded chargers incidentally charge the government fleet’s MD/HD vehicles, specifically vehicles that must be in compliance with the Advanced Clean Fleets regulation?**

A47. While the solicitation does not prohibit medium- and heavy-duty zero-emission vehicles from being able to use the chargers, non-light-duty zero-emission government fleet vehicles must not interfere with the light-duty fleet’s ability to charge. Additionally, no work or costs related to MD/HD infrastructure or charging capability should be included in the proposed project. Light-duty is defined in this solicitation as on-road vehicles with a gross vehicle weight rating of 10,000 pounds or less.

 As clarified in the addended solicitation manual, “The purpose of the Charging Infrastructure for Government Fleets Solicitation is to:

• Support electrification of light-duty government fleets in California by providing reliable and readily accessible electric vehicle charging infrastructure dedicated for these fleets”

(Section I.A., page 1, “Purpose of Solicitation”, Solicitation Manual).

Proposed projects must demonstrate that the infrastructure installed through the project is needed to address EV charging needs of the light-duty government fleet(s) being served.

**Q48.** **Will there be additional or future solicitations that address charging for government vehicles, specifically including smaller cities, special districts, UCs and/or MDHD fleet vehicles?**

A48. There is currently not another active CEC solicitation focused on government fleets, special districts, or UCs. However, please subscribe to our [CEC list](https://www.energy.ca.gov/subscriptions) (https://www.energy.ca.gov/subscriptions), to receive updates on future opportunities.

**Q49.** **Does this program run annually?**

A49. No, this a one-time solicitation. There may or may not be additional, similar solicitations in the future.

**Q50.** **What is the process/timeline to receive grant funds?**

A50. This is a reimbursement solicitation, meaning grant recipients will submit invoices to the CEC for reimbursement of actual costs incurred during the approved term of the agreement.

**Q51.** **What type of information is required from awardees to the CEC when submitting invoices?**

A51. Please see budget category guidance located on the [CEC website](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) (https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) for detailed information on backup documentation required for invoices.

**Q52.** **Does this solicitation cover hydrogen fleets or is there a separate solicitation?**

A52. No, only EV charging infrastructure is eligible under this solicitation. Assembly Bill 126 reauthorized funding for the Clean Transportation Program until July 1, 2035, and directed the CEC to allocate no less than 15 percent of the amount of funds appropriated by the Legislature to fund hydrogen refueling stations for light-, medium-, or heavy-duty vehicles until July 1, 2030. Assembly Bill 126 also requires that the CEC release annual solicitations for hydrogen refueling stations within 90-days of the start of each fiscal year, July 1, until July 1, 2030. For more information on solicitations supporting hydrogen vehicle infrastructure, please visit the CEC website and/or subscribe to our CEC list through the [CEC website](https://www.energy.ca.gov/subscriptions) to receive updates on future opportunities (https://www.energy.ca.gov/subscriptions).

**Q53.** **Is the CEC requiring chargers to have OCPP certification at the time of application, or is it acceptable for them to be certified by the time of installation?**

A53. OCPP certification must be obtained by the time of installation.

**Q54.** **Is there a confirmation that we can be given that this funding will not be pulled back after the applications are submitted or after work is completed?**

A54. The solicitation manual states, “It is CEC’s policy not to solicit applications unless there is a bona fide intention to award an agreement. However, if it is in the State’s best interest, CEC reserves the right, in addition to any other rights it has, to do any of the following:

• Cancel this solicitation;

• Revise the amount of funds available under this solicitation;

• Amend this solicitation as needed; and/or

• Reject any or all applications received in response to this solicitation”

(Section V.D., page 44, “Solicitation Cancellation and Amendments”, Solicitation Manual).

**Q55.** **Obtaining quotes for electrical service upgrades takes several months. As such I doubt if the service upgrade costs will be available prior to April 5th for our grant application. As such how should be proceed**

A55. The proposal budget should include estimated project costs at the time of application. If awarded, estimated budget costs may be adjusted to meet market values, within reason, without exceeding the approved award amount through minor amendments. Please see budget category guidance located on the [CEC website](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) (https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg), and/or Section III.C.5. of the Solicitation Manual (page 28-30) for more information.

