California Energy Commission
November 18, 2026 Business Meeting
Backup Materials for AmpAway

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: AmpAway

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 RNEV-26-002 with AmpAway for a $1,661,190 grant. This project will install, operate, and maintain 22 public EV DCFC ports across two sites along California State Route 60 in Hacienda Heights and Moreno Valley; 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

STATE OF CALIFORNIA
CALIFORNIA ENERGY COMMISSION

CEC-270 (Revised 01/2026)

GRANT REQUEST FORM (GRF)

A. New Agreement Number

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

New Agreement Number: RNEV-26-002

B. Division Information

1. Division Name: Fuels and Transportation
2. Agreement Manager: Gia Kirkland
3. MS-6
4. Phone Number: (916) 343-8468

C. Recipient's Information

1. Recipient's Legal Name: AmpAway

D. Title of Project

Title of project: The AmpAway Corridor Connectivity Initiative

E. Term and Amount

1. Start Date: 11/18/2026
2. End Date: 3/31/2033
3. Amount: $1,661,190

F. Business Meeting Information

1. Are the ARFVTP agreements $75K and under delegated to Executive Director? N/A
2. The Proposed Business Meeting Date: 11/18/2026
3. Consent or Discussion? Discussion
4. Business Meeting Presenter Name: N/A
5. Time Needed for Business Meeting: 5 minutes
6. The email subscription topic is: Federal EV Infrastructure Programs

Project Description:
AmpAway. Proposed resolution approving agreement RNEV-26-002 with AmpAway for a $1,661,190 grant, and adopting staff's recommendation that this action is exempt from CEQA. This project will install, operate, and maintain 22 public electric vehicle direct current fast charging ports across two sites along California State Route 60 in Hacienda Heights and Moreno Valley. (NEVI Formula Program Funding)

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:

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: Cal. Code Regs., tit. 14, §§ 15301, 15303

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

Yes

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

Cal. Code Regs., tit. 14, sec. 15301 provides that projects which consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, and which involve negligible or no expansion of use beyond that existing at the time of the lead agency's determination, are categorically exempt from the provisions of the California Environmental Quality Act (CEQA). This project involves installation of 22 public direct current fast charger (DCFC) electric vehicle charging ports across two sites. The electric vehicle charging stations will be installed on existing paved parking lots and will involve negligible or no expansion of use. Therefore, the project falls within section 15301 and will not have a significant effect on the environment.

Cal. Code Regs., tit. 14, sec. 15303 provides that projects which consist of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure, are categorically exempt from the provisions of CEQA. This project involves installation of 22 public DCFC electric vehicle charging ports across two sites that are existing paved parking lots. The charging equipment to be installed is approximately 89 inches in height, 35 inches in depth, and 28 inches in width. These charging stations are new equipment installed in small structures at existing parking lots. Thus, the project falls within section 15303 and will not have a significant effect on the environment. For these reasons, the

proposed work will not have any significant effect on the environment and falls under sections 15301 and 15303.

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 sites are 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.

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
EHT Construction	$379,392	$95,848

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
SK Signet America, Inc. (Charger Hardware)	$792,000	$198,000
TBD Vendor (s) or Seller (s) for Equipment	$124,000	$31,000
TBD Vendor (s) or Seller (s) for Materials/Miscellaneous	$91,200	$22,301
TBD Vendor (s) or Seller (s) for Construction and Installation	$293,792	$74,448
TBD Vendor (s) or Seller (s) for Engineering Services	$68,422	$16,606

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
No key partners to report

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
ARFVTF	2023/2024	901.004	$1,661,190

TOTAL Amount: $1,661,190

R&D Program Area: N/A

Explanation for "Other" selection N/A

Reimbursement Contract #: RMB600-23-001

Federal Agreement #: N/A

M. Recipient's Contact Information

1. Recipient's Administrator/Officer

Name: Tsolak Grigoryan

Address: 3400 W Riverside Dr. Suite 640

City, State, Zip: Burbank, CA 91505

Phone: (818) 422-9015

E-Mail: tg@ampaway.com

2. Recipient's Project Manager

Name: Gana Kasina

Address: 3400 W Riverside Dr. Suite 640

City, State, Zip: Burbank, CA 91505

Phone: (616) 26-45438

E-Mail: ck@ampaway.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-25-602
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
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: Gia Kirkland

Approval Date: 9/11/2026

Office Manager: Charles Smith

Approval Date: 10/5/2026

Deputy Director: Melanie Vail

Approval Date: 10/9/2026

Exhibit A
SCOPE OF WORK

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2		Environmental Review and Engineering
3		Right-of-Way
4	X	Site Preparation and Equipment Procurement
5	X	Charging Station Construction and Commissioning
6	X	Operations and Reliability
7		Other Data Collection and Analysis
8		Federal Data Reporting
9		Project Fact Sheet

