**GFO-22-609**

**Responsive, Easy Charging Products With Dynamic Signals (REDWDS)**

Questions and Answers

April 25, 2023

The most up to date solicitation documents (including the solicitation manual) are available at the solicitation webpage: <https://www.energy.ca.gov/solicitations/2023-03/gfo-22-609-responsive-easy-charging-products-dynamic-signals-redwds>

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

**Unless indicated otherwise, all section numbers identified are from the solicitation manual (for example, “Section II.B” refers to Section II.B of the solicitation manual).** The solicitation manual is Attachment 00 found on the webpage linked above.

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| **#** | **Question** | **CEC Response** |
| 1 | What is meant by “customer charging preferences”? | Customer charging preferences may include any preferences indicated by the customer to inform or modify their charge management strategy. For example, a customer may indicate a target or minimum range to be replenished by the departure time instead of requesting a full charge. Similarly, a customer may specify a different target or minimum range that would be acceptable on days with a grid emergency event. |
| 2 | What is the agreement term? Are there requirements on the project length or duration? | Please refer to Section I.D. Phase 1 activities must complete by March 31, 2026. Phase 2 activities must complete by March 31, 2029. |
| 3 | Is ISO 15118 a project requirement and is CHAdeMO allowed? | EVSE projects not implementing ISO 15118 are eligible for REDWDS. However, as described in Section IV.E, Evaluation Criterion 7 considers "software support for ISO 15118" and "how CEC funds will help accelerate implementation of ISO 15118-20." REDWDS does not prohibit CHAdeMO. |
| 4 | Are the other funding concepts presented back in July 2022 still live? If so, is eligibility for these other VGI funding concepts linked to REDWDS in any way? | All active CEC solicitations are available at <https://www.energy.ca.gov/funding-opportunities/solicitations>. There are no eligibility requirements in any active CEC solicitations requiring funding through REDWDS. The CEC continues to evaluate areas where additional CEC solicitations may be appropriate. |
| 5 | Do grantees retain all intellectual property developed during this solicitation? | Please refer to Section 27, Intellectual Property, in the Clean Transportation Program Terms and Conditions (Attachment 9a): "The Energy Commission makes no claim to intellectual property developed under this Agreement that is not specified for delivery, except as expressly provided herein." |
| 6 | Will customer Rate Identification Numbers for the CEC's Market Informed Demand Automation Server (MIDAS) be available through Green Button so customers don't have to provide 2 separate authorizations? | Not initially. MIDAS continues to evolve, and this is a possibility in the future development. Additional information about MIDAS, including contact information, is available at <https://www.energy.ca.gov/proceedings/energy-commission-proceedings/load-management-rulemaking/market-informed-demand>. |
| 7 | Does MIDAS provide a customer's Rate Identification Number, and is the Rate Identification Number the same as the tariff ID? | MIDAS does not provide the Rate Identification Number. Rate Identification Numbers will be available on the customer bill and utility websites starting April 2024. The Rate Identification Number and tariff ID are different. |
| 8 | Does MIDAS include signals for Emergency Load Reduction Program? | No. For details on receiving Emergency Load Reduction Program signals, please visit the Emergency Load Reduction Program website for each investor-owned utility. For example, PG&E's Emergency Load Reduction Program webpage is available at <https://elrp.olivineinc.com/>.  |
| 9 | If we participate in Emergency Load Reduction Program group B, will that satisfy the Emergency Load Reduction Program integration requirements in REDWDS? | Yes. REDWDS does not specify group requirements for Emergency Load Reduction Program participation. |
| 10 | Is TeMix application programming interface (API) the primary way to connect with the SCE Dynamic Rates Pilot? What other ways would be suggested to connect with the SCE Dynamic Rates Pilot? | Information on the SCE Dynamic Rates Pilot is available at <https://www.dret-ca.com/dynamic-rate-pilot/>. For additional questions on the SCE Dynamic Rates Pilot, including API integration, please contact SCE directly at Mark.S.Martinez@sce.com. |
| 11 | Do products need to be integrated with MIDAS before we apply, or can such integration activities be a part of the project budget? | Products may integrate with MIDAS as part of the project. Section II.C details eligible costs: "Labor, materials, equipment, and other resources to support product development," including grid signal integration as described in Section II.B.1-1, is "eligible for CEC reimbursement or as match share." |