**Q56.** **What happens if the total project cost is increased after award due to factors like inflation/etc.? Alternatively, what if the total project cost is decreased after award due to project savings?**

A56. The proposal budget should include estimated project costs at the time of application. If awarded, estimated budget costs may be adjusted to meet market values, within reason, without exceeding the approved award amount through minor amendments. Unspent funds at the end of the project will revert to the original funding source. Please see budget category guidance located on the [CEC website](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) (https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg), and/or Section III.C.5. of the Solicitation Manual (page 28-30) for more information.

**Q57. What happens if the match share funding is cancelled/reduced following award and project start?**

A57. If match funding is cancelled or reduced prior to the execution of the grant agreement and the recipient is unable to secure additional sources of match funding, the proposed award may be withdrawn. If match funding is cancelled or reduced during the term of the project and the recipient is unable to secure additional sources of match funding, the award may be terminated. Please see the standard terms and conditions on the [CEC Funding Resources webpage](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) (https://www.energy.ca.gov/funding-opportunities/funding-resources) for more details.

**Q58.** **Generally, all budget items must be approved by our governing board, in this case the City Council who approves purchases of this magnitude. As such, line item budget amounts for this project cannot be approved unless awarded. As such, what form of verification and availability of matching funds would be sufficient? Would a letter of intent from the mayor or city council suffice?**

A58. A match fund commitment letter can demonstrate intent to commit match funding. The solicitation manual states, “Any match share contributors (including the Applicant and/or a third party) must identify the intended amount of match that will be committed to the project, the funding source(s), and state that the match share contributor will provide the identified match funding. Letters of commitment from match share contributors must contain a telephone number and email address to allow CEC to contact the match share partner or representative to confirm their authority to commit matching funds to the proposed project” (Section III.C.8.b., page 31, “Match Share Contributors Letters of Commitment”, Solicitation Manual).

**Q59.** **I would like to get clarification on the requirement which states “Provide customer support and dispatching services within 10 days”. Is the local government agency responsible for providing customer service and dispatching services or is that the responsibility of the charging station company?**

A59. Customer support and dispatching services can be provided by the primary applicant, a subrecipient or vendor.

**Q60.** **Over what time period do you expect equipment to be deployed? Is there an option for time extensions for delays that are out of the applicant’s control prohibiting the project from meeting the June 30, 2028 deadline?**

A60. The solicitation manual states, “All work must be scheduled for completion by no later than June 30, 2028 to allow timely processing of final invoices before the liquidation date of CEC funds” (Section III.C.4., page 28, “Schedule of Products and Due Dates”, Solicitation Manual).

**Q61.** **What type of organizations are considered “Key Project Partners” (e.g. contractors and/or utility companies?**

A61. The Scope of Work Instructions (Attachment 2) states, “Key Partners are participants in the Project who are not receiving Energy Commission funds and are not providing Match Funds but are integral to the outcome of the Project. Key Partners may be providing space, testing facilities, demonstration sites or may be a manufacturer or other implementer of the Project results. Individual key employees from the Key Partner organizations are listed under “Key Personnel.” “Key Partners” are company names” (Attachment 2, Section II., page 2, “Key Name List”, Scope of Work Instructions).

**Q62.** **If a contractor is considered a “Key Project Partner”, is it an issue if the contractor needs to be changed during the project?**

A62. No, however the recipient must notify the Commission Agreement Manager for any changes to key project partners. If a change or removal of a key project partner has an impact on the scope of the project, the CEC may reassess the project and/or funding amount.

**Q63.** **Please explain how the 30% match requirement differs from the 50% cash match requirement.**

A63. If, for example, the total project costs are $5 million, then at least 30%, or $1.5 million must come from the applicant’s match share. Of that $1.5 million, 50% ($750,000) must be cash rather than in-kind.

The solicitation manual states, “Applications must include a minimum 30 percent total match share for this solicitation. “Match funding” or “match share” means cash or in-kind (non-cash) contributions provided by the Applicant/Recipient, subrecipients, or other parties that will be used in performance of the proposed project. Match share percentage is calculated by dividing the total match share contributions by the total allowable project cost. “Total allowable project cost” is the sum of the CEC’s reimbursable share and Recipient’s match share of the project costs.