KEY NAME LIST

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
1	Tsolak Grigoryan		
2	Tsolak Grigoryan		
3	Tsolak Grigoryan		
4	Tsolak Grigoryan		
5	Tsolak Grigoryan		
6	Tsolak Grigoryan		
7	Tsolak Grigoryan		
8	Tsolak Grigoryan		
9	Tsolak Grigoryan		

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
Alternative Fuel Corridor	Or "AFC." In accordance with 23 U.S.C. 151, the Federal Highway Administration has designated alternative fuel corridors to support installation of EV charging, hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major national highways. For the purposes of this solicitation, AFCs refer to those designated for the installation of EV charging infrastructure.
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.
Caltrans	California Department of Transportation
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer
CCS	Combined Charging System. A charging port standard for fast charging of EVs that can provide up to 350 kilowatts of power.
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
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.

Term/ Acronym	Definition
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. May also be referred to as “port.”
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. Multiple chargers may be associated with one charging station. May also be referred to as “station.”
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 subrecipients or vendors, 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 to transfer electricity.
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
DBA	Davis-Bacon Act
DCFC	Direct current fast charger. A charger that enables rapid charging by delivering direct-current (DC) electricity directly to an EV's battery.

Term/ Acronym	Definition
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
E-76	E-76 is the federal-aid authorization to proceed process. A Project Authorization/Adjustment Request Form (DOT LAPM 3-A, found at https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=DOTLAPM3A) is used to request FHWA authorization to begin reimbursable work for a specific project phase, such as construction. FHWA authorization or "E-76 approval" means the request to begin work is approved and establishes the date from which reimbursable work may begin.
EV	Electric Vehicle. A motor vehicle that is either partially or fully powered on electric power received from an external power source. In the NEVI regulation, EVs do 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).
EVSE	Electric vehicle supply equipment. A charger as defined.
EV-ChART	Electric Vehicle Charger Analytics and Reporting Tool
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
FHWA	Federal Highway Administration

Term/ Acronym	Definition
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.
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.
IIJA	Infrastructure Investment and Jobs Act
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.
kW	Kilowatt
kWh	Kilowatt-hour
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.
NEPA	National Environmental Policy Act

Term/ Acronym	Definition
Networked	A charger that 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.
NEVI	National Electric Vehicle Infrastructure
Nonnetworked charger	A charger that is not networked.
OCPI	Open Charge Point Interface. An open-source communication protocol that governs the communication among multiple charging networks, other communication networks, and software applications to provide information and services for EV drivers.
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.
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 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

Term/ Acronym	Definition
	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.
Real property interest	Any interest in land and any improvements thereto, with option to purchase or similar action to acquire and/or preserve the right of way (Caltrans Right of Way Manual, Section 5.01.02.00)
Recipient	Ampaway
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
SAE J3400	A charging port standard for charging of EVs based on the North American Charging Standard (NACS) connector.

Term/ Acronym	Definition
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.
Small Business	Please refer to California Government Code §14837 (d)(1)(A)-(B). “Small business” means an independently owned and operated business that is not dominant in its field of operation, the principal office of which is located in California, the officers of which are domiciled in California, and which, together with affiliates, has 100 or fewer employees, and average annual gross receipts of $15 million dollars or less over the previous three years, or is a manufacturer, as defined in subdivision (c), with 100 or fewer employees. For the purposes of public works contracts, as defined in Section 1101 of the Public Contract Code, and engineering contracts, as described in Section 4525, for public works projects, awarded through competitive bids or otherwise, “small business” means an independently owned and operated business that is not dominant in its field of operation, the principal office of which is located in California, the officers of which are domiciled in California, and which, together with affiliates, has 200 or fewer employees, and average annual gross receipts of $36 million dollars or less over the previous three years.
Software	A set of instructions, data, or programs used to operate computers and execute specific tasks.
Solicitation	GFO-25-602 California’s National Electric Vehicle Infrastructure Formula Program – Solicitation 3

Term/ Acronym	Definition
Subaward	For the Recipient, a subaward means all agreements it has with subrecipients and vendors. For a subrecipient, a subaward means all agreements it has with sub-subrecipients and vendors. For any lower-tiered level of sub-subrecipient, a subaward means all agreements it has with its own sub-subrecipients and vendors.
Subrecipient	A person or entity that receives grant funds directly from the Recipient and is entrusted by the Recipient to make decisions about how to conduct some of the grant's activities. A subrecipient's role involves discretion over grant activities and is not merely just selling goods or services.
Sub-Subrecipient	Has the same meaning as a subrecipient except that it receives grant funds from a subrecipient or any lower tier level of a sub-subrecipient.
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 the reporting period, excluding downtime pursuant to Task 6.
Vendor	A person or entity that sells goods or services to the Recipient, subrecipient, or any lower-tiered level of sub-subrecipient, in exchange for some of the grant funds, and does not make decisions about how to perform the grant's activities. The vendor's role is ministerial and does not involve discretion over grant activities.

