California Energy Commission
April 10, 2025 Business Meeting
Backup Materials for California Indian Manpower Consortium, Inc. (CIMC)

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

[PROPOSED]

RESOLUTION NO: 25-0410-08a

STATE OF CALIFORNIA

STATE ENERGY RESOURCES
CONSERVATION AND DEVELOPMENT COMMISSION

RESOLUTION: California Indian Manpower Consortium, Inc. (CIMC)

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 ARV-24-011 with CIMC for a $2,999,961 grant. This project will install at least four EV direct current fast charger ports and at least two Level 2 EV charger ports across two gas stations located on the Bishop Paiute Tribe Reservation; create an EV Charging Blueprint to identify future build-out of charging infrastructure and fleet electrification; and deliver training to support careers in the transportation electrification industry; and

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

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 adopted at a meeting of the CEC held on April 10, 2025.

AYE:
NAY:
ABSENT:
ABSTAIN:

Dated:

_____
Kristine Banaag
Secretariat

STATE OF CALIFORNIA
CALIFORNIA ENERGY COMMISSION

CEC-270 (Revised 01/2024)

GRANT REQUEST FORM (GRF)

A. New Agreement Number

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

New Agreement Number: ARV-24-011

B. Division Information

1. Division Name: Fuels and Transportation Division
2. Agreement Manager: Mabel Lopez
3. MS-:N/A
4. Phone Number: 279-226-1128

C. Recipient's Information

1. Recipient's Legal Name: California Indian Manpower Consortium, Inc.
2. Federal ID Number: 94-2472564

D. Title of Project

Title of project: Accelerating Tribal EV Charging Infrastructure, Planning and Workforce Development (Bishop Paiute Tribe)

E. Term and Amount

1. Start Date: 4/10/2025
2. End Date: 11/3/2028
3. Amount: $2,999,961

F. Business Meeting Information

1. Are the ARFVTP agreements $75K and under delegated to Executive Director? No
2. The Proposed Business Meeting Date: 4/10/2025
3. Consent or Discussion? Discussion
4. Business Meeting Presenter Name: Pilar Magaña
5. Time Needed for Business Meeting: 10 minutes
6. The email subscription topic is: Clean Transportation Program

Agenda Item Subject and Description:

CALIFORNIA INDIAN MANPOWER CONSORTIUM, INC. (CIMC). Proposed resolution approving agreement ARV-24-011 with CIMC for a $2,999,961 grant, and adopting staff's recommendation that this action is exempt from CEQA. This project will install at least four EV direct current fast charger ports and at least two Level 2 EV charger ports across two gas stations located on the Bishop Paiute Tribe Reservation; create an EV Charging Blueprint to identify future build-out of charging infrastructure and fleet electrification; and deliver training to support careers in the transportation electrification industry. (Clean Transportation Program Funding) Contact: Pilar Magaña (Staff Presentation: 10 minutes)

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?

No

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: None

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.

Enter "Not applicable" or reason why Agreement is exempt under the above section

This project is covered by the Common Sense Exemption under 14 CCR 15061 (b) (3) which provides that the California Environmental Quality Act (CEQA) applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

This project will take place on tribal land, but off reservation impacts must still be evaluated under Government Code section 12012.101(b)(2), but this project is exempt under the “common sense” CEQA exemption because the proposed project will not:

- construct on or alter any off-reservation land subject to jurisdiction of the State of California;
- impact local air quality;
- use groundwater resources or otherwise impact any off-reservation water resources that might be subject to jurisdiction of the State of California;
- build additional transportation infrastructure;
- increase vehicle miles traveled;

- generate additional traffic volumes from commercial activities of the Casino;
- Increase, once the project is complete, ambient noise beyond the existing commercial activities; or
- degrade the visual character or quality of off-reservation views, including those of scenic resources or objects of aesthetic significance on land subject to the jurisdiction of the State of California.

The proposed project consists of installing a minimum of four direct current fast charger ports (two with integrated battery storage) and a minimum of two Level 2 charger ports across Bishop Paiute Gas Station and Yuhubi Novi Gas Station, located on the Bishop Paiute Tribe Reservation. This project will also develop a transportation electrification blueprint and tribal workforce training that assists tribes in acquiring the professional skills required to work in the transportation electrification industry.

Vehicle trips associated with the construction of the project will be temporary and the operation of the EV charging stations will result in a negligible number of regular operational trips for maintenance. Best management practices will be used during installation and operation of the EV charging stations. Therefore, no adverse effects to offsite air or water quality will occur as a result of the project. The installation and operation of the EV chargers would not substantially degrade the existing visual character or quality of off-reservation visual resources, as the system components are not visually obtrusive.

Compared with the current supply of energy, the proposed project will improve energy resiliency for Tribal facilities and the local electric grid, as well as reduce overall energy demand on the local energy provider and lower fossil fuel usage and greenhouse gas (GHG) emissions. Because the proposed project will improve air quality and reduce GHG emissions, and does not provide for any physical changes outside of the Bishop Paiute Tribe Reservation, it can be seen with certainty that there is no possibility that the proposed project may have a significant effect on the off-reservation environment within the jurisdiction of the State of California. Based on all these factors, the proposed project meets the CEQA “common sense” exemption.

The project does not involve impacts on any particularly sensitive environment; 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.

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
Ecology Action of Santa Cruz	$ 2,484,550	**$**0
ChargerHelp Inc.	$20,000	**$**0
Bishop Paiute Tribe	$15,000	**$**0
Society of Automotive Engineers Certification Provider - TBD	$33,800	**$**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
CDW Direct, LLC	$2,500	**$**0
Electric Vehicle Infrastructure Training Program Inc	$825	**$**0
EV Re-Fleet Inc.	$48,000	**$**0
TBD (Printing/Reproduction)	$1,015	**$0**
TBD (Supportive Services)	$40,675	**$0**
TBD (Training Stipends)	$24,000	**$0**
TBD (Work Training Stipend)	$17,952	**$0**
TBD (EVSE Equipment)	$1,058,583	**$0**
TBD (Charging Software and Networking)	$3,500	**$0**
TBD (Operations and Maintenance)	$4,300	**$0**
TBD (Engineering)	$40,000	**$0**

TBD (EVSE Installation)	$298,610	**$0**
Ceiba Legal, Professional Corporation	$5,000	**$**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
Bishop Paiute Tribe