Applications must include a minimum 50 percent cash match share. Cash match means the net of any funds actually expended by the Applicant for the project. Net means after any sort of discount or rebate is applied. Expenditures for Applicant’s compensated labor hours, including allowable fringe benefit and overhead rates, travel, materials, supplies, equipment, subrecipient costs, and other miscellaneous expenditures may be claimed as cash match if the expenditures are included in the approved agreement budget, paid in full with funding sources other than grant funds, and supported with appropriate documentation, including proof of payment. For indirect overhead, backup documentation, such as a cost allocation plan based on actual expenditures incurred and paid, is required. Cost allocations must be reasonable and allocable to the proposed project.

The balance of the total match share requirement beyond the cash match share requirement (if any) may be met through in-kind match share contributions.

In-kind match share contributions are: 1) non-cash contributions provided by the Applicant; 2) cash or non-cash contributions provided by subrecipients; and 3) cash or non-cash contributions provided by other third parties. Applicant in-kind match share can be in the form of volunteer labor, real property, existing equipment, existing supplies, services provided by a third-party or subcontract, and other expendable property. The value of in-kind match is based on the fair market value of the goods and services provided at the time it is claimed as match. In-kind match share must be included in the agreement budget and supported with appropriate documentation. Cost allocations must be reasonable and allocable to the proposed project.”

(Section II.C., page 16-18, “Match Funding Requirements”, Solicitation Manual)

**Q64.** **If a government entity is the Applicant, does the government entity have to identify the third-party provider of the EVSE, or is the government Applicant permitted to launch a Request for Proposals (RFP) to competitively select a third-party provider of the EVSE after the Notice of Proposed Award (NOPA)?**

A64. It is not required that the subcontractor(s) and/or vendor(s) be named at the time of application, but subcontractor roles should be identified in the project narrative.

**Q65.** **Does the EVSE equipment need to be specified prior to applying?**

A65. The specific vendors of equipment are not required to be specified at the time of application, however the applicant needs to identify how many of each charger type (L2 or DCFC) will be installed in the project.

**Q66.** **Please provide a definition for “demand management equipment” as referenced in section II.B.7.**

A66. Demand management equipment refers to equipment or technologies that control power to charging ports based on the needs of the charging system in order to intelligently limit electrical demand in response to price signals or grid or other electrical infrastructure conditions.

**Q67.** **Our city has never had CEC grant but has DWR and FEMA grants (Engineering dept) among others. If the fleet department is the applicant and they don’t have any other grants, should they say “none” in references?**

A67. The application manual states, “Applicants must complete and submit a separate Past Performance Reference Form for each CEC agreement (e.g., contract, grant or loan) received by the Applicant in the last 10 years, including ongoing agreements, and the 5 most recent agreements with other public agencies within the past 10 years” (Section III.C.12., page 33, “Past Performance Reference Form(s)”, Solicitation Manual).

The application manual also states, “Any Applicant that does not have an active or prior agreement should state so in the project narrative. Having no active or prior agreement equates to no severe performance issues and therefore would pass the Past Performance Screening Criteria” (Section IV.A.4., page 36, “Applicant’s Past Performance Screening Criteria”, Solicitation Manual).

**Q68.** **For past performance reference form, should the information include only completed grant awards, or should current grant awards be included as well?**

A68. The application manual states, “Applicants must complete and submit a separate Past Performance Reference Form for each CEC agreement (e.g., contract, grant or loan) received by the Applicant in the last 10 years, including ongoing agreements, and the 5 most recent agreements with other public agencies within the past 10 years” (Section III.C.12., page 33, “Past Performance Reference Form(s)”, Solicitation Manual).

**Q69.** **Can you provide additional information (e.g. minimum content) regarding the required O&M Plan (Attachment 15)?**

A69. The solicitation manual states, “Applicants must submit an Operation and Maintenance (O&M) Plan, limited to three pages, detailing operation and maintenance of charging equipment for at least six years after the beginning of operation, to meet the requirements described in the Scope of Work (Attachment 1). The O&M Plan should address, but is not limited to, preventive and corrective maintenance, recordkeeping, and reporting. The O&M Plan should describe plans to maximize uptime, including availability of qualified technicians and replacement parts; remote monitoring, diagnostics, updates, and repairs; minimizing response time when an error is detected; proactive and ongoing efforts to ensure interoperability of chargers and vehicles; customer service, including processes for customers to report that a charger is not operational; and site host training, if applicable.