| 12 | Are non-traditional charging methods such as battery swapping eligible under REDWDS? | Battery swapping hardware may be considered "charging hardware products" under Section II.B in the manual. |
| 13 | For those of us who missed the pre-solicitation workshops, are you accepting responses for funding for Level 3 chargers? | Direct current (DC) chargers are not excluded from REDWDS. DC chargers may be considered "charging hardware products" under Section II.B in the manual. |
| 14 | Does registered with the California Secretary of State mean registered to do business in California, or is there some further requirement? | All corporations, limited liability companies (LLCs), limited partnerships (LPs) and limited liability partnerships (LLPs) that conduct intrastate business in California are required to be registered and in good standing with the California Secretary of State prior to its project being recommended for approval at a CEC Business Meeting. Sole proprietors using a fictitious business name must be registered with the appropriate county and provide evidence of registration to CEC prior to their project being recommended for approval at a CEC Business Meeting. Please refer to Application Manual Section II.A.3.  |
| 15 | Are costs associated with certification reimbursable by CEC? | Yes. Section II.C details eligible costs: "Labor, materials, equipment, and other resources to support product development," including "product testing," is "eligible for CEC reimbursement or as match share." Please note that any expenditures incurred prior to agreement execution are not reimbursable from CEC funds.  |
| 16 | Does REDWDS require Open Charge Point Protocol (OCPP) 2.0.1? | REDWDS does not specify a particular version of OCPP. Relatedly, Section IV.E Evaluation Criterion 7 indicates that "implementation of newer versions of OCPP will be scored higher." |
| 17 | Could a project integrate with a non-MIDAS dynamic pricing API? Also, does pricing have to be a retail rate or would supply side dynamic energy and capacity costs qualify too? | As described in Section II.B.1-1, all products must at minimum "be capable of retrieving electricity rates and Flex Alerts from the CEC’s Market Informed Demand Automation Server (MIDAS)." Products "may optionally integrate with other application programming interfaces (APIs) needed to retrieve grid signals and execute transactive energy tenders," including those providing supply side signals. Relatedly, Section II.B.1-2 states that all products must, at minimum, "Be capable of optimizing vehicle charging in response to the dynamic signals described in 1-1 ... and customer needs and preferences."During the customer deployment portion of the project, Section II.B.2-4 requires that "At least 35 percent of deployments must be with customers who enroll in a dynamic or transactive energy rate." Products are welcome to exceed these minimum requirements. |
| 18 | Is bidirectional charging eligible? | As described in Section II.B, bidirectional charging products are eligible. All products must meet or exceed the minimum requirements described in Section II.B. |
| 19 | Would a charging software provider that deploys load management software be eligible to apply for REDWDS? | Yes. Section II.A.1 now clarifies that REDWDS "is open to ... Electric vehicle charging software and/or hardware providers.  |
| 20 | Where can I find the template for the application submission? | Required application components are detailed in Section III.  |
| 21 | Is there a requirement for deployed electric vehicle supply equipment (EVSE; that is, chargers) to be UL certified, and is field certification acceptable? | Sections II.B.2-5 and II.B.5-3 now clarify that "Any EVSE funded through this solicitation must be: Safety certified by a Nationally Recognized Testing Laboratory prior to deployment at a customer site." EVSE must meet this requirement at time of deployment but do not need to meet this requirement at time of application submission. Field certification is not acceptable unless it meets these requirements. As described in Section II.C, "Product testing" is an eligible project cost. |
| 22 | Does REDWDS require UL 1741 certification? | REDWDS does not specify any UL 1741 certification requirements. However, UL 1741 certification may be required by utilities for interconnection. Section IV.E Evaluation Criterion 9a evaluates applications on the extent to which they describe "Any coordination with utilities," and "Plans for deployments with bidirectional charging ... including any preparation steps such as electrical readiness and utility interconnection." |
| 23 | Is the automation service provider or aggregator credit incremental? | No. As described under Section II.B.2-1, "Each deployment shall only count as one deployment type." |
