California Energy Commission
November 18, 2026 Business Meeting
Backup Materials for Greenlane Infrastructure, LLC

The following backup materials for the above-referenced agenda item are available in this PDF packet as listed below:

1. Proposed Resolution
2. Grant Request Form
3. Scope of Work

CALIFORNIA ENERGY COMMISSION

PROPOSED RESOLUTION: Greenlane Infrastructure, LLC

RESOLUTION NO: 26-1118-XX

RESOLVED, that the State Energy Resources Conservation and Development Commission (CEC) adopts the staff CEQA findings contained in the Agreement or Amendment Request Form (as applicable); and

RESOLVED, that the CEC approves Agreement ZVI-26-003 with Greenlane Infrastructure, LLC for a $2,107,088 grant. This project will install two public, single-port Megawatt Charging System electric vehicle (EV) chargers to support medium- and heavy-duty EVs in Colton; and

FURTHER BE IT RESOLVED, that the Executive Director or their designee shall execute the same on behalf of the CEC.

APPROVED AND ADOPTED this 18 day of November 2026, by the following vote:

AYE:
NAY:
ABSENT:
ABSTAIN:

CERTIFICATION

The undersigned Secretariat to the CEC does hereby certify that the foregoing is a full, true, and correct copy of a resolution duly and regularly approved and adopted by affirmative vote of the CEC at a meeting held on November 18, 2026.

Kim Todd
Secretariat

GRANT REQUEST FORM (GRF)

A. New Agreement Number

IMPORTANT: New Agreement # to be completed by Contracts, Grants, and Loans Office.

New Agreement Number: ZVI-26-003

B. Division Information

1. Division Name: Fuels and Transportation
2. Agreement Manager: Serena Gu
3. MS-10
4. Phone Number: (916) 244-9673

C. Recipient's Information

1. Recipient's Legal Name: Greenlane Infrastructure, LLC

D. Title of Project

Title of project: Megawatt Depot Charging Expansion at Colton to Support the Future of Zero-Emission Freight Operations

E. Term and Amount

1. Start Date: 11/18/2026
2. End Date: 09/15/2028
3. Amount: $2,107,088

F. Business Meeting Information

1. Are the ARFVTP agreements $75K and under delegated to Executive Director? No
2. The Proposed Business Meeting Date: 11/18/2026
3. Consent or Discussion? Discussion
4. Business Meeting Presenter Name: Serena Gu
5. Time Needed for Business Meeting: 5 minutes
6. The email subscription topic is: Clean Transportation Program

Project Description:

Greenlane Infrastructure, LLC. Proposed resolution approving agreement ZVI-26-003 with Greenlane Infrastructure, LLC for a $2,107,088 grant, and adopting staff's recommendation that this action is exempt from CEQA. This project will install two (2) public, single-port Megawatt Charging System electric vehicle (EV) chargers to support medium- and heavy-duty EVs in Colton, CA.

G. California Environmental Quality Act (CEQA) Compliance

1. **Is Agreement considered a "Project" under CEQA?**
   Yes

   If yes, skip to question 2.

   If no, complete the following (PRC 21065 and 14 CCR 15378) and explain why Agreement is not considered a "Project":

Agreement will not cause direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment because: If Agreement is considered a "Project" under CEQA skip to question 2. Otherwise, provide explanation.

2. **If Agreement is considered a "Project" under CEQA answer the following questions.**

a) Agreement **IS** exempt?

Yes

Statutory Exemption?

No

If yes, list PRC and/or CCR section number(s) and separate each with a comma. If no, enter "None" and go to the next question.

PRC section number: None

CCR section number: None

Categorical Exemption?

Yes

If yes, list CCR section number(s) and separate each with a comma. If no, enter "None" and go to the next question.

CCR section number: CCR Tit. 14, § 15301

Reasons why project is exempt:

Cal. Code Regs., tit. 14, Section 15301 Existing Facilities provides that the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment or topographical features which involve negligible or no expansion of use beyond that existing at the time of the responsible agency's determination, are categorically exempt from the provisions of the California Environmental Quality Act (CEQA). The project involves the installation of two Megawatt Charging System (MCS) charging dispensers, one MCS power cabinet, and associated switchgear and electrical equipment, at an existing charging center in Colton. At the existing charging center, there are 12 400kw CCS pull-through chargers and 29 240kw CCS bobtail chargers. The proposed MCS chargers and associated equipment will be installed on an existing pull-through lane that was installed in the original construction of the site. No trenching will be needed as the chargers will be connected to prefabricated footings serviced by existing trenches for cabling. The project will not affect any visual resources, such as protected trees or historic resources. The installation of MCS chargers does not expand the project boundaries, alter site land use, disturb previously undeveloped areas, or change the approved operation of the facility. The additional charging equipment will be installed entirely within the existing charging facility using areas and infrastructure that were designed and constructed as part of the original facility development. This project is therefore categorically exempt from the provisions of CEQA under section 15301 of the CEQA Guidelines, and will not have a significant effect on the environment.

Additionally, the project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies; does not involve any cumulative impacts of

successive projects of the same type in the same place that might be considered significant; does not involve unusual circumstances that might have a significant effect on the environment; will not result in damage to scenic resources within a highway officially designated as a state scenic highway; the project site is not included on any list compiled pursuant to Government Code section 65962.5; and the project will not cause a substantial adverse change in the significance of a historical resource. Therefore, none of the exceptions to categorical exemptions listed in CEQA Guidelines section 15300.2 apply to this project, and this project will not have a significant effect on the environment.

Common Sense Exemption? 14 CCR 15061 (b) (3)

No

If yes, explain reason why Agreement is exempt under the above section. If no, enter "Not applicable" and go to the next section.

Not applicable

b) Agreement **IS NOT** exempt.
IMPORTANT: consult with the legal office to determine next steps.

No

If yes, answer yes or no to all that applies. If no, list all as "no" and "None" as "yes".