The O&M Plan must explain how the customer service project requirements will be met (see Scope of Work (Attachment 1)).

The O&M Plan must address maintenance of the charging station pedestals, and all ancillary equipment, including but not limited to any awnings, canopies, shelters, and information display kiosks or signage associated with the charging station. “Maintain,” as used in this solicitation means “to provide all needed repairs or desired and approved alteration, as well as to clean the equipment and keep it safe, clean, and presentable”

(Section III.C.14., page 34, “Operation and Maintenance Plan”, Solicitation Manual).

 Applicants should also refer to section IV.E.7., page 41, “Operation and Maintenance Plan” in the solicitation manual for details on how the Operation and Maintenance Plan will be scored.

**Q70.** **If a charger has dual ports, is the CEC cost cap doubled?**

A70. No, the cost cap is by port and not per charging unit. The solicitation manual states, “For the purposes of this solicitation, a charging port can distribute electrical energy for the purpose of charging an electric vehicle independently of other ports on the same charger” (Section II.B.2, page 11, “Minimum Port Count”, Solicitation Manual).

 The solicitation manual also states, “This solicitation will implement cost caps for both L2 chargers, and DCFCs, regardless of whether mobile or stationary, as described below:

• L2 Chargers: Projects may average no more than $12,500 in CEC funds per charging port installed. This cost cap includes all CEC funded costs associated with installing a charging station.

• DCFCs: Projects may average no more than $100,000 in CEC funds per charging port installed. This cost cap includes all CEC funded costs associated with installing a charging station”

 (Section II.B.5, page 12, “Charger Cost Caps”, Solicitation Manual).

**Q71.** **Can staff-owned or personal employee vehicles be considered part of the fleet?**

A71. Staff-owned vehicles would not be considered government fleet vehicles. The solicitation manual states, “A government fleet refers to a fleet of vehicles used to directly or indirectly serve the public” (Section II.B.1., page 10, “Project Requirements”, Solicitation Manual).

**Q72.** **Can charge port adapters be used to meet the port count?**

A72. No, the solicitation manual states, “A project must install a minimum of 100 charging ports. A project can be comprised of installations at multiple project sites and for multiple fleets under the same government entity. For the purposes of this solicitation, a charging port can distribute electrical energy for the purpose of charging an electric vehicle independently of other ports on the same charger” (Section II.B.2., page 11, “Minimum Port Count”, Solicitation Manual).

**Q73.** **For this solicitation, does the CEC require that all 100 charging ports be new installations, or can refinements and additions on existing EVSE charging ports count towards the 100-charging port minimum?**

A73. No, only new port installations will count toward the 100-charging port minimum. The solicitation manual states, “A project must install a minimum of 100 charging ports” (Section II.B.2., page 11, “Minimum Port Count”, Solicitation Manual).

**Q74.** **Will the CEC consider treating a low power DCFC as an L2 for grant and match fund purposes ($12,500 in funding per port)?**

A74. No, the solicitation manual defines a DCFC as, “Equipment that provides charging through a direct-current plug, typically at a rate of 50 kilowatts or higher” (Section V.A., page 43, “Definition of Key Words”, Solicitation Manual).

 The solicitation manual further specifies, “Each DCFC port must be capable of outputting at least 150 kW of power. DCFC dual-port chargers must be capable of outputting at least 150 kW of power from each port simultaneously” (Section II.B.6., page 13, “Charging Equipment”, Solicitation Manual).

**Q75.** **If L2 chargers are capable of 6.2kW output, may the actual kW output during charging sessions be below 6.2kW? For example, if a charger is capable of putting out 6.2kW, but engineers have determined a 6kW output during charging sessions would be more reliable would deliver a more reliable charging experience, is that okay with the CEC?**

A75. While ports may operate at a lower power level based on the charging demand and utilization of load management systems, all ports must be *capable* of outputting 6.2kW of power simultaneously. The solicitation manual states, “Each L2 port must be capable of outputting at least 6.2 kilowatts (kW) of power. L2 dual-port chargers must be capable of outputting at least 6.2 kW of power from each port simultaneously” (Section II.B.6., page 12, “Charging Equipment”, Solicitation Manual).