| 24 | If a charger manufacturer and an aggregator apply together, how would the credits be counted for a given new charger installation? | The Applicant is responsible for determining the most appropriate deployment credit type. For projects where multiple deployment credit types are equally appropriate, the Applicant is responsible for selecting one for the purposes of the deployment credit calculation. As described under Section II.B.2-1, "CEC may verify deployment credit calculations," and "Each deployment shall only count as one deployment type."There must be a single applicant. The applicant may partner or subcontract with other entities.  |
| 25 | By "existing EVSE," does this mean EVSE that are already deployed and commissioned? | Yes. "Existing EVSE" refers to EVSE already deployed and commissioned in the field. |
| 26 | If you have both the EV and EVSE under software control, do both the EV and EVSE get counted for a credit? | No. Section II.B.2-1 now clarifies that "For products which communicate with both the vehicle and EVSE (or other charging hardware product), the number of EVSE (or other charging hardware products) deployed shall be used for deployment credit calculations. Example 2: A charging product connects to both vehicle telematics systems and EVSE. The project deploys the product at a fleet lot by connecting the product to the site’s 10 existing EVSE and 17 existing fleet vehicles. This counts as 10 deployment credits." |
| 27 | How many credits are earned by installing one bidirectional 300 kW EVSE? | As described under Section II.B.2-1, "Each deployment shall only count as one deployment type." A 300 kW bidirectional EVSE may count as either a bidirectional EVSE at 2.5 credits or a higher-power EVSE at 12.5 credits. A higher-power EVSE equals 1 credit for every 4.5 kilowatts of charge power capacity whether unidirectional or bidirectional, up to a maximum of 12.5 credits. |
| 28 | Will an application be more competitive if 100 deployment credits have already been reached through previous EV charging deployments? | All applications are scored using the evaluation criteria described in Section IV.E. Evaluation Criterion 9b (Phase 1 Customer Deployment Timeline) and Evaluation Criterion 13 (Budget and Cost Factors) may be relevant. |
| 29 | What if you use an existing 240 V dryer outlet? Would that count as a deployment? | As described in Section II.B.2-1, "Customer deployments must accumulate 100 or more deployment credits" for Phase 1, at minimum. REDWDS does not prohibit the use of existing 240 V dryer outlets for installing EVSE. |
| 30 | How do credits need to be demonstrated or specified in the application? | Applications should describe their planned deployments in response to Section III.D.2 Prompt 9a (and Prompt 14a for Phase 2), including "The number of expected customer installations, the installation types (existing EVSE, new bidirectional EVSE, telematics connection to existing vehicle, and so on) and resulting deployment credits." Additionally, applications must detail their planned deployments in the tables included in the Application Form template (Attachment 01) and Scope of Work template (Attachment 02).  |
| 31 | Is there higher scoring for higher credits (above 100)? | Yes. As described in Section IV.E Evaluation Criterion 9a, "Applications will be evaluated on the degree to which the Applicant describes the number of expected customer installations ... and resulting deployment credits ... with higher scores for applications with more deployment credits." |
| 32 | What if you are connecting to the EV via telematics and using an existing EV charger that comes with the car? | The Applicant is responsible for determining the most appropriate deployment credit type. For projects where multiple deployment credit types are equally appropriate, the Applicant is responsible for selecting one for the purposes of the deployment credit calculation. As described under Section II.B.2-1, "Each deployment shall only count as one deployment type." |
| 33 | Can existing products in the field which receive an over-the-air software update adding the minimum functionalities required under REDWDS qualify as deployments? | Yes. As described under Section II.B.2-1, "For charging station management system products, one new or existing EVSE connected to the product equals one credit ... For automation service provider or aggregator products, one EV or EVSE (new or existing) connected to the product equals one credit." All products must meet or exceed the minimum requirements described in Section II.B. |