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	2022-23	601.118O	$2,999,961

TOTAL Amount: $2,999,961

R&D Program Area: N/A

Explanation for "Other" selection N/A

Reimbursement Contract #: N/A

Federal Agreement #: N/A

M. Recipient's Contact Information

1. Recipient's Administrator/Officer

Name: Lorenda T. Sanchez

Address: 738 North Market Boulevard

City, State, Zip: Sacramento, CA 95834

Phone: (916) 920-0285

E-Mail: lorendas@cimcinc.com

2. Recipient's Project Manager

Name: Diana Alvarez

Address: 738 North Market Boulevard

City, State, Zip: Sacramento, CA 95834

Phone: (916) 920-0285

E-Mail: dianaa@cimcinc.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-23-607
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	Yes
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: Mabel Lopez

Approval Date: 1/27/2025

Office Manager: Charles Smith

Approval Date: 1/27/2025

Deputy Director: Melanie Vail

Approval Date: 2/27/2025

Exhibit A
SCOPE OF WORK

California Indian Manpower Consortium, Inc

Accelerating Tribal EV Charging Infrastructure, Planning, and Workforce Development

TECHNICAL TASK LIST

Task #	CPR	Task Name
1		Administration
2	X	EV Charging Infrastructure and Installation
3	X	EV Infrastructure and Fleet Electrification Planning
4	X	EV Workforce Training and Development
5		Operations and Reliability
6		Semi-Annual Electric Vehicle Charger Inventory Reports
7		Data Collection and Analysis
8		Project Fact Sheet

KEY NAME LIST

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
1	Lorenda T. Sanchez, California Indian Manpower Consortium Inc (CIMC) Diana Alvarez, CIMC	Sherry Bryan, Ecology Action of Santa Cruz (Ecology Action)	Brian Adkins and Sara Alves, Bishop Paiute Tribe
2	Diana Alvarez, CIMC	Sherry Bryan, Ecology Action Frank Deniz, Ecology Action Darya Oreizi, Ecology Action	Brian Adkins and Sara Alves, Bishop Paiute Tribe
3	Diana Alvarez, CIMC	Sherry Bryan, Ecology Action Frank Deniz, Ecology Action	Brian Adkins and Sara Alves, Bishop Paiute Tribe

Task #	Key Personnel	Key Subrecipient(s)	Key Partner(s)
		Darya Oreizi, Ecology Action Adrian Gomez, EV Re-Fleet Inc.	
4	Lorenda T. Sanchez, CIMC Cheryl Andreas, CIMC	None	Brian Adkins and Sara Alves, Bishop Paiute Tribe
5	Diana Alvarez, CIMC	Sherry Bryan, Ecology Action Darya Oreizi, Ecology Action	Brian Adkins and Sara Alves, Bishop Paiute Tribe
6	Diana Alvarez, CIMC	Sherry Bryan, Ecology Action	Brian Adkins and Sara Alves, Bishop Paiute Tribe
7	Diana Alvarez, CIMC	Sherry Bryan, Ecology Action	Brian Adkins and Sara Alves, Bishop Paiute Tribe
8	Diana Alvarez, CIMC	Sherry Bryan, Ecology Action	Brian Adkins and Sara Alves, Bishop Paiute Tribe

GLOSSARY

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

Word/Term	Definition
AB	Assembly Bill
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.
ASE	National Institute for Automotive Service Excellence, an independent non-profit organization that has worked to improve the quality of vehicle repair and service by testing and certifying automotive professionals.
CAD	Computer-aided design
CAM	Commission Agreement Manager
CAO	Commission Agreement Officer

CEC	California Energy Commission
Charge attempt	Any instance of an EV driver taking action to initiate a charging session by taking one or all of the following steps in any order: 1) attaching the connector to the EV appropriately or 2) attempting to authorize a charging session by use of radio frequency identification (RFID) technology, credit card, charging network provider smartphone application (app), screen input, or calling the charging network provider's customer service number.
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 only 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 a group of 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 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
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. Downtime is calculated pursuant to Task 5.4.
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.
EVI	Electric Vehicle Infrastructure
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric vehicle supply equipment. A charger as defined.
EVSP	Electric Vehicle Service Provider
Excluded downtime	Downtime that is caused by events pursuant to Task 5.
Failed charging session	Following a charge attempt, the criteria for a successful charging session were not met.
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.
kW	Kilowatt
kWh	Kilowatt hour
Level 2 Charging	Electric vehicle charging at 208/240 volts
Maintenance	Any instance in which preventive or corrective maintenance is carried out on equipment.
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.
NTEP	National Type Evaluation Program
OCPP	Open Charge Point Protocol. An open-source communication protocol that specifies communication between chargers and the charging networks that remotely manage the chargers.
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.
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).
Public	Charging ports located at parking space(s) designated by the property owner or lessee to be available to and accessible by the public.
Recipient	California Indian Manpower Consortium Inc
RFP	Request for proposal
RSA	Registered Service Agency
SAE	Society of Automotive Engineers, a global organization focused on advancing knowledge and solutions related to all forms of mobility, including automotive, aerospace, and commercial vehicles, essentially aiming to develop standards and technologies that improve the safety, efficiency, and accessibility of transportation systems across different industries.

SCE	Southern California Edison
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.
Software	A set of instructions, data, or programs used to operate computers and execute specific tasks.
Successful charging session	Following a charge attempt, a customer's EV battery is charged to the state of charge the customer desires and is disconnected manually by the customer or by the EV's onboard software system terminating the charging session, without an additional charge attempt.
TE	Transportation electrification
Tribe	Bishop Paiute Tribe
Uptime	The time that a charger is installed during a reporting period excluding downtime pursuant to Task 5.4
xEV	Electrified Propulsion Vehicles, refers to any vehicle that uses electric motors as its primary means of propulsion.

Background

Assembly Bill (AB) 118 (Núñez, Chapter 750, Statutes of 2007), created the Clean Transportation Program (CTP) to help achieve California's climate change policies and support projects that reduce greenhouse gas emissions from the transportation sector. AB 8 (Perea, Chapter 401, Statutes of 2013) extended the program through January 1, 2024, and AB 126 (Reyes, Chapter 319, Statutes of 2023) extended the program through July 1, 2035 and focused the program on zero-emission transportation.