Additional Documents	Applies
Initial Study	No
Negative Declaration	No
Mitigated Negative Declaration	No
Environmental Impact Report	No
Statement of Overriding Considerations	No
None	Yes

H. **Is this project considered "Infrastructure"?**
Yes

I. Subcontractors

List all Subcontractors listed in the Budget (s) (major and minor). Insert additional rows if needed. If no subcontractors to report, enter "No subcontractors to report" and "0" to funds. **Delete** any unused rows from the table

Subcontractor Legal Company Name	CEC Funds	Match Funds
No subcontractors to report	$ 0	$ 0

J. Vendors and Sellers for Equipment and Materials/Miscellaneous

List all Vendors and Sellers listed in Budget(s) for Equipment and Materials/Miscellaneous. Insert additional rows if needed. If no vendors or sellers to report, enter "No vendors or sellers to report" and "0" to funds. **Delete** any unused rows from the table.

Vendor/Seller Legal Company Name	CEC Funds	Match Funds
TBD	$1,193,088	$903,038
Daimler Truck North America	$914,000	$0

K. Key Partners

List all key partner(s). Insert additional rows if needed. If no key partners to report, enter "No key partners to report." **Delete** any unused rows from the table.

Key Partner Legal Company Name
City of Colton Electric Utility

L. Budget Information

Include all budget information. Insert additional rows if needed. If no budget information to report, enter "N/A" for "Not Applicable" and "0" to Amount. **Delete** any unused rows from the table.

Funding Source	Funding Year of Appropriation	Budget List Number	Amount
Greenhouse Gas Reduction Fund	2023-24	601.4CTI	$**$2,107,088**

TOTAL Amount: $2,107,088

R&D Program Area: Not applicable

Explanation for “Other” selection Not applicable

Reimbursement Contract #: Not applicable

Federal Agreement #: Not applicable

M. Recipient’s Contact Information

1. Recipient’s Administrator/Officer

Name: Michael Neward

Address: 3101 Ocean Park Blvd. Ste. 100

City, State, Zip: Santa Monica, CA 90405

Phone: (442)515-2548

E-Mail: michael.neward@drivegreenlane.com

2. Recipient’s Project Manager

Name: Andrea Pratt

Address: 3101 Ocean Park Blvd. Ste. 100

City, State, Zip: Santa Monica, CA 90405

Phone: (425)480-6880

E-Mail: andrea.pratt@drivegreenlane.com

N. Selection Process Used

There are three types of selection process. List the one used for this GRF.

Selection Process	Additional Information
Competitive Solicitation #	GFO-24-612
First Come First Served Solicitation #	Not Applicable
Other	Not Applicable

O. Attached Items

1. List all items that should be attached to this GRF by entering “Yes” or “No”.

Item Number	Item Name	Attached
1	Exhibit A, Scope of Work/Schedule	Yes
2	Exhibit B, Budget Detail	Yes
3	CEC 105, Questionnaire for Identifying Conflicts	Yes

Item Number	Item Name	Attached
4	Recipient Resolution	No
5	Awardee CEQA Documentation	Yes

Approved By

Individuals who approve this form must enter their full name and approval date in the MS Word version.

Agreement Manager: Vivian Nguyen

Approval Date: 8/7/2026

Office Manager: Elizabeth John

Approval Date: 8/12/2026

Deputy Director: Melanie Vail

Approval Date: 8/27/2026

SCOPE OF WORK
Exhibit A

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Electric Vehicle Infrastructure Training Program (EVITP) Certification and Type Approval Requirements
3		Utilities Coordination
4		Engineering
5	X	ESVE Equipment Procurement
6	X	Construction and Commissioning
7		Conduct Community Outreach
8		Operations and Reliability
9		Other Data Collection and Analysis
10		Project Fact Sheet

KEY NAME LIST

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
1	Andrea Pratt, Greenlane Infrastructure, LLC (Greenlane) Michael Neward, Greenlane		
2	Michael Neward, Greenlane		
3	Michael Neward, Greenlane		
4	Andrea Pratt, Greenlane Michael Neward, Greenlane		City of Colton Electric Utility
5	Michael Neward, Greenlane		
6	Michael Neward, Greenlane		
7	Michael Neward, Greenlane		

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
8	Andrea Pratt, Greenlane Michael Neward, Greenlane		
9	Michael Neward, Greenlane		
10	Andrea Pratt, Greenlane Michael Neward, Greenlane		

GLOSSARY

Specific terms and acronyms used throughout this scope of work are defined as follows:

Term/ Acronym	Definition
AB	Assembly Bill
AC Level 2	Alternating current. A charger that operates on a circuit from 208 volts to 240 volts and transfers AC electricity to a device in an electric vehicle (EV) that converts AC to direct current to charge an EV battery.
ADA	Americans with Disabilities Act
API	Application programming interface. A type of software interface that offers service to other pieces of software. An API allows two or more computer programs to communicate with each other.
Battery Energy Storage	Technology that stores electrical energy in batteries for later use, helping to stabilize the electric grid by balancing supply and demand, integrating renewable energy sources, and providing backup power during outages or peak demand periods.
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer
CEC	California Energy Commission

Term/ Acronym	Definition
Charger	A device with one or more charging ports and connectors for charging EVs. Also referred to as electric vehicle supply equipment (EVSE). This definition excludes any charger used solely for private use at a single-family residence or a multifamily dwelling with four or fewer dwelling units.
Charging network	A collection of chargers located on one or more property(ies) that are connected via digital communications to manage the facilitation of payment, the facilitation of electrical charging, and any related data requests.
Charging network provider	The entity that provides the digital communication network that remotely manages the chargers. Charging network providers may also serve as charging station operators and/or manufacture chargers.
Charging port	The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time.
Charging session	The period after a charge attempt during which the EV is allowed to request energy. Charging sessions can be terminated by the customer, the EV, the charger, the charging station operator, or the charging network provider.
Charging station	The area in the immediate vicinity of one or more chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. A charging station could comprise only part of the property on which it is located.
Charging station management system	A system that may be used to operate a charger, to authorize use of the charger, or to record or report charger data, such as by using OCPP.
Charging station operator	The entity that owns the chargers and supporting equipment and facilities at one or more charging stations. Although this entity may delegate responsibility for certain aspects of charging station operation and maintenance to subcontractors, this entity retains responsibility for operation and maintenance of chargers and supporting equipment and facilities. In some cases, the charging station operator and the charging network provider are the same entity.
Connector	The device that attaches an EV to a charging port in order to transfer electricity.