| 34 | REDWDS requires all deployments to be "at existing structures or facilities and involve negligible or no expansion of existing or former use." How is negligible defined? | The requirement described in Section II.B.2-7 is intended to maximize the probability that a proposed project falls under the California Environmental Quality Act (CEQA) categorical exemption for existing facilities. CEQA does not include a specific definition for "negligible." CEC will review project specifics and, if applicable, make its own CEQA determination. CEC encourages Applicants to review CEQA Section 15301 (Existing Facilities), which includes examples of projects which involve "negligible or no expansion of existing or former use." |
| 35 | Do all deployment site details need to be specifically given in the initial application, or can we outline the criteria deployment sites will meet? | Applications are encouraged to specify deployment addresses if known. All projects should describe customer deployment plans in detail as part of their response to Section III.D.2 Prompt 9 (and Prompt 14 for projects proposing Phase 2), as well as under the appropriate task(s) in the Scope of Work (Attachment 02). These descriptions will be scored using Section IV.E Evaluation Criteria 9 and 14, which consider, among other aspects, the degree to which the Applicant describes "Coordination to facilitate customer site installation."  |
| 36 | Do deployments have to span three different utilities, and if so, do publicly owned utilities or community choice aggregators qualify? | Deployments do not have to span three electric utility companies. Deployments must span at least three electric customer accounts at unique services addresses. Section II.B.2-2 has been updated with clarified language. |
| 37 | How are disadvantaged or low-income communities identified? Does REDWDS require 50 percent of deployments to be in communities which are both disadvantaged and low income? | REDWDS requires 50 percent of all customer deployments to be located in a community that is designated as disadvantaged, low income, or both disadvantaged and low income. Section II.B.2-3 has been updated with clarified language. Such communities are identified in the [California Climate Investments Priority Populations 2022 CES 4.0 map](https://webmaps.arb.ca.gov/PriorityPopulations/): <https://webmaps.arb.ca.gov/PriorityPopulations/> |
| 38 | Are there any considerations for deployments in affordable housing outside of disadvantaged or low income communities? | REDWDS does not contain special considerations for deployments at affordable housing sites. |
| 39 | For how long does the sub-hourly charging data need to be stored? | As described in the Clean Transportation Program Terms and Conditions (Attachment 09a), "The Recipient shall retain all project records (including financial records, progress reports, and payment requests) for a minimum of three (3) years after the final payment has been received or three years after the federal grant term, whichever is later, unless otherwise specified in the funding Agreement." |
| 40 | For the Otherwise-Applicable Average Electricity Price calculation under 3-4, is it enough to calculate the price given the actual recorded power draw of the site, or do we need to simulate the counterfactual case where the site was optimized against a different rate? | The Otherwise-Applicable Average Electricity Price shall be calculated using the actual recorded power draw of the deployment. |
| 41 | Are EVSE eligible costs? | Yes. As described in Section II.C, EVSE are eligible for CEC reimbursement or as match share. |
| 42 | What should the process of signing up a customer look like? | Projects should define and describe appropriate customer enrollment processes as part of their response to Section III.D.2 Prompt 9 (and 14 for projects proposing Phase 2), as well as under the appropriate task(s) in the Scope of Work (Attachment 02). These descriptions will be scored using Section IV.E Evaluation Criteria 9 and 14. Further, as described under Section II.B.3-5, projects must maintain a Customer Deployment Log to "Record ... information for each deployment as the product is deployed to individual customers." |
| 43 | When does CEC consider a product "deployed" with a customer? | A product is considered deployed with a customer if it is installed, active, and collecting data. Section II.B.3-5 has been updated with clarified language. |
| 44 | For customers “on dynamic rates” do these customers have to actually be enrolled with the dynamic rate with the utility, or can we just optimize their charging as if they were on the dynamic rate? | Customers must be actually enrolled on a dynamic or transactive energy rate with their electric utility to meet the requirement described under Section II.B.2-4. Projects may help customers sign up for a dynamic rate as part of the deployment.  |