The CTP has an annual budget of approximately $100 million and provides financial support for projects that:

- Develop and deploy zero-emission technology and fuels in the marketplace.
- Produce alternative and renewable low-carbon fuels in California.
- Deploy zero-emission fuel infrastructure, fueling stations, and equipment.
- Establish workforce training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

On January 18, 2024, the California Energy Commission (CEC) released a Grant Funding Opportunity (GFO) entitled "Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development." This competitive grant solicitation was to fund projects that will accelerate zero-emission vehicle adoption among California Native American Tribes by funding electric vehicle (EV) infrastructure, EV infrastructure (EVI) planning, and EV workforce training and development. In response to GFO-23-607, California Indian Manpower Consortium Inc (the Recipient) submitted application

#13 which was proposed for funding in the CEC's Notice of Proposed Awards on November 20, 2024. GFO-23-607 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:

While rural areas are home to less than one-fourth of the United States population, they cover 97 percent of the country's total land area. Nevertheless, the vast majority of EV charging infrastructure is concentrated in major cities. The lack of EV charging infrastructure in rural areas is one of the most significant barriers to rural EV adoption in the United States. Given the remote nature of the Bishop Paiute Tribe (the Tribe), access to fast chargers is limited with only 10 listed in the region. Coupled with the low reliability of electric service, the Tribe has a need not only for more EV charging solutions but also more resilient EV charging solutions within the community's public spaces.

Goals of the Agreement:

The goal of this Agreement is to promote transportation electrification (TE) among California Native American Tribes, including the Tribe, by funding EV charging infrastructure, EVI planning, and EV workforce training and development.

This project will increase equitable access to EV charging for tribal businesses and communities and will be directly transferable to other tribal communities.

Objectives of the Agreement:

The objectives of this Agreement are to:

1. Install publicly accessible EV charging at two sites on the Tribe property for use by Tribe members, businesses, fleets, residents and visitors.

Table 1. Shovel-ready selected sites

Sites	Minimum # of chargers	Estimated* EVSE output/storage capacity
Bishop Paiute Gas Station (casino): 2750 N Sierra Hwy, Bishop, CA 93514	• At least 2 Direct current fast chargers (DCFC)	• DCFC #1: 194 kilowatt (kW) with up to 215 kilowatt-hour (kWh) integrated battery storage, at minimum 1 port

	• At least 1 Level 2 Charger	• DCFC #2: Up to 400 kW, at minimum 1 port • Level 2: Up to 9.6 kW, at minimum 1 port
Yuhubi Novi Gas Station: 180 N See Vee Ln, Bishop, CA 93514.	• At least 2 DCFC • At least 1 Level 2 Charger	• DCFC #1: 194 kW with up to 215 kWh integrated battery storage, at minimum 1 port • DCFC #2: Up to 400 kW, at minimum 1 port • Level 2: Up to 9.6 kW, at minimum 1 port

*Final Electric vehicle supply equipment (EVSE) power levels and storage capacity will be determined during the engineering and design phase with the goal to maximize power and capacity within the available budget while achieving the Tribe's goal of using the storage to manage demand charges from Southern California Edison (SCE).

2. Develop a stakeholder-centered EV Charging Blueprint that identifies site options and the cost and sequence for the build-out of EV charging infrastructure and fleet electrification for essential fleets, including food distribution and healthcare. The blueprint will serve as a catalyst for the Tribe to incorporate EVI into their future planning and capital projects.
3. Develop and deliver online and classroom training for at least 20 individuals, preparing them with valuable trade skills and professional connections for careers in the TE industry. At least 4 work experiences will be conducted at job sites where EVI is being deployed. At least an additional three individuals with electrician's licenses will be enrolled in the online Electric Vehicle Infrastructure Training Program (EVITP) and certification exam. This will develop capabilities for careers in EVs, EVI, and EV-related technologies and support the local Tribe's charging infrastructure.

TASK 1 ADMINISTRATION

Task 1.1 Attend Kick-off Meeting

The goal of this task is to establish the lines of communication and procedures 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.
- 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 1.7) No reimbursable work may be done until this documentation is in place.
    - Permit documentation (Task 1.8)
    - Subawards needed to carry out project (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)
    - Technical Products (Product Guidelines located in Section 5 of the Terms and Conditions)
    - Final Report (Task 1.6)

Recipient Products:

- Updated Schedule of Products
- Updated List of Match Funds
- Updated List of Permits
- Written Statement of Match Share Activities

CAM Product:

- Kick-Off Meeting Agenda

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.

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 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
- 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 Final Report

The goal of the Final Report is to assess the project's success in achieving the Agreement's goals and objectives, advancing science and technology, and providing energy-related and other benefits to California.

The objectives of the Final Report are to clearly and completely describe the project's purpose, approach, activities performed, results, and advancements in science and technology; to present a public assessment of the success of the project as measured by the degree to which goals and objectives were achieved; to make insightful observations based on results obtained; to draw conclusions; and to make recommendations for further projects and improvements to the FTD project management processes.

The Final Report shall be a public document and is limited to 25-pages. If the Recipient has obtained confidential status from the CEC and will be preparing a confidential version of the Final Report as well, the Recipient shall perform the following activities for both the public and confidential versions of the Final Report.

In addition to any other applicable requirements, the Final Report must comply with the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq.), which prohibits discrimination on the basis of disability; all applicable regulations and guidelines issued pursuant to the ADA; Cal. Gov. Code sects. 7405 and 11135; and Web Content Accessibility Guidelines 2.0, or a subsequent version, as published by the Web Accessibility Initiative of the World Wide Web Consortium at a minimum Level AA success criteria.

The Recipient shall:

- Prepare an *Outline of the Final Report*, if requested by the CAM.
- Prepare a *Draft Final Report* complying with ADA requirements and following the latest version of the Final Report guidelines which will be provided by the CAM. The CAM shall provide written comments on the Draft Final Report within fifteen (15) working days of receipt. The Final Report must be completed at least 60 calendar days before the end of the Agreement Term.

- Submit *Final Report* in Microsoft Word format or similar electronic format as approved by the CAM.

Products:

- Outline of the Final Report, if requested
- Draft Final Report
- Final Report

Task 1.7 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 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.

No match share is required under this Agreement; however, the Recipient may identify any matching funds used to leverage this Agreement.