**Q76.** **Can chargers be either grid-connected or not grid-connected?**

A76. Yes, there is no requirement for chargers to be grid-connected. Please note however, renewable distributed energy resources capable of providing independent or supplemental power to the EV chargers are not eligible for CEC reimbursement but may be included as an Applicant’s match share (Section II.B.7., page 14-15, “Eligible Project Costs”, Solicitation Manual).

**Q77.** **Are Resumes (Attachment 12) required for all those included in the contact list?**

A77. The solicitation manual states, “Applicants must include resumes for key personnel identified in the proposal. “Key personnel” are individuals that are critical to the project due to their experience, knowledge, and/or capabilities. Resumes are limited to a maximum of 2 pages each” (Section III.C.6., page 30, “Resumes”, Solicitation Manual).

**Q78.** **Is AB 2061 compliance required for chargers installed after Jan 1, 2024 (as written) or 2025?**

A78. The solicitation manual states, “Requirements for Charging Equipment Installed After January 1, 2024. In addition to the other requirements set forth in this solicitation, the terms and conditions applicable to the Applicant and the law, electric vehicle chargers and charging stations installed on or after January 1, 2024 must comply with recordkeeping and reporting standards which CEC is currently in the process of developing. As background, AB 2061 (Ting, Chapter 345, Statutes of 2022) and Cal. Pub. Resources Code sect. 25231.5 require the CEC, in consultation with the CPUC, to develop recordkeeping and reporting standards for electric vehicle chargers and charging stations. CEC is working to develop regulations in compliance with AB 2061. Other requirements, including but not limited to uptime and operation and maintenance requirements, may also be adopted by regulation. Once these regulations are finalized, chargers which are installed on or after January 1, 2024, including chargers installed under agreements resulting from this solicitation” (Section II.B.7., page 15-16, “Eligible Project Costs”, Solicitation Manual).

**Q79.** **Is there a list of vendors or subcontractors, or pathways to partner with these entities?**

A79. Empower Innovation is a free online networking platform designed specifically for the clean tech community, which provides an opportunity for individuals and organizations to connect for possible partnering opportunities. ​Please visit the [Empower Innovation website](https://www.empowerinnovation.net/en/custom/funding/directory) (https://www.empowerinnovation.net/en/custom/funding/directory) for more information.

 Please note that reference to any specific entity or services on the Empower Innovation website does not constitute an endorsement or recommendation of the entity or services by the CEC.

**Q80.** **Are projects required or encouraged to support a certain percentage of disadvantaged and/or low-income communities?**

A80. While there is no requirement on the percentage of sites or installations that must occur in a disadvantaged and/or low-income community, installations in these sites are highly encouraged. Applicants should discuss benefits to these communities in their project narrative. See section III.C.2.a., page 25, “Project Description” and section III.C.2.c., page 25-26, “Project Benefits” in the solicitation manual for more information.

**Q81.** **Can the chargers installed under this grant be used to charge plug-in hybrid electric fleet vehicles, which have a minimum electric range?**

A81. Yes, infrastructure installed through the project may charge hybrid electric vehicles. As clarified in the addended solicitation manual, an “electric vehicle” is defined as, “A vehicle that is either partially or fully powered on electric power received from an external power source. For the purposes of this Agreement, this definition does not include golf carts, electric bicycles, or other micromobility devices” (Section V.A., page 43, “Definition of Key Words”, Solicitation Manual).

**Q82.** **Are signatures on application materials waived?**

A82. The solicitation manual states, “The CEC may have waived the requirement for a signature on application materials for this solicitation. If a notice regarding CEC’s waiver of the signature requirement appears here: https://www.energy.ca.gov/funding-opportunities/solicitations, the waiver applies to this solicitation. In the event of a conflict between the notice and any language in this solicitation regarding signatures, the notice will govern” (Section III.C.13, page 34, “Applicant Declaration”, Solicitation Manual).

**Q83.** **Do project chargers need to meet CARB contactless payment requirements?**

A83. If the charger installed meets the definition of publicly available and requires the payment of a fee to charge, it is required to comply with the requirements of HSC 44268.2 and CARB’s EVSE standards regulation.