BACKGROUND

The Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021 (Public Law 117-58), authorizes hundreds of billions of dollars in new investments in a wide array of infrastructure categories, including roads and bridges, water infrastructure, passenger rail, energy, and broadband internet. The IIJA includes $5 billion to accelerate electric vehicle (EV) infrastructure deployment nationally under the National Electric Vehicle Infrastructure (NEVI) Formula Program. California's share is expected to be $384 million, allocated over 5 years.

NEVI is an initiative to create a coast-to-coast network of EV chargers focused on major highways that support the majority of long-distance trips. This national network will give drivers confidence that they can always find a place to charge, and jump start private investment in charging infrastructure and EVs.

The California Energy Commission (CEC) is collaborating with the California Department of Transportation (Caltrans) on charging infrastructure deployment and has entered into an agreement with Caltrans to implement and administer California's NEVI Formula Program.

On December 29, 2025, the CEC released a Grant Funding Opportunity (GFO) entitled "California's National Electric Vehicle Infrastructure Formula Program – Solicitation 3." This competitive grant solicitation was to install publicly accessible, high-powered, direct current fast chargers (DCFC) to support EV travel along major corridors in California. In response to GFO-25-602, the Recipient submitted application #17, which was proposed for funding in the CEC's Notice of Proposed Awards on July 14, 2026. GFO-25-602 and Recipient's application are hereby incorporated by reference into this Agreement in their entirety. This project is listed as Federal Project # NEVIL-7516(003) in Caltrans records.

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:

Californians face adverse health, quality of life, and climate impacts from the harmful emissions associated with burning fossil fuels for mobility. Transportation electrification is one solution for reducing these emissions, and state and federal programs are providing investment for the transition to EVs. The State of California is responsible for building out a statewide network of publicly available DCFCs at charging stations along federally-designated Alternative Fuel Corridors (AFCs) under the NEVI Formula Program. This network of charging stations being built under the NEVI Formula Program will support the fueling needs of the growing number of EVs driving throughout the state and across the nation. The NEVI Formula Program is designed to support long-distance, interstate travel and to ensure that this travel of both passengers and freight via EV is not constrained.

Goals of the Agreement:

The goals of this Agreement are to deploy DCFCs that will primarily serve light-duty vehicles at public charging stations along the corridors defined in Table 1; operate those charging stations; and collect data about station operations as required under the NEVI Formula Program.

Objectives of the Agreement:

The objectives of this Agreement are to design, install, commission, and operate NEVI-compliant charging station(s) that, in conjunction with other existing and planned NEVI-compliant charging stations, will contribute to the buildout of California's AFCs as required by the NEVI Formula Program. Each EV charging station must be publicly accessible, include at least four 150+ kilowatt (kW) DCFCs with Combined Charging System (CCS) ports, be capable of simultaneously charging four EVs at 150 kW or above at each port with a minimum station power capability at or above 600 kW, and meet the minimum standards and requirements of 23 CFR 680 and as specified in GFO-25-602.

The charging station(s) to be designed, installed, commissioned, and operated under this Agreement are described in Table 1. The Corridor Group, Corridor Segment, and Needed Location are references from the GFO-25-602 Solicitation Manual.

Table 1

Corridor Group, Segment, and Needed Location	Street Address, City, Zip	# New CCS Charging Ports	Total New CCS Charger Power (kW)
18 B i	15018 Clark Ave, Hacienda Heights, CA 91745	14	150kW
18 B iii	25211 Sunnymead Blvd, Moreno Valley, CA 92553	8	150kW

Total number of charging ports: 22

The total number of charging ports, power levels, and the number of ports per station to be installed may be changed with prior Commission Agreement Manager (CAM) written approval. The CEC reserves the right to reduce the total grant amount in proportion to any reduction of the total number of charging ports to be installed.

The Recipient will be responsible for operating the EV charging station(s) described in Table 1 for a minimum of five (5) years after the beginning of operation. The Recipient will be responsible for providing maintenance and support throughout the Agreement term with a warranty and maintenance program that achieves a minimum 97% station uptime.

The Recipient shall also plan to achieve 25 percent small business participation in this project.