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

Task 1.8 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 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 5 working days. Either of these events may trigger 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 1.9 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 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 agreement needed or stating that no subawards or site host agreements are required.

- If requested by the CAM, submit a *draft of each subaward and each 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 each 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 (if requested)
- Final subaward (if requested)
- Draft site host agreement (if requested)
- Final site host agreement (if requested)

TECHNICAL TASKS

TASK 2: EV CHARGING INFRASTRUCTURE AND INSTALLATION

The goal of this task is to install publicly accessible EV charging infrastructure at two sites on the Tribe property for use by Tribe members, businesses, fleets, residents, and visitors.

Table 1: Shovel-ready selected sites

Sites	Minimum # of chargers	Estimated EVSE output/storage capacity*
Bishop Paiute Gas Station (casino): 2750 N Sierra Hwy, Bishop, CA 93514	• At least 2 DCFC • At least 1 Level 2 Chargers	• DCFC #1: 194 kW with up to 215 kWh integrated battery storage • DCFC #2: Up to 400 kW • Level 2: Up to 9.6 kW
Yuhubi Novi Gas Station: 180 N See Vee Ln, Bishop, CA 93514.	• At least 2 DCFC • At least 1 Level 2 Chargers	• DCFC #1: 194 kW with up to 215 kWh integrated battery storage • DCFC #2: Up to 400 kW • Level 2: Up to 9.6 kW

*Final EVSE power levels and storage capacity will be determined during the engineering and design phase with the goal to maximize power and capacity within the available budget while achieving the Tribe's goal of using the storage to manage demand charges from SCE.

Task 2.1: Finalize Site and System Designs for Tribe and SCE Approval

The goal of this task is to collaborate with the Tribe, SCE and contracted engineer to finalize site designs and equipment specifications for each site and submit to the Tribal permitting authority and SCE for approval to proceed.

The Recipient shall:

- For each site, create detailed site layout and design with EVSE and storage specifications, quantity, and power levels of EVSE to be installed. Develop and provide to CAM *site design plans*, including, but not limited to:
    - Installation site diagram, SCE's Transmission and Distribution narrative, ADA requirements, and summary of site amenities.
    - Base map (using computer-aided design (CAD)) that details and measures the current conditions of the site, property boundaries, existing utilities, using graphics conventions.
    - Detailed site design of the EV charger layout, transmission and distribution connection narrative, electrical plan, and all features outlined in the CAD file requirements.
    - Electrical and Civil Plans that include site electrical drawings, EVSE nameplate rating and annual load calculations, and storage specifications.
- Submit *permit application packet* to the Tribe permitting authority and provide a copy to CAM.
- Submit *interconnection packet* to SCE and provide a copy to CAM.
- Provide *written interconnection application approval from SCE* to CAM.
- Provide *written permit approval from Tribal permitting authority* to CAM.

Products:

- Site Design Plans
- Permit application packet as submitted to the Tribe permitting authority
- Interconnection packet as submitted to SCE
- Written interconnection application approval from SCE.
- Written permit approval from Tribal permitting authority.

Task 2.2: Bidding and Contracting

The goal of this task is to competitively procure labor and materials from one or more contractors to build EVSE sites as designed and permitted (consistent with CEC and SCE specifications) and to complete grid interconnection and system energization with SCE.

The Recipient shall:

- Develop a scope of work and competitive bidding documents for construction and installation of the system as designed for approval by the Tribe and SCE.
- Ensure work adheres to all applicable electrical and building codes, policies, programs and includes all CEC flow down provisions.
- Conduct bidding, evaluation and selection(s).
- Provide all *final design, request for proposal (RFP), and contracting documents* to CAM.
- Provide *executed agreement(s) for awarded work with one more trades contractor(s)* to CAM.
- Execute agreement with Tribe to own and operate the installed EVSE in compliance with CEC uptime requirements. Provide copy of *executed agreement with Tribe* to CAM.
- Develop an *Equipment Checklist for each site* that includes a list of the required purchase orders of major equipment needed for the site. CAM written approval to proceed with procurement is required.

Products:

- Final design, RFP, and contracting documents
- Executed agreement(s) for awarded work with one or more trades contractor(s).
- Executed agreement with Tribe
- Equipment Checklist for each site

Task 2.3: Installation, Interconnection, and Energization

The goal of this task is to install and energize all infrastructure and EVSE, ensuring that after final signature of building permits has been obtained, EV charging ports will be functioning optimally and that facility managers will be knowledgeable about how to locate equipment components, activate charging, and perform basic equipment troubleshooting tasks.

The Recipient shall:

- Issue a *notice to proceed* to trades contractor(s) to apply for permits and construct EV charging stations according to the scope of work. Provide to CAM.
- Organize a preconstruction project planning meeting among facilities staff and installation contractor(s) to establish construction timelines, site and parking logistics during construction, and scheduling business notifications.
- Take and provide at least *six high-quality digital photographs of pre-construction* at each site to the CAM.
- On behalf of Tribe, provide construction project management of installation contractors as described in the contractor scope of work and installation agreements.
- Provide *project construction timeline and progress reports* in Quarterly Progress Reports.

- For each site, submit *final inspection card(s), as-built drawings, site activation notification* and at least *six high-quality digital photographs of completed EV charging station and integrated battery storage installations at each site*
- Submit an *AB 841 certification* that certifies the project has complied with all AB 841 (2020) requirements specified in the Agreement Terms and Conditions or describes why the AB 841 requirements do not apply to the project. The certification shall be signed by the Recipient's authorized representative.
- Submit the *EVITP certification numbers* of each EVITP-certified electrician who 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 EVSE installed for commercial use has a type approval certificate issued through the California Type Evaluation Program administered by the California Department of Food and Agriculture Division of Measurement Standards 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 California Department of Measurement and Standards, ensure installation, repair, and/or maintenance on 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.
- Complete and provide to CAM an *EV Commissioning Report* for each site that includes but is not limited to written notification of completion of commissioning, details of the verification and configurations of the EV chargers and operational plans, and training conducted to local field support staff and facilities manager to ensure reliable support of the charging infrastructure.
- Coordinate access to the property with the community or facility manager to test the functionality of each installed charging port by initiating a charge with an EV. Provide to CAM *a statement signed by Ecology Action and the Tribe* that the project as built is functional and conforms to the intent and scope of the project agreement and that project documentation and EVSE equipment warranty information has been received.
- Ensure completion of contractor/vendor scope of work before payment is issued for job completion.