Term/ Acronym	Definition
Corrective maintenance	Maintenance that is carried out after failure detection and is aimed at restoring an asset to a condition in which it can perform its intended function.
CPR	Critical Project Review
CTP	Clean Transportation Program
DCFC	Direct current fast charger. A charger that enables rapid charging by delivering direct-current (DC) electricity directly to an EV's battery.
Depot	Type of “home base” behind-the-fence location where a vehicle is typically kept when not in use (usually parked on a nightly basis).
Downtime	A period of time that a charger is not capable of successfully dispensing electricity or otherwise not functioning as designed.
DSA	Data Sharing Agreement
EV	Electric vehicle. 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.
EVITP	Electric Vehicle Infrastructure Training Program. It provides training and certification for electricians installing electric vehicle supply equipment.
EVSE	Electric vehicle supply equipment. A charger as defined.
Excluded DCFCs	DCFCs that are exempt from the reliability requirements of the CEC’s EV Charger Data and Reliability Standards (California Code of Regulations, Tit. 20, Div. 2, Chap. 12, Article 2). Excluded DCFCs include, but are not limited to, the following: • Fleet chargers • Off-grid chargers • Private residential chargers • Research chargers • Temporary chargers
Fleet Charger	A charger that is not publicly available, as defined, is not installed at a single-family residence or a multifamily dwelling, as defined, and either: a. The charger is used solely to charge commercial vehicles, as defined in section 260 of the California Vehicle Code, registered to the charging station operator or their contractors or subcontractors; or b. The charger is used solely to charge commercial vehicles and the charger is not accessible to charge except for those with a preexisting contract or preexisting access agreement with the charging station operator that guarantees a minimum uptime during the period of the contract or access agreement.

Term/ Acronym	Definition
FTD	Fuels and Transportation Division
GFO	Grant Funding Opportunity
Hardware	The machines, wiring, and other physical components of an electronic system including onboard computers and controllers.
Inoperative state	The charger or charging port is not operational.
Installed	Attached or placed at a location and available for use for a charging session. The date a charger is installed is the date it is first available for use for a charging session.
Interoperability	Successful communication between the software, such as the software controlling charging on the EV and the software controlling the charger. Interoperability failures are communication failures between the EV and charger that occur while the software of each device is operating as designed. Interoperability failure leads to failed charging sessions.
Maintenance	Any instance in which preventive or corrective maintenance is carried out on equipment.
Multifamily Dwelling	Real property that is improved with, or consisting of, one or more buildings containing more than one dwelling unit that is intended for human habitation, excluding single-family residences as defined.
MCS	Megawatt Charging System. A high-power charger designed for deploying +1 Megawatt that enables rapid charging by delivering direct-current (DC) electricity directly to an EV's battery.
Networked	A charger can receive or send commands or messages remotely from or to a charging network provider or is otherwise connected to a central management system, such as by using OCPP 2.0.1, for the purposes of charger management and data reporting.
Nonnetworked charger	A charger that is not networked.
OCPP	Open Charge Point Protocol. An open-source communication protocol that specifies communication between chargers and the charging networks that remotely manage the chargers.
Off-grid charger	A charger that does not draw power from an electric utility as defined in Public Resources Code section 25108, at any time.
Operational	Or “up.” A charging port’s hardware and software are both online and available for use, or in use, and the charging port is capable of successfully dispensing electricity.
Operative state	The charger is operational.

Term/ Acronym	Definition
Preventative maintenance	Maintenance that is performed on physical assets to reduce the chances of equipment failure and unplanned machine downtime.
Primary Vehicle Type	A vehicle type depending on the gross vehicle weight rating (GVWR) such as "light duty" or "LD" (GVWR <= 10,000), "medium duty" or "MD" (10,000 < GVWR <= 26,000), "heavy duty" or "HD" (GVWR > 26,000).
Private	Charging ports located at parking space(s) that are privately owned and operated, often dedicated to a specific driver or vehicle (for example, a charging port installed in a garage of a single-family home).
Private residential charger	A charger used solely for private use by residents of a residential real property containing four or fewer dwelling units, or any charger used solely for private use by residents of a single unit of a residential real property containing more than four dwelling units for which one or more of the residents of that unit would be the exclusive charging station operator(s) or site host(s) of the charger.
Public	Charging ports located at parking space(s) designated by the property owner or lessee to be available to and accessible by the public.
Publicly available charger	A charger and associated parking space or spaces designated, such as by a property owner or lessee, to be available to, and accessible by, the public for any period of time. A charger designated, such as by a property owner or a lessee, to be available only to customers or visitors of the business is a publicly available charger for purposes of this chapter. Chargers 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. If a charger and associated parking space is made available to the public for only limited time periods, that charger and associated parking space is considered a publicly available charger. A publicly available charger does not include any of the following: (A) A workplace charging station if it is clearly marked and operated as available exclusively to the organization's employees or independent contractors. (B) A charger 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. (C) A charger provided by a manufacturer of electric vehicles for the exclusive use by vehicles it manufactures. (D) A research charger, as defined in this section.

Term/ Acronym	Definition
Recipient	Greenlane Infrastructure, LLC
Research Charger	A charger that is attached or placed solely to dispense electricity for testing or research; it is neither a fleet charger nor publicly available charger; and it is not used for workplace charging.
Residential real property containing four or fewer dwelling units	A single-family residence or a multifamily dwelling containing four or fewer dwelling units.
RSA	Registered Service Agency. An entity that repairs a commercial device that is registered with the California Department of Food and Agriculture Division of Measurement Standards.
Shared Private	Charging ports located at parking space(s) designated by a property owner or lessee to be available to, and accessible by, employees, tenants, visitors, and residents. Examples include workplaces and shared parking at multifamily residences.
Single-family residence	A detached or semi-detached (semi-attached, side-by-side) residence, duplex, triplex, quadruplex, row house such that each row house shares at least one wall with another of the row houses even if not in a row, townhouse, or manufactured home, including mobile home, unless the residence is part of a condominium as defined in Civil Code section 4125 or is located in a mobile home park.
Site host	The electric utility customer of record for electric service to the charger and can also be the charging network provider or the charging station operator of the charger.
Software	A set of instructions, data, or programs used to operate computers and execute specific tasks.
Temporary charger	A charger that is designed to be portable and available for use intermittently, is not attached at a location, and is not available for use at a single lot or parcel, or an adjacent lot or parcel, for more than 30 days in a calendar year. For the purposes of this definition, a charger that is made available for use for any portion of a day, is considered available for use for that full day.
Uptime	The charging port uptime percentage for a reporting period, excluding downtime.