APPROVAL TO COMMENCE WITH WORK

This Agreement will be reimbursed by federal funds under the NEVI Formula Program. The Federal Highway Administration (FHWA) must authorize funding for projects before match share or reimbursable expenditures may be incurred. Even where funds have already been obligated or work to be performed will not be reimbursable or will be done with match funds, it may still be necessary to obtain FHWA and Caltrans approval prior to commencing work.

The Recipient must receive written notice to proceed from the CAM before commencing with work on any task listed in this Scope of Work. CAM approval may be dependent on Caltrans or FHWA approval. No work may occur on any Task unless written notification to proceed is received, from the CAM, for that Task.

Even if the CAM gives approval for the Recipient to proceed with work on a Task, the project still may not move forward and any costs incurred by the Recipient are at their own risk.

For example, the CAM may approve the Recipient to use match funds to complete environmental review; adverse NEPA findings may be made; and the project may be unable to move forward despite the Recipient using their own resources to perform work.

As another example, the NEVI program may be halted or funds may be de-obligated by FHWA. In that event, the CEC may be unable to reimburse the Recipient for work performed, despite having previously given approval to move forward with work.

TASK 1 ADMINISTRATION

Task 1.1 Kick-off Meeting

The goal of this task is to establish the lines of communication and procedures for implementing this Agreement. The 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 that no work has been completed* using reimbursable or match funds prior to the execution of the agreement and FHWA's authorization of the project ("E-76 approval").
- Provide an *updated Schedule of Products, updated list of match funds, 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 needed to carry out project (Task 1.8)
    - Federal requirements including Davis-Bacon Act documentation (Task 1.9)
    - 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 NEVI 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 that no work has been done

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 NEVI 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 NEVI 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.

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 NEVI 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 the 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 8)
- Provide verbal answers to the CAM during the call.
- *Send an email to CAM concurring with call summary notes.*

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.

Product:

- Quarterly Progress Reports

Task 1.6 Identify and Obtain Matching 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 eligible project costs for reimbursement or match share under this Agreement. 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. This Agreement must be executed and FHWA must authorize funding for projects before match share or reimbursable expenditures may be incurred. The CAM will provide a notice to proceed to the Recipient once the required approvals are given for a task.

The Recipient shall:

- Prepare a *letter* documenting the match funding committed to this Agreement and submit it to the CAM at least two (2) working days prior to the kick-off meeting. 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 property, the Recipient shall identify its owner and provide a contact name, address and telephone number, and the address where the equipment or tangible property is located.
- Provide a *copy of the letter of match fund 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.

Products:

- A letter regarding match funds
- Copy(ies) of each match fund commitment letter(s)
- 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. 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 two (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.
- Coordinate with CEC and Caltrans staff to verify if encroachment, right of way, or any other Caltrans permits will be required for any of the charging stations.
- 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 final 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 five (5) working days. Either of these events may trigger actions available to the CEC under this Agreement, such as an additional CPR.

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, and for CEC and their designees to access 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*.
- Submit a *final copy of each executed site host agreement*.
- If Recipient intends to add new subrecipients or change subrecipients, then the Recipient shall notify the CAM.

Products:

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

- Final site host agreement(s)

Task 1.9 Compliance with Federal Requirements

The goal of this task is to ensure compliance with all the federal requirements for work completed under this Agreement in a timely fashion to keep the Agreement on track. Failure to comply with federal requirements including Davis-Bacon Act may require repayment of grant funds under this Agreement. See Special Federal Award Terms and Conditions, subpart C., paragraph 4 for additional details.

The Recipient shall:

- Ensure that all laborers and mechanics employed by the Recipient, subrecipients, or vendors in the performance of construction, alteration, or repair work in excess of $2,000, funded directly by or assisted in whole or in part by funds made available under this Agreement, shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).
- Obtain appropriate wage determinations from the Secretary of Labor or General Services Administration (sam.gov) as needed.
- Provide wage determinations at least 10 days prior to bid opening when subcontracting/making a subaward.
- When advertising for a public contract opportunity, Recipient must attach the applicable wage determinations to the solicitation, assistance agreement, and resulting contract or grant.
- Post wage rates and minimum wage rate posters onsite in a prominent and accessible place where they may easily be seen by employees.
- Collect, verify, and submit to CEC all *payrolls for all laborers and mechanics employed or working on the project under this Agreement*, including those employed by the Recipient and any subrecipients or vendors. Include the *Fringe Benefit Statement* as needed.
- The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR Section 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead, the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number).
- The Recipient is responsible for submittal of payrolls by all subrecipients and vendors under this Agreement.
- Each payroll submitted shall be accompanied by a “Statement of Compliance,” signed by the Recipient, subrecipient, or vendor, or his or

her agent who pays or supervises the payment of the persons employed under the Agreement, and shall certify the following:

  - That the payroll for the payroll period contains the information required to be provided under Section 5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under Section 5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete.
  - That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the Agreement during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3.
  - That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination.