Products:

- Notice(s) to proceed
- Six high-quality digital photographs of pre-construction at each site
- Project construction timeline and progress reports in Quarterly Progress Reports
- Final inspection card(s) from Tribal permitting authority and SCE for each site
- As-built drawings for each site
- Site activation notification for each site
- Six high-quality digital photographs of completed EV charging station and integrated battery storage installations at each site
- AB 841 certification
- EVITP certification numbers of certified electricians for each project
- EV Commissioning Report
- Signed Statement by Ecology Action and the Tribe

[CPR WILL BE HELD IN THIS TASK. SEE TASK 1.2 FOR DETAILS]

TASK 3: EV INFRASTRUCTURE AND FLEET ELECTRIFICATION PLANNING

The goal of this task is to develop a TE plan that includes EVI (corridor, community, and site level) and a fleet electrification blueprint for the Tribe.

Task 3.1: Stakeholder Engagement and Policy Review and Alignment

The goal of this task is to engage stakeholders in a TE vision through the planning process and to review policies that impact EVI advancement.

The Recipient shall:

- Engage appropriate stakeholders for assessment and planning activities and provide CAM *list of stakeholders engaged.*
- Engage utility to review and contribute to behind-the-meter planning.
- Identify relevant tribal and local plans, policies, and regulations that could impact EVI development.
- Research federal, state, local, and utility EVI or related goals, plans, and laws (National Electric Vehicle Infrastructureand utility, climate action plans, zero-emission vehicle, air quality, etc.). Review and inform policies to enhance EVSE infrastructure installation and EV adoption. Provide CAM with *list of policies/ plans reviewed and policy recommendations.*
- Identify key barriers to EV adoption for tribal fleets and tribal members and identify potential solutions. Provide CAM with *summary of key barriers and potential solutions to EV adoption for tribal fleets and tribal members*.

Products:

- List of stakeholders engaged
- List of policies/plans reviewed and policy recommendations

- Summary of key barriers and potential solutions to EV adoption for tribal fleets and tribal members

Task 3.2: Technical Assessments and EVSE and Fleet Electrification Blueprint

The goal of this task is to assess the corridor, community, fleet, and residential opportunities and challenges for EV infrastructure installation.

The Recipient shall:

- Perform a baseline assessment of current tribal infrastructure, existing transportation needs, and electrical needs.
- Develop an *Outline of the Blueprint* incorporating insight from the baseline assessment and provide to CAM.
- Survey tribal businesses and organizations for fleet electrification potential.
- Assess the economic and technological feasibility of charging technologies, vehicle selection, and site locations.
- Recommend a business model for the optimal charging technology and project locations chosen by the Tribe including the rationale for being considered optimal.
- Work with stakeholders to prioritize and sequence infrastructure build-out.
- Develop and provide to CAM for review and approval the *Draft and Final Blueprint,* that includes:
    - Baseline tribal infrastructure assessment identifying and evaluating the Tribe's existing infrastructure, fleets, transportation requirements, electrical needs, and projected EV adoption
    - Necessary permitting procedures and utility electrical service upgrade processes to ensure compliance with regulations and address logistical considerations
    - Economic and technological feasibility assessment of charging technologies, fleet vehicle transition, business models, and potential installation sites to enable informed decisions regarding sequenced infrastructure investments
    - A cost analysis identifying risks and suggesting mitigation strategies to address potential challenges
    - Operations, Maintenance, and Resiliency Plan, ensuring the long-term sustainability and reliability of vehicles and EVSE infrastructure
    - Prioritized list of sites to be built, highlighting the rationale behind the selection of optimal charging technology and project locations, with actions and milestones for implementation presented
    - Prioritized list of tribes' fleet segments to transition to EVs and sequencing based on operations and economics
    - EVI and fleet electrification funding resources
- Develop and provide to CAM an *EVI project planning checklist.*

Products:

- Outline of Blueprint
- Draft of Blueprint
- Final Blueprint
- EVI project planning checklist

[CPR WILL BE HELD IN THIS TASK. SEE TASK 1.2 FOR DETAILS]

TASK 4: EV WORKFORCE TRAINING AND DEVELOPMENT

The goal of this task is to provide comprehensive EV infrastructure and fleet management training and development to Tribe members. This includes providing supportive post-training services to help participants prepare for and gain employment and to develop replicable training elements that other tribes can use.

Task 4.1: Identify, Qualify, and Enroll Trainees

The goal of this task is to identify, qualify, and enroll at least 23 eligible individuals. Individuals can be Native Americans, Alaska Natives, Native Hawaiians, and/or non-Natives (if space is available) for EV workforce training and development.

The Recipient Shall

- Establish communication channels with appropriate Tribe members.
- Conduct outreach to potential candidates, collect necessary documentation to verify eligibility, and address candidates' eligibility to ensure participants meet the program requirements.
- Enroll at least 20 participants in Society of Automotive Engineers (SAE) EVSE and Automotive Service Excellence (ASE) Electrified Propulsion Vehicles (xEV) Certifications.
- Enroll at least 3 participants with electrician’s licenses in the online EVITP and certification exam.
- Provide *list of vetted and enrolled candidates in the Quarterly Progress Reports*.

Products

- List of vetted and enrolled candidates in Quarterly Progress Reports

Task 4.2: Deliver Training and Support Services

The goal of this task is to deliver comprehensive EV workforce training and post-training supportive services and measure training effectiveness.

The Recipient Shall

- Conduct comprehensive training sessions for at least 10 trainees each year in years 2 and 3, covering EV charging infrastructure and fleet electrification.

    - Online and week-long in-person SAE EVSE Certification and ASE xEV Electrical Safety Awareness Certification exams (written and hands-on).
- Provide *EVITP Training Certifications* in Quarterly Progress Reports
- Coordinate with EV employers or partnering agencies to provide at least 4 EV adjacent work experiences and prepare participants for potential employment as an EVSE Technician for the Tribe.
- Provide a *List of trained candidates* in Quarterly Progress Reports
- Provide training stipends to up to 20 participants who successfully complete all training courses and certifications, which includes all course modules and at least one ASE certification.
- Provide an individual employment plan for each trainee (at least 20) to assist in job placement and skill enhancement in EV related fields, including resume and interview preparation.
- Provide supportive services (such as transportation and lodging) where needed for the participants (up to 20) to complete the training and certification.
- Maintain a *Log of post-training services and materials* and provide in Quarterly Progress Reports.
- Develop, administer, and collect *Pre- and Post-training assessments.* Provide copies to CAM.
- Provide analysis of pre- and post-training assessment results in the Final Report.