Background

The Budget Act of 2021 (Chapters 21, 69, and 240 of the Statutes of 2021) appropriated one-time funding from the General Fund to support infrastructure deployments and manufacturing projects for zero-emission light-duty and medium- and heavy-duty vehicles.

In addition, Tthe Budget Act of 2023 (Chapter 189, Statutes of 2023), as amended by Senate Bill 109, (Chapter 36, Statutes of 2024) and Assembly Bill (AB) 158 (Chapter 996, Statutes of 2024) appropriated funding from the Greenhouse Gas Reduction Fund (GGRF) to support infrastructure deployments for zero-emission light-duty and medium- and heavy-duty vehicles. This program is part of California Climate Investments, a statewide initiative that puts billions of Cap-and-Trade Invest dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment — particularly in disadvantaged communities.

On March 28, 2025, the California Energy Commission (CEC) released a Grant Funding Opportunity (GFO) entitled “Depot Charging and Hydrogen Refueling Infrastructure for Medium- and Heavy-Duty Zero-Emission Vehicles.” This competitive grant solicitation was to fund the deployment of depot charging and hydrogen refueling infrastructure for medium- and heavy-duty (MDHD) zero-emission vehicles (ZEVs). In response to GFO-24-612, the Recipient submitted application #01 which was proposed for funding in the CEC’s Notice of Proposed Awards on June 29, 2026. GFO-24–612 and Recipient’s application are hereby incorporated by reference into this Agreement in their entirety.

In the event of any conflict or inconsistency between the terms of the Solicitation and the terms of the Recipient’s Application, the Solicitation shall control. In the event of any conflict or inconsistency between the Recipient’s Application and the terms of this Agreement, this Agreement shall control. Similarly, in the event of any conflict or inconsistency between the terms of this Agreement and the Solicitation, the terms of this Agreement shall control.

Problem Statement:
California’s transportation sector accounts for approximately 37% of statewide greenhouse gas (GHG) emissions, with MDHD trucks responsible for roughly 25% of those emissions despite representing only about 6% of on-road vehicles. These emissions are heavily concentrated along major freight corridors, including the I-15 and I-215 corridor connecting the Inland Empire to the California–Nevada border and beyond. These routes support some of the highest truck volumes in California. Freight movement along this corridor remains overwhelmingly dependent on diesel fuel, contributing to persistent air quality challenges and public health impacts in a region already vulnerable to climate-driven stressors such as extreme heat, drought, and wildfires.

While California has adopted ambitious ZEV and climate goals, the lack of publicly accessible, high-power charging infrastructure for long-haul MDHD ZEVs continues to constrain emissions reductions from the most emissions-intensive freight routes. Although Megawatt Charging System (MCS)-capable MDHD electric vehicles are entering the market, there are currently limited MCS charging locations available. This gap between vehicle deployment and available infrastructure threatens to slow MDHD ZEV fleet adoption for long haul goods movement.

Goal of the Agreement:
The goal of this Agreement is to successfully permit, design, engineer, procure, construct, and commission two (2) fully operational and highly utilized MCS charging stations at Greenlane’s operating Colton Charging Center to reduce petroleum consumption, lower GHG and criteria pollutant emissions from the transportation sector, and deliver air quality benefits along heavily trafficked transportation corridors.

Objectives of the Agreement:
The objectives of this Agreement are to

- Install two (2) single-port MCS charging stations
- Provide an estimated 12,738,168 kWh of electricity consumption by MDHD battery electric trucks from these MCS charging stations after six years of operation.
- Reduce GHG emissions by 7,127 short tons, over the six-year operational period

TASK 1 ADMINISTRATION

Task 1.1 Kick-off Meeting

The goal of this task is to establish the lines of communication, procedures and data requests for implementing this Agreement. The Commission Agreement Manager (CAM) shall designate the date and location of this meeting and provide an agenda to the Recipient prior to the meeting.

The CAM shall:

- Send the Recipient the *kick-off meeting agenda*.

The Recipient shall:

- Attend a "Kick-Off" meeting that includes the CAM and may include the Commission Agreement Officer (CAO) and a representative of the CEC Accounting Office. The Recipient shall bring their Project Manager, Agreement Administrator, Accounting Officer, and any others determined necessary by the Recipient or specifically requested by the CAM to this meeting.
- Provide a *written statement of match share activities* that have occurred after the notice of proposed awards but prior to the execution of the agreement using match funds. If none, provide a statement that no work has been completed using match funds prior to the execution of the agreement. All pre-execution match expenditures must conform to the requirements in the Terms and Conditions of this Agreement.
    - The statement should include the following project activities: key milestone dates, site specific charger information and any other equipment to be included at the site(s).
- Provide an *updated Schedule of Products and Due Dates, updated list of match funds (Private, Utility, Federal), and updated list of permits.*
- Discuss the following administrative and technical aspects of this Agreement:
    - Agreement Terms and Conditions
    - Critical Project Review (Task 1.2)
    - Match fund documentation (Task 1.6) No reimbursable work may be done until this documentation is in place.
    - Permit documentation (Task 1.7)
    - Subawards and site host agreements (if applicable) needed to carry out project (Task 1.8)
    - The CAM's expectations for accomplishing tasks described in the Scope of Work

- An updated Schedule of Products and Due Dates
- Monthly Calls (Task 1.4)
- Quarterly Progress Reports (Task 1.5)
- Program Management Data Report (report template to be provided by CAM)
- Utilization_and_Reliability_Data_Dictionary (to be provided by CAM, or available on the CEC website: https://www.energy.ca.gov/media/12649)
- GHG Intensity Report (report template to be provided by CAM)
- Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)

CAM Product:

- Kick-Off Meeting Agenda

Recipient Products:

- Updated Schedule of Products and Due Dates
- Updated List of Match Funds (Private, Utility, Federal)
- Updated List of Permits
- Written Statement of Match Share Activities

Task 1.2 Critical Project Review (CPR) Meetings

CPRs provide the opportunity for frank discussions between the CEC and the Recipient. The goal of this task is to determine if the project should continue to receive CEC funding to complete this Agreement and to identify any needed modifications to the tasks, products, schedule or budget.