- Ensure compliance with all applicable federal requirements, including and not limited to Davis-Bacon and related Acts.
- Collect, verify, and submit *other documentation of compliance with federal requirements*, as applicable and as needed. Provide daily construction site reports or similar to support verification of certified payroll records.

Products:

- Copies of weekly certified payrolls for all laborers and mechanics employed or working on the project under this Agreement, including a Fringe Benefit Statement as needed
- Other documentation of compliance with federal requirements (as needed)

TECHNICAL TASKS

TASK 2 ENVIRONMENTAL REVIEW AND ENGINEERING

The goal of this task is to coordinate environmental review, conduct utility planning and design, and complete preliminary charging station engineering for each charging station.

Site Changes: The CAM must approve any requested site changes.

Task 2.1 Coordinate with Utility and Obtain Final Utility Service Design

The goal of this task is to ensure the Recipient coordinates with the Utility and obtains the Final Utility Service Design(s) if required for the project site(s).

The Recipient shall:

- 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.

Products:

- 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 2.2 Site Design and Suitability

The goal of this task is to ensure the Recipient accounts for reliability, end user experience, and other critical ancillary components of an EV charging station deployment in their proposed site design.

The Recipient shall:

- Confirm the optimal positioning of station equipment for best visibility, convenience, safety, and minimization of installation costs.
- Assure the availability and reliability of all necessary wireless communication channels (including charging station – gateway communications, gateway networking, etc.).
- Finalize and submit to the CAM a set of engineer and utility-approved *Site Engineering Drawings* for each charging station, which shall include, but not be limited to, diagrams which clearly show:
    - Ingress and egress points for the charging station.
    - Existing or planned hardscape (asphalt, concrete, etc.) and softscape (planters, trees, grass, etc.).
    - Planned parking space striping layouts which are compliant with the Americans with Disabilities Act (ADA) and the California Green Building Standards (CALGreen) code.

- The location and electrical characteristics of the proposed electrical infrastructure associated with the project, including, but not limited to: switchgears, transformers, utility feed drops, trenching runs, stub-outs, power cabinet(s), dispenser(s), and/or charging units.
- Property interests and/or easements associated with each charging station.

Products:

- Site Engineering Drawing(s) for each charging station

Task 2.3 Conduct Environmental Review

The goal of this task is to ensure the Recipient coordinates with Caltrans and other environmental agencies to conduct appropriate environmental remediation and mitigation efforts applicable to their station site(s).

The Recipient shall:

- Follow the Caltrans acquisitions process detailed in the Local Assistance Procedures Manual (LAPM) and Right of Way Manual as applicable.
  - As needed, perform a site survey to ensure that installation of charging equipment and associated infrastructure falls within the site host's land boundaries and does not fall within rights of way or easements.
- Coordinate with CEC and Caltrans staff to complete all work necessary for National Environmental Policy Act (NEPA) compliance. This includes, but is not limited to, *submitting a completed PES Form/Exhibit 6-A* in Caltrans' LAPM.
- Receive NEPA approval (from Caltrans) prior to commencing with Right of Way (Task 3).

Products:

- Completed PES Form/Exhibit 6-A

TASK 3 RIGHT OF WAY

The goal of this task is to conduct work to identify and secure necessary real property interests for the project and secure Right of Way Certification for each charging station. The Right of Way Certification is to document that real property interests have been or are being secured, and physical obstructions, including buildings, utilities, and railroads, have been or will be removed, relocated, or protected as required for the construction, operation, and maintenance of the proposed federally funded project. The Right of Way Certification also documents that right of way activities were conducted in accordance with applicable policies and procedures outlined in the Caltrans LAPM. The Recipient must provide proof of receiving NEPA approval (Task 2), provide an executed site host agreement for each charging station (Task 1.8), and receive written approval from the

CAM before proceeding with this task.

The Recipient shall:

- Review right of way records and identify the need, if any, for additional right of way for each charging station.
- Identify the needed, if any, real property interests for each charging station.
- Prepare and submit to the CAM a narrative *Right of Way Diary* which shall document steps performed to clear right of way for the project limits. This Diary should include, but not be limited to:
    1. Dates and interaction details of Recipient and site host / property owner, including dates associated with establishing fair market value.
    2. Negotiation details that include settlement parameters and dates that agreements were signed and recorded.
    3. Any dates and payments to site hosts associated with an executed agreement.
    4. Documentation and notes of any relocation actions.
- Coordinate with the CAM to determine the project's right of way impacts, if any.
- Prepare a *draft of Right of Way Certification Form 13-B(NEVI)* for each charging station and submit it to the CAM.
- Prepare an *Acknowledgement Form* for each lessee-lessor relationship at a proposed station and each right of way interaction. Attach Acknowledgement Form(s) to Site Host Agreement.
- Coordinate with the CAM to ensure Right of Way Certification Form 13-B(NEVI) is completed to the satisfaction of the CEC.
- Receive Right of Way Certification approval prior to commencing with construction-related activities for the respective charging station (Task 4 and Task 5).