Products

- EVITP Training Certifications in Quarterly Progress Reports
- List of trained candidates in Quarterly Progress Reports
- Log of post-training services and materials in Quarterly Progress Reports
- Copies of final pre- and post-training assessment
- Analysis of pre- and post-training assessment results in Final Report

Task 4.3: Develop a Replicable Training Model

The goal of this task is to translate experience and lessons learned from EV workforce training into a replicable model easily implemented by other tribes.

The Recipient shall:

- Develop a replicable training model that can be easily adapted and implemented by other Tribes.
- Document the training process, outline the key components of the training program, and create instructional materials for a *training model*, and provide to CAM for review and approval

Products

- Training model detailing curriculum, materials, and training resources

Task 4.4: Job Coordination

The goal of this task is to coordinate training in EVSE installation, maintenance, and repair.

The Recipient shall:

- Solicit employers to arrange internships or apprenticeships to assist trained participants in gaining practical skills in the field.
- Organize work experience opportunities for at least 4 trained participants to receive paid job training in EVSE maintenance and repair.
- Provide an overview of *job coordination activities* in Quarterly Progress Reports, including participating employers, applicants placed in jobs, employer and work experience feedback, and number of trainees achieving EVITP and SAE certifications.

Products:

- Summary of job coordination activities in Quarterly Progress Reports

[CPR WILL BE HELD IN THIS TASK. SEE TASK 1.2 FOR DETAILS]

TASK 5: OPERATIONS AND RELIABILITY

Recipients shall comply with the reliability performance standards, recordkeeping, reporting, and maintenance requirements (Requirements) for EV chargers installed as part of this Agreement. In the event the CEC adopts regulations that include Requirements, for example as required by AB 2061 (Ting, Chapter 345, Statutes of 2022) and/or AB 126 (Reyes, Chapter 319, Statutes of 2023), those Requirements shall supersede the Requirements contained in this Scope of Work for this Agreement wherever, as determined by the CAM, they conflict or are redundant.

Task 5.1: Operations

The Recipient shall:

- Operate the installed charging ports during the term of this agreement.
- Ensure that the charging port uptime for each charging port installed in the project is at least 97 percent of each year for six years after the beginning of operation.

Without limitation to other rights and remedies that the CEC may have, including but not limited to survival provisions specified in the Terms and Conditions of this Agreement, this requirement to ensure operationality for six years after the beginning of operation shall survive the completion or termination date of this Agreement. In addition to other requirements in the Terms and Conditions of this Agreement, all CEC-reimbursable expenditures must be incurred within the agreement term.

Task 5.2: Recordkeeping

The goal of this task is to collect, maintain, and transmit records of charging port operation and reliability to the CEC.

For networked chargers, the Recipient shall collect and retain the maintenance records specified in this section. The Recipient shall retain the services of a charging network provider that meets the criteria in points 1 through 4 below to record, retain, and transmit the Remote Monitoring data for networked chargers specified in this section.

1. The charging network provider must have an Application Programming Interface (API) of the CEC's choosing to permit the charging network provider to transfer the data required in this section directly to the CEC or the CEC's designee within 60 minutes of the record's generation.
2. The charging network provider must have Subset Certification of the Charging Station Management System in the Open Charge Alliance Open Charge Point Protocol (OCPP) Certification Program for OCPP version 2.0.1, published May 24, 2023, or a subsequent version of OCPP for Core, Advanced Security, and ISO 15118 Support functionalities.
3. **For networked chargers**, the charging network provider's central system must have connection to the chargers using OCPP version 2.0.1 or a subsequent version of OCPP. This does not preclude the additional use of other communication protocols.
4. **For networked chargers,** the charging network provider and chargers must transmit the following protocol data units between the Central Management System and the charger(s) as specified in OCPP version 2.0.1 or a subsequent version of OCPP:
    a. HeartbeatRequest shall be transmitted to the Central Management System by the charger on a set interval.
    b. HeartbeatResponse shall be transmitted to the charger by the Central Management System in response to any received HeartbeatResponse.
    c. StatusNotificationRequest shall be transmitted by the charger to the Central Management System any time the charger or an associated charging port's operative status changes.
    d. BootNotificationRequest shall be transmitted by the charger to the Central Management System any time the charger is powered on.
    e. BootNotificationResponse shall be transmitted by the Central Management System to the charger in response to any received BootNotificationRequest.

The Recipient shall:

- **For networked chargers,** ensure the charging network provider collects and retains the Remote Monitoring data below from each charging port installed and operated as part of this Agreement.

- **For networked chargers,** ensure the charging network provider automatically transmits the Remote Monitoring data below to the CEC, via API, within 60 minutes of the Remote Monitoring data's generation.
- **For networked chargers,** ensure the charging network provider retains the Remote Monitoring data below for two years from the date of each record's generation. Provide *Remote Monitoring Records* to the CEC within 10 business days of request.
    1. Provide digital records in a comma separated values (CSV) file unless another file format is approved by the CEC for the request.
    2. Provide a clear and understandable *Data Dictionary* that describes each data element and any associated units with all digital records.
- **For all chargers,** collect and retain the maintenance records specified below for each charging port installed and operated as part of this agreement for six years from the date the charging port begins operation. Provide *Maintenance Records* to the CEC within 10 business days of request.