| 45 | What happens if there aren’t enough grid emergency events in the 7-month period? | As described under Section II.B.4-2, a wide range of scenarios fall under "grid emergency event:" Emergency Load Reduction Program events, Demand Side Grid Support Program events, CAISO Energy Emergency Alerts, critical peak pricing events if the customer’s rate uses critical peak pricing, and any hour when the customer’s electricity rate exceeds $1/kWh. The Emergency Load Reduction Program includes annual dispatch minimums. Projects unable to meet the bidirectional charging performance metric under Section II.B.4-2 may still qualify for Phase 2 if they meet the dynamic rate bill savings or off-peak integration performance metric options. Phase 1 data reporting must indicate one or more of Section II.B.4-2 (a) - (c).  |
| 46 | Are there dynamic rates available for enrollment? What about rates accommodating export? | CEC staff has provided a summary of current available and expected dynamic rates at the end of this Q&A document. This information is provided as a courtesy, and CEC does not guarantee the availability of specific dynamic rates by a specific date. Applicants should independently verify rate availability. As described in Section III.D.2 Prompt 9a, Applicants should describe “Plans to ensure at least 35 percent of deployments are with customers enrolled on a dynamic rate. Discuss any coordination with utilities, plans to focus on specific dynamic rate offerings and/or pilots, and the anticipated availability of specific dynamic rates for customer enrollment.” Additionally, as described in Section IV.E Evaluation Criterion 9a, “Applications will be evaluated on the degree to which the Applicant describes … Any coordination with utilities, plans to focus on specific dynamic rate offerings and/or pilots, and the anticipated availability of specific dynamic rates for customer enrollment.” |
| 47 | What happens if utilities do not approve interconnection requests for bidirectional chargers? | Projects are responsible for successfully executing their Scope of Work and CEC reimbursement is contingent on projects delivering products described in the Scope of Work. Section IV.E Evaluation Criteria 9 and 14 consider the degree to which the Applicant describes "Plans for deployments with bidirectional charging, if applicable, including any preparation steps such as electrical readiness and utility interconnection, and whether bidirectional charging will be grid-interactive or islanded operation only." Some project developers may be eligible for the pilot notification only process for non-export deployments at California investor owned utilities (for example, [PG&E](https://www.pge.com/pge_global/common/pdfs/for-our-business-partners/interconnection-renewables/Guidance-Language-for-Notification-Only-Pilot-Program.pdf)).  |
| 48 | How is “cash” match share determined? For example, if a partner provides EVSE at no cost, this counts as in-kind, correct? What if the partner provides cash which is later used to purchase EVSE -- does this count as cash match? | Refer to Section II.D.2 and II.D.3. For this solicitation, CEC considers all of the following as in-kind match share: "1) non-cash contributions provided by the Applicant; 2) cash or non-cash contributions provided by a subrecipient; and 3) cash or non-cash contributions provided by other third parties." Generally, "Cash match means the net of any funds actually expended by the Applicant for the project." For example, this means EVSE "included in the approved agreement budget, paid in full with funding sources other than grant funds, and supported with appropriate documentation, including proof of payment" by the Applicant. |
| 49 | If an applicant team wants to use a contract administrator service provider, may that service provider be the applicant? | As described in Section II.A.1, REDWDS is open to "Electric vehicle service providers (EVSPs) and charging network companies, Electric vehicle supply equipment (EVSE) manufacturers, Electric vehicle charging software and/or hardware providers, Automation service providers that manage or aggregate charging, and Vehicle manufacturers. The Applicant must be from one of the above categories ... There are no limitations on the types of entities which may be included as key partners on the project team." A contract administrator service provider may be included as a key partner on the project team to manage the project agreement with CEC, but the Applicant must belong to one of the categories described above. |
| 50 | Can you only pay people that live or work in California, and does this affect project scoring? | An application could propose all California-based labor. The Evaluation Criteria specified in Section IV.E do not specifically consider where labor is located, but without knowing all details of the proposed work CEC cannot say how a project would score. Please note other requirements in the solicitation, including II.B.2-2, "All deployments must be in California,” and registration requirements described in Section II.A.3. |