Products:

- Right of Way Diary for each charging station
- Draft Right of Way Certification Form 13-B(NEVI) for each charging station
- Completed Acknowledgement Form(s), attached to associated Site Host Agreement(s)

TASK 4 SITE PREPARATION AND EQUIPMENT PROCUREMENT

The goal of this task is to prepare each charging station for construction. The Recipient

must receive Right of Way Certification approval (Task 3) and written approval from the CAM before commencing with this task.

[A CPR meeting is scheduled to be held during this task and additional CPR meetings may be scheduled if necessary.]

The CAM shall:

- Schedule a Pre-Construction Meeting with the Recipient.
- Send the Recipient the *Pre-Construction Meeting Agenda.*
- During the Pre-Construction Meeting, the following topics will be discussed:
    - Safety
    - Labor Compliance
    - Environmental Mitigation Commitments
    - Daily Reports
    - Build America Buy America
    - Site Visit (if applicable)

The Recipient shall:

- Prepare and submit to the CAM an *Installation Plan* for each charging station, which shall include, but not be limited to:
    1. The site host business name
    2. The site host address
    3. The equipment being installed
    4. The name of the project manager for the site
    5. The planned installation schedule
- Procure all required equipment for installation after the Installation Plan is submitted and the CAM has provided written approval to proceed with procurement.
- Procure all necessary materials for construction.
- Verify safety, shelter, access, ADA compliance, signage, and lighting requirements are met.
- Recipient Project Manager and Construction Manager, at minimum, attend the Pre-Construction Meeting with the CAM.
- Coordinate site project kick-off meeting with host, suppliers, subrecipients, vendors, and local authority having jurisdiction for each charging station.
- Meet with project partners to track and evaluate project progress, goals, barriers, and project approach.

- Prepare and submit to the CAM a *Data Management and Cybersecurity Plan* prior to the commissioning of any station. The Data Management and Cybersecurity Plan must include the Recipient's data security policies, procedures, and remediation plan. The plan shall include, but not be limited to, the following:
    1. Strong authentication and access control
    2. Network segmentation to isolate critical components to limit attack
    3. Intrusion detection and monitoring
    4. Integrating cybersecurity measures at the hardware level
    5. Firmware integrity of chargers
    6. User data privacy and protection
    7. Secure data transfer and protection at rest
    8. Secure communications protocols
    9. Payment systems
    10. Cloud protections
    11. System and data access management to ensure only authorized individuals have access
    12. Employee cybersecurity training
    13. Patching and updates
    14. Incident response reporting and recovery, including a communications plan
    15. Audits and assessments
    16. Continuity of operations
    17. Risk acceptance and mitigation
    18. Disaster recovery
- Prepare and submit to the CAM a *Written Notification of Readiness to Begin Installation* for each charging station that declares each site is completed with preconstruction and engineering activities and ready to move forward with the installations.

CAM Product:

- Pre-Construction Meeting Agenda

Recipient Products:

- Installation Plan for each charging station
- Data Management and Cybersecurity Plan
- Written Notification of Readiness to Begin Installation for each charging

station

TASK 5 CHARGING STATION CONSTRUCTION AND COMMISSIONING

The goal of this task is to construct each charging station, ensure all equipment meets the solicitation and federal NEVI requirements, and commission each charging station for public use. The Recipient must receive Right of Way Certification approval (Task 3) and written approval from the CAM before commencing with this task.

[A CPR meeting is scheduled to be held during this task and additional CPR meetings may be scheduled if necessary.]

The Recipient shall:

- Utilize the *Final Utility Service Designs*, *Site Engineering Drawings* and *Installation Plans* from Tasks 2 and 4 to prepare each charging station for installation work.
- Inform Caltrans of installation schedule to initiate preparation of highway signage.
- For every working day of construction, prepare a *Daily Report* that includes the following:
    - Start time and end time of work
    - Workers present
    - Summary of work performed, including any equipment delivered or machinery used
    - Photographs of site
- Install at each charging station charging equipment that meets the following specifications:
    - At least four (4) charging ports that can simultaneously supply at least 150 kW each to a vehicle, for a total of 22 charging ports across two charging stations.
    - Each charging port must support output voltages between 250 volts direct current (DC) and 920 volts DC.
    - Each charging port must have at least one permanently attached CCS connector. Additional connector types such as SAE J3400 are allowed to be installed if the previous requirement is still met.
    - Each connector should be rated with a current carrying capacity of greater than or equal to 375 Amps.
    - The chargers must conform to ISO 15118-3, and hardware must be capable of implementing both ISO 15118-2 and ISO 15118-20.
    - The chargers must include all necessary software and hardware to perform Plug-and-Charge using ISO 15118-2.