The CAM may schedule CPR meetings as necessary, and meeting costs will be borne by the Recipient.

Meeting participants include the CAM and the Recipient and may include the CAO, the Fuels and Transportation Division (FTD) program lead, other CEC staff and Management as well as other individuals selected by the CAM to provide support to the CEC.

The CAM shall:

- Determine the location, date, and time of each CPR meeting with the Recipient. These meetings generally take place at the CEC, but they may take place at another location or remotely.
- Send the Recipient the *CPR meeting agenda and a list of expected participants* in advance of each CPR. If applicable, the agenda shall include a discussion on both match funding and permits.
- Conduct and make a record of each CPR meeting. Prepare a *schedule for providing the written determination* described below.
- Determine whether to continue the project, and if continuing, whether or not modifications are needed to the tasks, schedule, products, and/or budget for the remainder of the Agreement. Modifications to the Agreement may require a formal amendment (please see section 8 of the Terms and Conditions). If the CAM concludes that satisfactory progress is not being made, this conclusion will be referred to the Lead Commissioner for Transportation for his or her concurrence.
- Provide the Recipient with a *written determination* in accordance with the schedule.

The written response may include a requirement for the Recipient to revise one or more product(s) that were included in the CPR.

The Recipient shall:

- Prepare a *CPR Report* for each CPR that discusses the progress of the Agreement toward achieving its goals and objectives. This report shall include recommendations and conclusions regarding continued work of the projects. This report shall be submitted along with any other products identified in this scope of work. The Recipient shall submit these documents to the CAM and any other designated reviewers at least 15 working days in advance of each CPR meeting.
- Present the required information at each CPR meeting and participate in a discussion about the Agreement.

CAM Products:

- CPR meeting agenda and a list of expected participants
- Schedule for written determination
- Written determination

Recipient Product:

- CPR Report(s)

Task 1.3 Final Meeting
The goal of this task is to closeout this Agreement.

The Recipient shall:

- Meet with CEC staff to present the findings, conclusions, and recommendations. The final meeting must be completed during the closeout of this Agreement.

  This meeting will be attended by, at a minimum, the Recipient and the CAM. The technical and administrative aspects of Agreement closeout will be discussed at the meeting, which may be two separate meetings at the discretion of the CAM.

  The technical portion of the meeting shall present an assessment of the degree to which project and task goals and objectives were achieved, findings, conclusions, recommended next steps (if any) for the Agreement, and recommendations for improvements. The CAM will determine the appropriate meeting participants.

  The administrative portion of the meeting shall be a discussion with the CAM about the following Agreement closeout items:

  - What to do with any equipment purchased with CEC funds (Options)
  - CEC request for specific “generated” data (not already provided in Agreement products)
  - Need to document Recipient’s disclosure of “subject inventions” developed under the Agreement, if applicable
  - “Surviving” Agreement provisions
  - Final invoicing and release of retention
- Provide *written documentation of meeting agreements*.
- Prepare a *schedule for completing the closeout activities* for this Agreement.

Recipient Products:

- Written documentation of meeting agreements
- Schedule for completing closeout activities

Task 1.4 Monthly Calls
The goal of this task is to have calls at least monthly between CAM and Recipient to verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to verbally summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, to verify match funds are being proportionally spent concurrently or in advance of CEC funds or are being spent in accordance with an approved Match Funding Spending Plan, to form the basis for determining whether invoices are consistent with work performed, and to answer any other questions from the CAM. Monthly calls might not be held on those months when a quarterly progress report is submitted, or the CAM determines that a monthly call is unnecessary.

The CAM shall:

- Schedule monthly calls.
- Provide and explain the Program Management Data Report Template during first monthly call and review with Recipient during subsequent monthly calls.
- Provide questions to the Recipient prior to the monthly call.
- Provide call summary notes to Recipient of items discussed during call.

The Recipient shall:

- Review the questions provided by CAM prior to the monthly call
- Complete the *Program Management Data Report* following the first monthly call and review and update with CAM during subsequent monthly calls as needed (Task 9)
- Provide verbal answers to the CAM during the call.
- Send an *email to CAM concurring with call summary notes*.

Recipient Product:

- Email to CAM concurring with call summary notes.

Task 1.5 Quarterly Progress Reports
The goal of this task is to periodically verify that satisfactory and continued progress is made towards achieving the objectives of this Agreement on time and within budget.

The objectives of this task are to summarize activities performed during the reporting period, to identify activities planned for the next reporting period, to identify issues that may affect performance and expenditures, and to form the basis for determining whether invoices are consistent with work performed.

The Recipient shall:

- Prepare a *Quarterly Progress Report* which summarizes all Agreement activities conducted by the Recipient for the reporting period, including an assessment of the ability to complete the Agreement within the current budget and any anticipated cost overruns. Progress reports are due to the CAM the 10th day of each January, April, July, and October. The Quarterly Progress Report template can be found on the ECAMS Resources webpage available at https://www.energy.ca.gov/media/4691.

Recipient Product:

- Quarterly Progress Reports

Task 1.6 Identify and Obtain Match Funds
The goal of this task is to ensure that the match funds planned for this Agreement are obtained for and applied to this Agreement during the term of this Agreement.

The costs to obtain and document match fund commitments are not reimbursable through this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may utilize match funds for this task. Match funds must be identified in writing and the associated commitments obtained before the Recipient can incur any costs for which the Recipient will request reimbursement.