| 51 | If someone is a contractor to your company, would they be considered a subcontractor as noted in the budget? | Any third-party entities providing match funds or seeking CEC reimbursement are considered subcontractors (subrecipients) and should be included on the Budget Form (Attachment 04). A separate Budget Form is required for each subcontractor (subrecipient) requesting $100,000 or more in CEC funds. |
| 52 | Could a utility program funded through the Low Carbon Fuel Standard count toward match funds? | No. Section II.E has been updated with clarified language. Generally, match funding should demonstrate a financial stake in the project by the Applicant or project partner. |
| 53 | Is there an expectation of how much time is spent on product development versus customer deployment? | No. Applicants are free to define a schedule most appropriate for their project. Phase 1 activities must complete by March 31, 2026. Phase 2 activities must complete by March 31, 2029. |
| 54 | Can Phase 2 be similar to Phase 1 but on a larger scale? Or should there be a big difference in Phase 2? | Phase 2 may provide additional funding for additional customer deployments and data collection. Phase 2 does not provide additional funding for product development. CEC expects Phase 2 customer deployment and data collection activities to be similar to those in Phase 1. |
| 55 | How do we provide verification of match funding? For example, can we use revenue from other products as match funding? | Applications should provide a summary of expected match funding on the Application Form (Attachment 01) and provide additional detail in the Budget Form (Attachment 04). Further, as described in Section III.D.8, applications must include a Letter of Commitment from each third-party match share contributor. Awarded projects must identify and obtain match funds as part of Task 1.7 in the Scope of Work (Attachment 02). Match share contributors may draw funds from sources such as revenue from other products. |
| 56 | If you intend to have customers participate in cost share for deployment, do you need to have letters of commitment for each customer? |  Yes, applications must include letters of commitment for all third-party match share contributors. As described in Section III.D.8, “Applicants must include appropriate letters of commitment from each key project partner and third-party match share contributor … Any third-party match share contributors must identify the amount of match that will be committed to the project, the funding source(s), and state that the match share contributor will provide the identified match funding.”  |
| 57 | Can you advise on how to fill out the localized health impact form when the addresses of the deployment will not be determined at the time of proposal submission? | Applicants should complete the Localized Health Impacts Form (Attachment 07) based on all available information at the time of application. If specific deployment addresses are not yet known, please note this on the Localized Health Impacts Form. |
| 58 | How do we prove our product will be capable of executing transactive energy tenders, for example to participate in the SCE Dynamic Rates Pilot? We do plan to integrate with all relevant APIs, but what proof are you all looking for beyond us stating our plan? | Projects should describe their grid signal integrations and charge management strategy as part of their responses to Section III.D.2 Prompt 2 and 4, respectively, as well as under the Task 2 in the Scope of Work (Attachment 02). Under Task 2 "Products" in the Scope of Work, Applicants should define deliverables to be submitted to CEC that demonstrate implementation of planned capabilities. CEC reimbursement is contingent on projects delivering products described in the Scope of Work. |
| 59 | Will points be awarded for other dynamic rates pilots using the same TeMix technology? | As described under Section IV.E Evaluation Criteria 4b and 9c, bonus points are available for transactive energy capability and transactive energy participation specifically for the SCE Dynamic Rates Pilot. Bonus points are not available for other pilots using TeMix technology. |
| 60 | If you are doing a combination of new and existing EVSE, how are the Cost Factor scores under Evaluation Criterion 13 calculated? | Projects are evaluated for cost effectiveness as described under Section IV.E Evaluation Criteria 13b (Deployment Cost Factor) and 13c (Hardware Cost Factor). The variables used in both formulas are identical: P is the total Phase 1 cost (that is, the total on the Phase 1 Budget Form) in dollars and N\_deploy is the total number of deployment credits expected, regardless of the mix of deployment types in a particular project. Projects installing no new charging hardware receive no points for Criterion 13c. Criteria 15b and 15c also apply to projects proposing Phase 2. |