  Remote Monitoring Data for Networked Chargers

    1. All instances of the following Protocol Data Units, specified in OCPP 2.0.1, that are transmitted between the charger and the central system
        a. HeartbeatResponse
        b. StatusNotificationRequest
        c. BootNotificationRequest
    2. The total number of charge attempts for the reporting period
    3. The total number of successful charging sessions for the reporting period
    4. The total number of failed charging sessions for the reporting period
    5. The percentage of successful charging sessions for the reporting period relative to the total number of charge attempts for the reporting period

  Maintenance Records

    1. **For all chargers,** reports of inoperative charging ports or charging port failures resulting in inability to charge, such as a customer complaint, internal diagnostics, or inspection.
    2. **For all chargers,** records of any maintenance conducted on charging ports installed and operated as part of the agreement. Records should specify the following:
        a. Date and time of the maintenance event
        b. Whether maintenance was corrective or preventive in nature
        c. Whether and for how long the charging port was in an inoperative state prior to maintenance
        d. Whether the charging port was in an operative state following maintenance

Products:

- Remote monitoring records
- Maintenance records
- Data dictionary

Task 5.3 Maintenance Requirements

The goal of this task is to increase reliability through timely and effective preventive and corrective maintenance. The Recipient shall conduct maintenance on each charger installed and operated as part of the Agreement as specified in this section.

The Recipient shall:

- Conduct preventive maintenance, as specified by the charger manufacturer, on the charger hardware by a certified technician annually. The time interval between consecutive preventive maintenance visits to any charger shall be no more than 13 months.
- Complete corrective maintenance within five business days of the beginning of a time when the charger or charging port is inoperative or exhibiting failures that result in an inability to charge.
- Report on preventive and corrective maintenance in each *Quarterly Report on Charger and Charging Port Reliability and Maintenance*, described in Task 5.4.

Products:

- Maintenance section of Quarterly Report on Charger and Charging Port Reliability and Maintenance, described in Task 5.4

Task 5.4: Reporting

The goal of this task is to provide reports on charger reliability and maintenance.

The Recipient shall:

- Prepare and submit to the CEC *Quarterly Reports on Charger and Charging Port Reliability and Maintenance*. Each report shall include a summary of charging port downtime, including total downtime and the number and frequency of downtime events, the minimum, median, mean, and maximum duration, and the causes of downtime events. Downtime shall be determined on a per-charging-port basis by summing the durations of all downtime events during the reporting period. The duration of a downtime event shall be the longest of the following periods:
    1. **For networked charging ports,** the time after the charger has transmitted a StatusNotificationRequest indicating that the charging port associated with that charger is in a “faulted” or “unavailable” state until a subsequent StatusNotificationRequest is transmitted by that charger indicating that the charging port has transitioned to an “available,”

"occupied," or "reserved" state. The timestamps in each StatusNotificationRequest shall be used to quantify downtime.

2. **For networked chargers,** the time between a BootNotificationResponse transmitted by the Central Management System and the last HeartbeatResponse transmitted by the Central Management System prior to the BootNotificationResponse. The timestamps in the relevant BootNotificationResponse and HeartbeatResponse shall be used to quantify downtime.
3. **For all charging ports,** the time between the earliest record that a charging port is not capable of successfully dispensing electricity or otherwise not functioning as designed and the time it is available to deliver a charge. First record that a charger is not capable of successfully dispensing electricity or otherwise not functioning as designed includes, but is not limited to, consumer notification, internal diagnostics, or inspection, whichever is earliest.

- Prepare a summary of Excluded Downtime, including total excluded downtime and the number and frequency of excluded downtime events, the minimum, median, mean, and maximum duration, and the causes of excluded downtime events and include in each Quarterly Report on Charger and Charging Port Reliability and Maintenance. Excluded Downtime includes:
    1. **Before Initial Installation.** Downtime before the charging port was initially installed.
    2. **Grid Power Loss.** Downtime during which power supplied by a third-party provider is not supplied at levels required for minimum function of the charging port. This may include, but is not limited to, service outages due to utility equipment malfunction or public safety power shutoffs. This does not include power generation or storage equipment installed to serve the charger(s) exclusively. Documentation from power provider detailing outage is required to claim this as excluded downtime.
    3. **Vehicle Fault.** Any failure to charge or failure to meet the EV charging customer's expectation for power delivery due to the fault of the vehicle.
    4. **Outage for Preventive Maintenance or Upgrade.** Downtime caused by any preventive maintenance or upgrade work that takes the charging port offline. This must be scheduled at least two weeks in advance of the charger being placed in an inoperative state. The maximum downtime that can be excluded for preventive maintenance or upgrade work is 24 hours for any 12-month period.
    5. **Vandalism or Theft.** Downtime caused by any physical damage to the charger or station committed by a third party. This may include, but is not limited to, theft of charging cables, damage to connectors from mishandling, or damage to screens. A maximum of five days may be claimed as excluded downtime for each Vandalism or Theft event. A

police report or similar third-party documentation is required to claim this as excluded time.

6. **Natural Disasters.** Downtime caused by any disruption of the charging port due to a natural event such as a flood, earthquake, or wildfire that causes great damage. Third-party documentation, such as news reporting, must be provided along with a narrative of the direct impacts to the chargers(s) to claim this as excluded downtime.
7. **Communication Network Outages.** Downtime caused by loss of communication due to cellular or internet service provider system outages. A Communication Network Outage can be claimed as excluded downtime provided the chargers default to a free charge state during communication losses. A free charge state is when the charger is operational and dispenses energy free of charge to any consumer.
8. **Operating Hours.** Hours in which the charging port is in an operative state but that are outside of the identified hours of operation of the charging station.

- **For all charging ports,** prepare a summary and calculation of uptime and include in each Quarterly Report on Charger and Charging Port Reliability and Maintenance. Each report shall include the uptime percentage of each charging port (Uptime) installed and operated as part of this Agreement for the reporting period. Charging port uptime shall be calculated as:

$$U = \frac{T - D + E}{T} * 100\%$$

  U = Charging port uptime
  T = Q1 reporting period = 129,600 minutes, except for a leap year, which is 131,040 minutes; Q2 reporting period = 131,040 minutes; Q3 and Q4 reporting periods = 132,480 minutes
  D = Total charging port downtime for the reporting period, in minutes
  E = Total charging port excluded downtime in the reporting period, in minutes

- **For networked charging ports**, prepare a summary of charge data and include in each Quarterly Report on Charger and Charging Port Reliability and Maintenance. The data will include
  a. Total number of charge attempts in the reporting period
  b. Total number of successful charge attempts in the reporting period
  c. Total number of failed charge attempts in the reporting period
  d. The percentage of successful charging sessions for the reporting period relative to the total number of charge attempts for the reporting period
  e. A description of steps taken to reduce the number of failed charge attempts and the success rate of those steps
- **For all chargers,** prepare a summary of the total number of maintenance dispatch events that occurred since the last report, the number of days to

complete each maintenance event reported, and a narrative description of significant maintenance issues. Include details of all excluded downtime and a narrative description of events that caused the excluded downtime. Include the summary in each Quarterly Report on Charger and Charging Port Reliability and Maintenance.