The Recipient shall:

- Prepare a *letter* documenting the match funding committed to this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If no match funds were part of the proposal that led to the CEC awarding this Agreement and none have been identified at the time this Agreement starts, then state such in the letter. If match funds were a part of the proposal that led to the CEC awarding this Agreement, then provide in the letter a list of the match funds that identifies the:
    - Amount of each cash match fund, its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied.
    - Amount of each in-kind contribution, a description, documented market or book value, and its source, including a contact name, address and telephone number and the task(s) to which the match funds will be applied. If the in-kind contribution is equipment or other tangible or real property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the property is located.
- Provide a *copy of the letter of commitment* from an authorized representative of each source of cash match funding or in-kind contributions that these funds or contributions have been secured. For match funds provided by a grant, a copy of the executed grant shall be submitted in place of a letter of commitment.
- Discuss match funds and the implications to the Agreement if they are reduced or not obtained as committed, at the kick-off meeting. If applicable, match funds will be included as a line item in the progress reports and will be a topic at CPR meetings.
- Provide the appropriate information, including but not limited to, a *letter of new match fund commitment* to the CAM if during the course of the Agreement additional match funds are received.
- Provide the CAM *written notification* within 10 days if during the course of the Agreement existing match funds are reduced. Reduction in match funds must be approved through a formal amendment to the Agreement and may trigger an additional CPR meeting.

Recipient Products:

- A letter regarding match funds or stating that no match funds are provided
- Copy(ies) of each match fund commitment letter(s) (if applicable)
- Letter(s) for new match fund commitment (if applicable)
- Written notification that match funds were reduced (if applicable)

Task 1.7 Identify and Obtain Required Permits
The goal of this task is to obtain all permits required for work completed under this Agreement in advance of the date they are needed to keep the Agreement schedule on track.

Permit costs and the expenses associated with obtaining permits are not reimbursable under this Agreement. Although the CEC budget for this task will be zero dollars, the Recipient may budget match funds for any expected expenditures associated with obtaining permits. Permits must be identified in writing and obtained before the Recipient can make any expenditure for which a permit is required.

The Recipient shall:

- Prepare a *letter* documenting the permits required to conduct this Agreement and submit it to the CAM at least 2 working days prior to the kick-off meeting. If there are no permits required at the start of this Agreement, then state such in the letter. If it is known at the beginning of the Agreement that permits will be required during the course of the Agreement, provide in the letter:
    - A list of the permits that identifies the:
        - Type of permit
        - Name, address and telephone number of the permitting jurisdictions or lead agencies
    - The schedule the Recipient will follow in applying for and obtaining these permits.
- Discuss the list of permits and the schedule for obtaining them at the kick-off meeting and develop a timetable for submitting the updated list, schedule and the copies of the permits. The implications to the Agreement if the permits are not obtained in a timely fashion or are denied will also be discussed. If applicable, permits will be included as a line item in the Progress Reports and will be a topic at CPR meetings.
- If during the course of the Agreement additional permits become necessary, provide the *appropriate information* on each permit and an *updated schedule* to the CAM.
- As permits are obtained, send a *copy of each approved permit* to the CAM.
- If during the course of the Agreement permits are not obtained on time or are denied, notify the CAM within 5 working days. Either of these events may trigger actions available to the CEC under this Agreement, such as an additional CPR.

Recipient Products:

- Letter documenting the permits or stating that no permits are required
- A copy of each final approved permit (if applicable)
- Updated list of permits as they change during the term of the Agreement (if applicable)
- Updated schedule for acquiring permits as changes occur during the term of the Agreement (if applicable)

Task 1.8 Obtain and Execute Subawards and Agreements with Site Hosts
The goal of this task is to ensure quality products and to execute subrecipient and site host agreements, as applicable, required to carry out the tasks under this Agreement consistent with the Agreement Terms and Conditions and the Recipient's own procurement and contracting policies and procedures.

The Recipient shall:

- Execute and manage subawards and coordinate subrecipient activities.
- Execute and manage site host agreements and ensure the right to use the project

site throughout the term of the Agreement, as applicable. A site host agreement is not required if the Recipient is the site host.
- Notify the CEC in writing immediately, but no later than five (5) calendar days, if there is a reasonable likelihood the project site cannot be acquired or can no longer be used for the project.
- Submit a *letter* to the CAM describing the subawards and any site host agreements needed or stating that no subawards or site host agreements are required.
- If requested by the CAM, submit a *draft of each subaward and any site host agreement* required to conduct the work under this Agreement to the CAM for review.
- If requested by the CAM, submit a *final copy of each executed subaward and any site host agreement*.
- If Recipient intends to add new subrecipients or change subrecipients, then the Recipient shall notify the CAM.

Recipient Products:

- Letter describing the subawards and any site host agreements needed, or stating that no subawards or site host agreements are required
- Draft subaward (if requested)
- Final subaward (if requested)
- Draft site host agreement (if requested)
- Final site host agreement (if requested)

TECHNICAL TASKS

TASK 2 ELECTRIC VEHICLE INFRASTRUCTURE TRAINING PROGRAM (EVITP) CERTIFICATION AND TYPE APPROVAL REQUIREMENTS

The goal of this task is to comply with AB 841 and type approval certification requirements.

The Recipient shall:

- Submit an *AB 841 Certification* that certifies the project has complied with all AB 841 (2020) requirements specified in Exhibit C or describes why the AB 841 requirements do not apply to the project. The certification shall be signed by Recipient's authorized representative.
- Submit *EVITP Certification Numbers* of each Electric Vehicle Infrastructure Training Program certified electrician that installed EV charging infrastructure or equipment. EVITP Certification Numbers are not required to be submitted if AB 841 requirements do not apply to the project.
- Ensure all applicable electric vehicle supply equipment (EVSE) installed for commercial use has a type approval certificate issued through the California Type Evaluation Program (CTEP) administered by the California Department of Food and Agriculture (CDFA) Division of Measurement Standards (DMS) or Certificate of Conformance issued by the National Type Evaluation Program (NTEP) administered through the National Conference on Weights and Measures. California accepts NTEP certificates so long as the device also meets CCR Title 4, Section 4002.11.
- Unless otherwise updated by the CDFA DMS, ensure installation, repair, and/or maintenance on applicable commercial EVSE is performed by a Registered Service Agency (RSA) and after the device is placed in service, the RSA must report this

information to the county within 24 hours. Device owners are responsible for registering their device with the county.