| 61 | Can you explain the costs that are used when scoring Evaluation Criterion 13? Does this include labor and development? | Yes. Section IV.E Evaluation Criterion 13 considers all project cost categories across Phase 1. The formula based scores for Criteria 13b and 13c use the total Phase 1 cost (that is, the total on the Phase 1 Budget Form). |
| 62 | Does Evaluation Criterion 13b (Deployment Cost Factor) prejudice the scoring for those that have the existing infrastructure against those with new deployments? | Projects with lower Phase 1 cost per deployment credit will score better for Evaluation Criterion 13b (refer to the [March 23 pre-application workshop slide deck](https://efiling.energy.ca.gov/GetDocument.aspx?tn=249389) for a plot of the cost factor formulas). Such projects may include those leveraging existing infrastructure. However, projects that do not deploy new charging hardware will earn no points under Evaluation Criterion 13c. Overall, cost effectiveness is only one of many scoring considerations, and projects are evaluated holistically based on all evaluation criteria described in Section IV.E. |
| 63 | Does REDWDS require integration with utility distributed energy resource (DER) management systems which are dispatching DER using IEEE 2030.5 and not OCPP? | REDWDS does not require integration with utility DER management systems. Section II.B.1 describes minimum product development requirements. Projects are welcome to exceed these minimums. |
| 64 | Are there any scoring criteria based on the age or size of the company? | Applications will be evaluated for team experience and qualifications under Section IV.E Evaluation Criterion 12. |
| 65 | Does the CEC classify EV as a plug load? It seems prior CEC-funded projects demonstrating apps designed to engage customers and their plug loads for deeper energy and demand savings could also apply to EVs. | As described in Section II.A.1, REDWDS is open to "Automation service providers that manage or aggregate charging.” Such entities are sometimes referred to as “aggregators,” and aggregators may manage non-charging loads as well, including plug loads. |
| 66 | Are make-ready costs eligible? | Certain make-ready costs may be eligible. As described in Section II.E, utility-provided electrical upgrades and funding are not eligible as match share or for CEC reimbursement (for example, expenses that are already or to be paid for through a utility program, tariff, or other ratepayer funding). As described in Section II.C, costs associated with "Labor, materials, equipment, and other resources supporting customer site electrical installation, including but not limited to electric panels, external submeters, islanding devices, wiring, conduit, energy management controllers, site controllers, transformer costs borne by the customer, and utility-side electrical upgrade costs borne by the customer," are eligible as match share or for CEC reimbursement. |
| 67 | How is the CEC interpreting the calculation of 35 percent of deployments? Does it mean 35 percent of total EVSE units or 35 percent of individual customer utility accounts? For example, if we have 3 customer deployments totaling 100 EVSE units, do we qualify if 35 of those EVSE units are on a dynamic rate, or would we be required to have 2/3 customer accounts on dynamic rate? | The 35 percent dynamic rate minimum is calculated using the number of actual deployments, not deployment credits or customer accounts. For example, for a project installing 100 new EVSE, at least 35 of the installed EVSE must be billed for electricity using a dynamic rate. |
| 68 | If our product has the ability to integrate with local renewables (such as onsite solar), can we assume that the hour of consumption constraints under “Off peak integration” in the Phase 2 performance metrics do not apply, provided we can demonstrate the energy comes from local renewables? | Yes. Language in Section II.B.4-2 and the Special Terms & Conditions (Attachment 09b) has been clarified. Deployments integrated with onsite renewable generation may exclude any charging energy supplied entirely by onsite renewable generation from the hour of consumption requirements. It is incumbent on the grant recipient to provide evidence indicating that charging energy is supplied entirely by onsite renewable generation. The Commission Agreement Manager, in their sole discretion, will determine whether charging energy is supplied entirely by onsite renewable generation such that that energy may be excluded from the hour of consumption requirements. |