- Conformance testing for charger software and hardware should follow ISO 15118-4 and 15118-5, respectively.
- The chargers must conform to OCPP 2.0.1 or later. Manufacturers must attest that the charger conforms to OCPP 2.0.1 or later by detailing it on a publicly available charger specification sheet.
- The charger's networking software must connect to a central management system using OCPP 2.0.1 for the purposes of charger management and data reporting, including for reliability data reporting requirements.
- The charging network must be capable of communicating with other charging networks in accordance with the Open Charge Point Interface (OCPI) 2.2.1.
- The chargers must be designed to securely switch network providers without any changes in hardware.
- The chargers must be networked and must include the following three abilities:
    1. Have network connectivity with one of the following:
        - IEEE 802.11n for high-bandwidth wireless networking, or
        - IEEE 802.3 for Ethernet for local- or wide-area network applications
    2. Be able to receive remote software updates, real-time protocol translation, encryption, and decryption, including:
        - Internet Protocol (IP)-based processor which must support multiple protocols, and
        - Compliance with Transmission Control Protocol (TCP)/IP and IPv6.
    3. Be able to connect to a network's back-end software.
- An Occupational Safety and Health Administration Nationally Recognized Testing Laboratory must have certified the charging equipment.

- Submit an *AB 841 Certification* that certifies the project has complied with all AB 841 (2020) requirements specified in the NEVI Terms and Conditions (please see section 31) or describes why the AB 841 requirements do not apply to the project. The Recipient's authorized representative shall sign the certification.
- 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 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.
- Purchase a networking agreement for each charging port installed. The term of the networking agreement must cover at least five (5) years of operations. If Recipient is a charging network provider, the Recipient is not required to obtain a networking agreement.
- Prepare and submit to the CAM a *Build America, Buy America Compliance Report*, which must document compliance with the Federal NEVI Build America, Buy America requirement.
- Assure each charging station and their associated chargers are accessible to the public 24 hours per day, 7 days per week, year-round (24/7/365).
- Coordinate utility interconnection, service drop, transformer sizing, service activation, and billing.
- Create and submit a *Signage Report* which may include, but is not limited to:
    - Trailblazer signage that clearly identifies the route from the freeway to the station(s)
    - Which jurisdiction(s) and/or agency(ies) the Recipient must coordinate with to deploy the trailblazer signage for each charging station
    - Signage that clearly identifies the charging site location to an approaching driver from any ingress
    - Signage that identifies parking is for EVs only
    - Signage that states non-EVs may be towed (if applicable)
    - Signage that that informs drivers of price per unit of measure
    - Signage required for EV driver accessibility

    - Any additional signage that may be required by federal, state, or local laws, regulations, and ordinances
- Send a copy of the Signage Report to each local jurisdiction identified in the Report.
- Install signage in accordance with the Signage Report to the extent possible given local jurisdictions' requirements and Caltrans requirements.
- Create and submit to the CAM *Written Training Materials* for the charging station equipment at each charging station. These materials may include, but are not limited to, how to operate the equipment, how to troubleshoot the equipment, who to contact for specific questions or issues, and site host requirements may be detailed in the site license agreement. Site host requirements may include, but not be limited to, restroom availability and cleanliness, 24/7/365 public access to the charging station, and keeping the charging station well-lit and clean.
- Deliver Written Training Materials for the charging station to each charging station site host, who should always keep the Written Training Materials at the charging station.
- Provide training to site hosts based on the Written Training Materials.
- Perform final inspections and make corrections if necessary.
- Commission each charging station by verifying each installation was completed in accordance with its Site Engineering Drawing(s) completed in Task 2 and Installation Plan completed in Task 4, the Federal NEVI requirements, and overall requirements of this Agreement.
- Submit each charging station's information to the Alternative Fuels Data Center, at a minimum. The Recipient may provide the information to additional charging station location programs as seen fit.
- Prepare and submit to the CAM, the *Written Notification of Intent to Operate* for each charging station that declares installation for the site has been completed, the final inspection card has been received, the site has been commissioned, and is available to the public for use.
- Submit to the CAM *As-Built Drawings* for each charging station.