Recipient Products:

- AB 841 Certification
- EVITP Certification Numbers for all electricians installing EVSE

TASK 3 UTILITIES COORDINATION

The goal of this task is to liaise with City of Colton Electric Utility to manage power to site when the two (2) new chargers are installed at the Colton Charging Center, ensuring coordination is maintained to obtain the Final Utility Service Design(s) if required for the project site(s).

The Recipient shall:

- Coordinate with the utility providing service during installation of two (2) chargers to obtain a *Power Agreement*. Provide a copy of the *Power Agreement* to the CAM.
- Coordinate with the appropriate Utility or Utilities to ensure project infrastructure is capable of energization, and provide to the CAM a *Timeline for obtaining Final Utility Service Design or a letter stating that no Final Utility Service Design is required*.
- If Final Utility Service Design is required, submit to the Utility all required application documentation to initiate the utility service planning and design process and send to the CAM *confirmation that the application(s) to initiate the utility service planning and design process has been submitted for the project site(s)*.
- Obtain a *Final Utility Service Design* (if applicable) and submit to CAM.

Recipient Products:

- Power Agreement
- Timeline for obtaining Final Utility Service Design for the project site(s) or a letter stating that no Final Utility Service Design is required
- Confirmation that the application(s) to initiate the utility service planning and design process has been submitted for the project site(s) (if applicable)
- Final Utility Service Design(s) for the project site(s) (if applicable)

TASK 4 ENGINEERING

The goal of this task is to design the onsite electrical equipment and connections to operate the two (2) single-port MCS chargers.

The Recipient shall:

- Analyze potential engineering contractors.
- Select final engineering contractor.
- Provide input to station design and equipment specifications.
- Provide an *engineering design initial draft* to the CAM.
- Complete engineering design initial draft.
- Provide an *engineering design final draft* to the CAM.
- Complete engineering design review.
- Obtain an *Issue for Construction*. Provide a copy to the CAM.

Recipient Products:

- Engineering design initial draft
- Engineering design final draft
- Copy of Issue for Construction

TASK 5 EVSE EQUIPMENT PROCUREMENT

The goal of this task is to procure all equipment, supplies and services to support the installation of two (2) single-port MCS chargers.

The Recipient shall:

- Evaluate EVSE equipment and other long-lead items.
- Develop and execute Procurement Plan. This plan will include, but is not limited to:
  - Complete list of procurements necessary for the project;
  - Procedures, steps, and timelines that will be followed to acquire the procurements necessary for the project.
- Provide a copy of the *Procurement Plan* to the CAM. CAM written approval to proceed with procurement is required.
- Select contractor and equipment vendor.
- Issue purchase order(s).
- Provide copies of *purchase orders with vendors/service providers and spec sheets for final EVSE hardware procured* to the CAM.
- Obtain manufacturer lead time.
- Develop a *Final Charging Hardware and Electric Truck Availability and Procurement Report* that shall include but not be limited to:
  - Vendor and model selection criteria
  - Communications and hardware compatibility evaluation
  - Minimum truck usage requirements for the site
  - Commercially available electric trucks available
  - Specifications of customers' trucks, including charging and communications standards
- Provide a copy of the *Final Charging Hardware and Electric Truck Availability and Procurement Report* to the CAM.

Recipient Products:

- Procurement Plan
- Purchase orders with vendors/service providers and spec sheets for final EVSE hardware procured
- Final Charging Hardware and Electric Truck Availability and Procurement Report

TASK 6 CONSTRUCTION AND COMMISSIONING

The goal of this task is to complete all construction activities to deploy the two (2) MCS chargers and supporting charging equipment. The site does not require pre-construction activities as the existing facility is a Charging Center. Following this phase the site would be fully operational and ready for commercial use.

Task 6.1 Construction
The Recipient shall:

- Mobilize construction.
- Construct the site, including:
  - Electrical infrastructure installation, including switchgear and electric vehicle supply equipment;
  - MCS chargers and installation;
  - Conduit installation; and
  - Final site inspection and permit approvals.
- Provide *photos of the site* to the CAM once construction activities are completed, including installed (but not energized) charging infrastructure.

Recipient Products:

- Photos of site

Task 6.2 Commissioning
The Recipient shall:

- Commission the station's charging infrastructure.
- Energize the two (2) new MCS chargers.
- Provide a *System Installation and Commissioning Report* that includes the following:
  - Final stamped site and electrical plans;
  - Delivery receipts for major equipment;
  - Receipts for contracted electrical services performed;
  - Signed-off and completed permit; and
  - On-site photographs of installed chargers and supporting equipment.
- Provide on-site *photos of procured and installed equipment* to the CAM.

Recipient Products:

- System Installation and Commissioning Report
- Photos of procured and installed equipment

TASK 7 CONDUCT COMMUNITY OUTREACH

The goal of this task is to share project information regarding the installation of the two (2) MCS chargers with the general public, fleets and local business and establish ongoing communications with community stakeholders.

The Recipient shall:

- Determine the right partners and level of commitment needed for community and business outreach.
- Develop a *communications plan with messaging and distribution methods*. Provide a copy to the CAM
- Provide a *Community Outreach and Engagement Final Report* to the CAM that includes, but is not limited to, the following:
  - Summary of outreach activities; and
  - Samples of materials and outreach methods.

Recipient Products:

- Memo on communications plan with messaging and distribution methods
- Community Outreach and Engagement Report

TASK 8 OPERATIONS AND RELIABILITY

The goal of this task is to ensure that EV chargers installed as part of this Agreement comply with legislative and regulatory requirements for charger reliability.

Task 8.1 Networked DCFC

The goal of this task is to ensure that networked DCFCs installed as part of this Agreement, except for Excluded DCFCs, as defined, comply with the CEC's EV Charger Data and Reliability Standards (California Code of Regulations, Tit. 20, Div. 2, Chap. 12, Article 2). Information and the full text of these regulations can be found here (https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/ev-charger-data-and-reliability-standards).

The Recipient shall:

- Submit to CAM the completed and signed *EV Charger Data and Reliability Standards Regulations Compliance Worksheet* for Networked DCFC prior to the purchase of the chargers.