CARB’s EVSE Standards Regulation was modified by the passage of Senate Bill (SB)123 (Chapter 52, Statutes of 2023). SB 123 amended HSC 44268.2 to state the following:

*“ (3) (A) An electric vehicle charging station that requires payment of a fee and that is first installed or first made publicly available on or after the effective date of this paragraph, at a minimum, shall provide both of the following:*

*(i) A contactless payment method that accepts major credit and debit cards. For purposes of this clause, “contactless payment method” means a secure method for consumers to purchase services using a debit card, credit card, smartcard, or another payment device, by using radio frequency identification (RFID) technology and near-field communication (NFC).”*

This amendment sets the requirement for contactless credit payment capabilities on chargers.

CARB’s EVSE standards regulation defines publicly available as:

*““Publicly available Electric Vehicle Supply Equipment (publicly available EVSE, publicly available DCFC EVSE, or publicly available Level 2 EVSE)” means an EVSE and associated parking space or spaces designated by a property owner or lessee to be available to, and accessible by, the public for any period of time. An EVSE designated by a lessee or a property owner to be available only to customers or visitors of the business is a publicly available EVSE for purposes of this chapter. EVSE and associated parking spaces located in parking garages or gated facilities are considered publicly available for purposes of this chapter if any member of the public can obtain vehicular access to the facility for free or through payment of a fee.*

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*If an EVSE and associated parking space is made available to the public for only limited time periods, that EVSE and associated parking space is considered a publicly available EVSE during those limited time periods only, and must comply with this chapter during those limited time periods.*

*A publicly available EVSE does not include:*

*(i)*

*A workplace EVSE and its associated parking space if it is clearly marked and operated as available exclusively to employees or contracted drivers. For the purposes of this chapter, “contracted drivers” includes participating drivers, as that term is defined in Public Utilities Code section 5431, regardless of the physical accessibility of the EVSE to the public;*

*(ii)*

*An EVSE and associated parking spaces reserved exclusively to residents, tenants, visitors, or employees of a private residence or common interest development; or a residential building adjacent to a private residence; or*

*(iii)*

*An EVSE provided by a manufacturer of electric vehicles for the exclusive use by vehicles it manufactures.”*

**Q.84** **Does a single government entity need to have one federal tax id number?**

A84. Yes, an entity should have one federal tax id number.

**Q85.** **What page of the solicitation/scope of work document highlights the 97% uptime requirement)?**

A85. The Operations task on page 16 of the Scope of Work (Attachment 1) states, “The Recipient shall: Ensure that the charging port uptime for each charging port installed in the project is at least 97 percent of each year for six years after the beginning of operation.”

**Q86.** **Can applicants use local or regional disadvantaged community designations?**

A86. The manual states, “Disadvantaged communities are census tracts that score within the top 25th percentile of California Environmental Protection Agency CalEnviroScreen 4.0 scores and include areas of high pollution and low population, such as ports” (Section V.A., page 43, “Definition of Key Words”, Solicitation Manual).

**Q87.** **What are the rules surrounding an infrastructure as a service model?**

A87. Projects may utilize charging-as-a-service models.

**Q88.** **Is “ISO 15118 ready” different than “ISO 15118 compliant”?**

A88. No. ISO 15118 ready means a charger is capable of, at minimum:

1. Powerline carrier (PLC) based high-level communication as specified in ISO 15118-3.
2. Secure management and storage of keys and certificates.
3. Transport Layer Security (TLS) version 1.2; additional support for TLS 1.3 or subsequent versions is recommended to prepare for future updates to the ISO 15118 standard.
4. Remotely receiving updates to activate or enable ISO 15118 use cases.
5. Connecting to a backend network.
6. Selecting the appropriate communication protocol used by the vehicle.

For more information about ISO 15118, please see “[CEC Recommendation for Deployment of ISO 15118-Ready Chargers](https://efiling.energy.ca.gov/GetDocument.aspx?tn=241955#:~:text=ready%20hardware%20designs.-,CEC%20staff%20recommends%20that%20charging%20providers%20pursue%20widespread%20deployment%20of,on%20market%20indicators%20described%20below)” on the CEC’s 19-AB-2127 docket (https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=19-AB-2127).

**Q89.** **I wanted to confirm whether an applicant can seek funds to implement chargers for fleets that includes vehicles that are leased by the government or vehicles that are leased by a contractor operating a turn-key service on behalf of the government?**

A89. As clarified in the addended solicitation manual, “Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) owned, leased, and/or operated by a single government entity” (Section II.B.1., page 10, “Eligible Projects”, Solicitation Manual). An eligible government entity must be the entity leasing the vehicles.