Products:

- Quarterly Report on Charger and Charging Port Reliability and Maintenance, submitted in a manner specified by the CEC

TASK 6: SEMIANNUAL ELECTRIC VEHICLE CHARGER INVENTORY REPORTS

The goal of this task is to provide information on the number of chargers in the Recipient's charging network in California, including both public and shared private, serving all vehicle sectors (light-, medium-, and heavy duty), excluding any charger used solely for private use at a single-family residence or a multifamily housing unit with four or fewer units.

The Recipient shall:

Prepare an *Electric Vehicle Charger Inventory Report* in a template provided by the CAM, which includes the following:

- For chargers serving light-duty EVs
    - Number of public AC charging ports aggregated at the county level by charging network provider
    - Number of shared private AC charging ports aggregated at the county level by charging network provider
    - Number of public DCFC ports aggregated at the county level by charging network provider
    - Number of shared private DCFC ports aggregated at the county level by charging network provider
- For chargers serving medium- and/or heavy-duty vehicles
    - Number of public AC charging ports aggregated at the county level by charging network provider
    - Number of shared private AC charging ports aggregated at the county level by charging network provider
    - Number of public DCFC ports aggregated at the county level by charging network provider
    - Number of shared private DCFC ports aggregated at the county level by charging network provider
    - Number of other publicly available charging ports at the county level by charging network provider
    - Number of other depot charging ports by power output (less than 50 kW, 50–150 kW, 150 kW–350 kW, 350 kW and above) at the county level by charging network provider (if applicable)

- Submit the *Electric Vehicle Charger Inventory Report* to the CAM no later than 30 calendar days after the Agreement is executed and then each calendar half-year thereafter. Reports are due at the end of July and end of January.

Product:

- Electric Vehicle Charger Inventory Report

TASK 7: DATA COLLECTION AND ANALYSIS

The goal of this task is to collect operational data from the project and to analyze that data for economic and environmental impacts.

The Recipient shall:

- For all EV chargers and charging stations installed on or after January 1, 2024
    - Comply with recordkeeping and reporting standards as described in CEC's regulations. These requirements are not applicable to those EV chargers and charging stations installed at residential real property containing four or fewer dwelling units.
    - Comply with all industry best practices and charger technology capabilities that are demonstrated to increase reliability, as described in CEC's regulations.
    - Without limitation to other requirements in this Agreement, Recipient shall comply with any other regulatory requirements, including but not limited to uptime requirements and operation and maintenance requirements. Such regulatory requirements may, but will not necessarily, be enacted after execution of this Agreement. Once regulations are final, they will apply to work under this Agreement irrespective of when finalized. Any updates to regulations may also be applicable to work under this Agreement.
    - If the Recipient is an electric vehicle service provider (EVSP) or other third-party entity that is not the site host, the EVSP or third-party entity shall provide a disclosure to the site host about the site host's right to designate the service provider or third-party as the entity to report the data on behalf of the site host. The Recipient shall verify receipt by signing the disclosure.

- Collect and report to the CEC:

- For an EV charging station, the availability of operational charging plugs, whether the station was energized, the volume of electricity in kWh used to charge by vehicles, the number of vehicles charged by a station, and any other data deemed necessary by the CEC to monitor reliability and accessibility of the charging infrastructure. This data shall be measured no less frequently than on a daily basis and reported electronically to the CEC no less frequently than quarterly in *AB 126 Data Reports* submitted with the quarterly reports described in Task 1.5.

- For an EV charging station, 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 a *AB 126 Data Report* specified by the CAM.

- Collect and provide the following data:
  - Number, type, date, and location of chargers installed. Specify the connection between the installations' locations and tribal land, including whether within or outside the boundaries of an Indian reservation, pueblo, or rancheria
  - Nameplate capacity of the installed equipment in kW for chargers
  - Number and type of outlets per charger
  - Location type, such as street, parking lot, hotel, restaurant, or multi-unit housing
  - Total cost per charger, the subsidy from the CEC per charger, federal subsidy per charger, utility subsidy per charger, and privately funded share per charger
- Collect and provide 12 months of throughput, usage, and operations data from the project, including, but not limited to,
  - Number of charging sessions
  - Average charger downtime
  - Peak power delivered (kW)
  - Duration of active charging, hourly
  - Duration of charging session, hourly (e.g., vehicle parked but not actively charging)
  - Average session duration
  - Energy delivered (kWh)
  - Average kWh dispensed
  - Types of vehicles using the charging equipment
  - Applicable price for charging, including but not limited to electric utility tariff, EVSP service contract, or public charger price

    - Payment method for public charging
    - Energy delivered back to grid or facility if a bidirectional charging use case (kWh)
    - Maximum capacity of the new fueling system
    - Normal operating hours, uptime, downtime, and explanations of variations
    - Gallons of gasoline and/or diesel fuel displaced (with associated mileage information)
    - Expected air emissions reduction, for example
        - Non-methane hydrocarbons
        - Oxides of nitrogen
        - Particulate matter
        - Formaldehyde
    - Duty cycle of the current fleet and the expected duty cycle of future vehicle acquisitions

- Identify any current and planned use of renewable energy at the facility.
- Identify the source of the alternative fuel.
- Describe any energy efficiency measures used in the facility that may exceed Title 24 standards in Part 6 of the California Code of Regulations.
- Provide data on potential job creation, economic development, and increased state revenue as a result of expected future expansion.
- Provide a quantified estimate of the project's carbon intensity values for life-cycle greenhouse gas emissions.
- Compare any project performance and expectations provided in the proposal to CEC with actual project performance and accomplishments.
- Provide a *Data Collection and Information Analysis Report* that lists and analyzes all the data and information described above.

Products:

- AB 126 Data Reports
- Data Collection and Information Analysis Report

TASK 8: 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 describes the project, the actual benefits resulting from the project, and lessons learned from implementing the project. Use the format provided by the CAM.
- Provide at least six (6) *high-quality digital photographs* (minimum resolution of 1300 x 500 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