Recipient Product:

- Completed and signed *EV Charger Data and Reliability Standards Regulations Compliance Worksheet* for Networked DCFC

TASK 9 OTHER DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational and programmatic data from the project.

The Recipient shall:

- Prepare and submit a *Program Management Data Report* in a format chosen by the CAM following the first monthly call (Task 1.4) and update during subsequent monthly calls as needed. The Report must reflect site construction activities and site characteristics. The Report must encompass all sites from those planned through to completed ones, including detailed information regarding their respective ZEV infrastructure. The Recipient may contribute inputs to this report throughout the duration of the Agreement. The programmatic data shall include, but not be limited to the following:
- Electric Vehicle Charger Information
    - Funding
        - The subsidy from a federal program, utility program, and private funding
    - Vehicles
        - Primary Vehicle Type served such as light duty (GVWR <= 10,000), medium duty (10,000 < GVWR <= 26,000), heavy duty (GVWR > 26,000)
    - Milestone Dates
        - Key milestone dates, such as permit request and received date, charger energization date, charger operational date, and other

dates as requested by the CAM

- Location
  - Primary site access type such as publicly available, shared private, private
  - Location/site use type, such as hotel, restaurant, or multi-unit housing
  - Charger station address
  - Parking location type, such as street, parking lot or parking garage
- Other Equipment
  - Battery Energy Storage CEC cost and kWh capacity
  - Non-battery Distributed Generation CEC cost, kW capacity and type
- ZEV Infrastructure Information:
  - Charger Information
  - Charger make and model, serial number, level (Level 1, Level 2, DCFC, MCS), nameplate capacity (kW), number of ports per charger

Recipient Products:

- Program Management Data Report, submitted monthly

Task 9.1 Utilization
The Recipient shall:

- Prepare and submit the *Utilization Inventory* template*, Utilization Session* template and *Utilization Interval* template in the Utilization_and_Reliability_Data_Dictionary, at least quarterly for three years after the charging ports are operational, including, but not limited to:
  - Charging network provider name
  - Charger site address, city, zip code
  - Charger make, model, and manufacturer serial number
  - EV service equipment charger and charging port ID
  - Peak Power (kW)
  - Charging session start/end date and times
  - Charging session energy consumed (kWh)
  - Plug in/un-plugged timestamp Coordinated Universal Time (UTC)
  - Charging interval peak demand (kW)
  - Charging interval start/end times
  - Charging interval energy consumed (kWh)
  - If a bidirectional charger, energy (kWh) discharged back to grid or facility
  - Total transacted amount
  - Payment method

Recipient Products:

- The Utilization Inventory template, Utilization Interval template, and Utilization Session template of the Utilization_and_ Reliability_ Data_Dictionary provided, at a minimum, quarterly for three years after a charging port is operational.
    - The CEC provided Utilization_and_Reliability_Data_Dictionary can be found at https://www.energy.ca.gov/media/12649.

Task 9.*2* GHG Intensity Reporting
The Recipient shall:

- Collect and report the source and greenhouse gas emissions intensity, on an annual basis, of the electricity used and dispensed by the EV charging station(s) at the meter, consistent with the disclosure methodology set forth in Article 14 (commencing with Section 398.1) of Chapter 2.3 of Part 1 of Division 1 of the Public Utilities Code. Data must be reported to the CEC annually in the *GHG Intensity Report* specified by the CAM.

Recipient Products:

- GHG Intensity Report

Task 9.3 GGRF Reporting
The Recipient shall:

- Provide *program metrics and data reports* consistent with the GGRF Special Terms and Conditions, as applicable, in a format provided by the CAM.

Recipient Product:

- Program metrics and data reports consistent with the GGRF Special Terms and Conditions (as applicable)

Task 9.4 Data Sharing Agreement
The goal of this subtask is to ensure a data sharing agreement with the requirements described below is executed for the purposes of facilitating data collection and reporting on EV charging ports.

The Recipient shall:

- Enter into a data sharing agreement with a charging network provider that shall include the following, or, if the Recipient is a charging network provider, the Recipient shall enter into a data sharing agreement with the CEC that shall include the following:
    - The charging network provider fulfills all the data collection and reporting requirements described in Task 9.1 Utilization, on behalf of Recipient (in case of non-CNP Recipient).
    - The charging network provider's reports adhere to CEC-approved formatting, report templating, and delivery methods.
    - CEC is identified as a third-party beneficiary to the data sharing agreement.
- Be responsible for ensuring the charging network provider fulfills all requirements described in the data-sharing agreement. Retention may be withheld under this

Agreement until at least 12 months of data collection is provided by the charging network provider to the CEC.

- If the Recipient is not the charging network provider, submit a copy of the *executed data-sharing agreement* to the CEC within 30 calendar days of selecting a charging network provider and no later than when the first charging port under this Agreement is energized.
- Notify the CAM in writing within 30 calendar days if Recipient changes its selected charging network provider.
- If a new charging network provider is selected, the new executed data-sharing agreement shall be submitted to the CEC within 30 calendar days of the charging network provider's selection.

Recipient Product:

- Executed data-sharing agreement

TASK 10 PROJECT FACT SHEET

The goal of this task is to develop an initial and final project fact sheet that describes the CEC-funded project and the benefits resulting from the project for the public and key decision makers.

The Recipient shall:

- Prepare an *Initial Project Fact Sheet* at start of the project that describes the project and the expected benefits. Use the format provided by the CAM.
- Prepare a *Final Project Fact Sheet* at the project's conclusion that includes but is not limited to: a description of the project; the actual benefits resulting from the project; lessons learned from implementing the project; data on potential job creation, economic development, and increased state revenue as a result of expected future expansion; and a comparison of any project performance and expectations provided in the proposal to CEC with actual project performance and accomplishments. Use the format provided by the CAM.
- Provide at least (6) six *High Quality Digital Photographs* (minimum resolution of 1300x500 pixels in landscape ratio) of pre and post technology installation at the project sites or related project photographs.

Recipient Products:

- Initial Project Fact Sheet
- Final Project Fact Sheet
- High Quality Digital Photographs