Products:

- Daily Reports for each working day, per site
- AB 841 Certification
- EVITP Certification Numbers for all electricians installing EVSE
- Build America, Buy America Compliance Report
- Signage Report
- Written Training Materials

- Written Notification of Intent to Operate for each charging station
- As-Built Drawings for each charging station

TASK 6 OPERATIONS AND RELIABILITY

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 at https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/ev-charger-data-and-reliability-standards. In the event the CEC adopts new regulations and/or requirements, those new regulations and/or requirements will supersede for this Agreement wherever, as determined by the CAM, they conflict or are redundant.

[A CPR meeting is scheduled to be held during this task and additional CPR meetings may be scheduled if necessary.]

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.
- Ensure that the charging port uptime for each charging port installed in the project is at least 97 percent of each year for five years after the beginning of operation.
- Ensure price is communicated to customers as prescribed in 23 CFR 680.116(a).

Product:

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

TASK 7 OTHER DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational and programmatic data from the project. In the event the CEC adopts new regulations and/or requirements, those new regulations and/or requirements will supersede for this Agreement wherever, as determined by the CAM, they conflict or are redundant.

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 EV charging

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
    - Charging 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
  - EV Charging 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

Products:

- Program Management Data Report, submitted monthly

Task 7.1 Utilization

The Recipient shall:

- For EV charging ports, 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

Product:

- 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 7.2 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.

Product:

- GHG Intensity Report

Task 7.3 Data Sharing Agreement

The goal of this task 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's reports adhere to CEC-approved formatting, report templating, and delivery methods.
- 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.

Product:

- Executed data-sharing agreement

TASK 8 FEDERAL DATA REPORTING

The goal of this task is to provide and report data as specified in 23 CFR 680.

The Recipient shall:

- Collect, maintain, and report *data* for at least five (5) years to the Joint Office of Energy and Transportation as prescribed in 23 CFR 680.112. Data Submittal. The data listed below shall be submitted to the CEC via

the Electric Vehicle Charger Analytics and Reporting Tool (EV-ChART) online platform, found at https://driveelectric.gov/evchart, or in the manner prescribed by FHWA, if no longer EV-ChART. All data must be formatted and prepared in accordance with the EV-ChART Data Format and Preparation Guidance, found at https://driveelectric.gov/files/ev-chart-data-guidance.pdf, or any superseding FHWA guidance.

- Submit the following data on a quarterly basis to EV-ChART or in the manner prescribed by FHWA:
  - Charging station identifier that the following data can be associated with. This must be the same charging station name or identifier used to identify the charging station in data made available to third-parties in § 680.116(c)(1).
  - Charging port identifier. This must be the same charging port identifier used to identify the charging port in data made available to third-parties in § 680.116(c)(8)(ii).
  - Charging session start time, end time, and any error codes associated with an unsuccessful charging session by charging port.
  - Energy (kWh) dispensed to EVs per charging session by charging port.
  - Peak session power (kW) by port.
  - Payment method associated with each charging session.
  - Charging station port uptime, T_outage, and T_excluded calculated in accordance with the equation in § 680.116(b) for each of the previous 3 months.
  - Duration (minutes) of each outage.
- Submit the following data on an annual basis on or before March 1 to EV-ChART or in the manner prescribed by FHWA:
  - Maintenance and repair cost per charging station for the previous year.
  - For private entities identified in paragraph (c)(1) of this section, identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.
- Submit the following data one time, as soon as available, to EV-ChART or in the manner prescribed by FHWA:
  - The name and address of the private entity(ies) involved in

the operation and maintenance of chargers.

- Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station.
- Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost.
- Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
  - Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines.
  - Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.

- Provide *third-party data sharing* as prescribed in 23 CFR 680.116(c). Make available, free of charge, to third-party software developers, *via API*:
  1. Unique charging station name or identifier
  2. Address (street address, city, state, and zip code) of the property where the charging station is located
  3. Geographic coordinates in decimal degrees of exact charging station location
  4. Charging station operator name
  5. Charging network provider name
  6. Charging station status (operational, under construction, planned, or decommissioned)
  7. Charging station access information:
     (i) Charging station access type (public or limited to commercial vehicles)
     (ii) Charging station access days/times (hours of operation for the charging station
  8. Charging port information:
     (i) Number of charging ports
     (ii) Unique port identifier
     (iii) Connector types available by port
     (iv) Charging level by port (DCFC, AC Level 2, etc.)
     (v) Power delivery rating in kilowatts by port

(vi) Accessibility by vehicle with trailer (pull-through stall) by port (yes/no)

(vii) Real-time status by port in terms defined by Open Charge Point Interface 2.2.1

9. Pricing and payment information:

(i) Pricing structure

(ii) Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1

(iii) Payment methods accepted at charging station.

Products:

- Data submittals to EV-ChART or in manner prescribed by FHWA
- API for third-party data sharing

TASK 9 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 six (6) *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.

Products:

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