| 69 | What applicant arrangements are acceptable under this grant? From the solicitation manual it looks like two different arrangements: prime applicant and prime plus sub. Are any other arrangements eligible? | There may only be one applicant. The applicant may partner or subcontract with other entities. As described in Section II.A.1, REDWDS is open to "Electric vehicle service providers (EVSPs) and charging network companies, Electric vehicle supply equipment (EVSE) manufacturers, Electric vehicle charging software and/or hardware providers, Automation service providers that manage or aggregate charging, and Vehicle manufacturers. The Applicant must be from one of the above categories ... There are no limitations on the types of entities which may be included as key partners on the project team." There are also no limitations on the number of entities which may be included as key partners on the project team. |
| 70 | Are there any limits to the number of partners?  | No, there are no limits to the number of partners. Relatedly, as described in Section II.A, "There are no limitations on the types of entities which may be included as key partners on the project team." |
| 71 | Are mobile or temporary charging solutions eligible, and how long do they need to be in place to be eligible? | REDWDS does not prohibit mobile or temporary charging solutions. REDWDS does not specify operation requirements beyond the project term. As described in Section IV.E Evaluation Criteria 9a and 14a, "Applications will be evaluated on the degree to which the Applicant describes plans to ensure sustained customer value beyond the project term." |
| 72 | Do products need to meet Buy America or California manufacturing requirements?  | No. REDWDS does not specify any Buy America or California manufacturing requirements. As described in II.B.2-2, "All deployments must be in California." |
| 73 | Can you clarify limitations on match funding? Specifically, can funding from the National Electric Vehicle Infrastructure (NEVI) Formula Program or Charging and Fueling Infrastructure (CFI) Discretionary Grant Program funds be used as a match?  | Section II.D.4 now clarifies that "Other sources of CEC funding or federal corridor funding, including but not limited to funding from the Charging and Fueling Infrastructure Corridor Program, California’s National Electric Vehicle Infrastructure Formula Program, CALeVIP, EnergIIZE, and similar block grants, may not be claimed as match share." Other match funding restrictions are described in Section II.D.4 and Section II.E. CFI Community Program funds may be claimed as match share. CFI Corridor Program funds may not be claimed as match share. |
| 74 | To the extent CEC grants can't be used as a match, are projects ineligible if they receive other CEC grants? Or do they only need to find other sources for the minimum matching portion? | Projects are not ineligible if they receive other CEC funding. However, other CEC funding may not be claimed as match share (refer to Section II.D.4). As described under Section II.E, "For an item of cost to be allowable for reimbursement with CEC funds or as match share expenditure, it must be included in the executed agreement budget and allowable per the terms and conditions of the resulting agreement." The resulting agreement for awarded projects is governed by the agreement terms and conditions (Attachments 09a and 09b) and the agreement budget (Attachment 04).  |
| 75 | Can products be used for revenue-generating public 7charging, including fast charging? | Yes. REDWDS does not prohibit collection of payment on deployed products. However, as described under Section II.B.2-1, public fast charging is not eligible for the higher-power charging hardware deployment credit exception. Public fast charging is defined as one or more EVSE (or other charging hardware) open to the general public and primarily serving customers with short dwell times. |
| 76 | How is the CEC defining "charging network software" and "aggregator products," and what are the differences between "charging network software" and "aggregator products?" | REDWDS is designed to accommodate a wide range of product types and applicant types. As described in Section II.A.1, REDWDS is open to "Electric vehicle service providers (EVSPs) and charging network companies, Electric vehicle supply equipment (EVSE) manufacturers, Electric vehicle charging software and/or hardware providers, Automation service providers that manage or aggregate charging, and Vehicle manufacturers."Charging network software (also called charging system management systems) refers to software used to manage many chargers, typically using OCPP or a similar protocol. As described in Section II.B.1-4, such products "must be compliant with OCPP and certified by the Open Charge Alliance.” Aggregator products typically manage many types of electrical loads, which may include electric vehicle chargers. Regardless of product type, all products must meet or exceed the minimum requirements described in Section II.B. |
| 77 | Project Requirement 2-1 states that "higher-power EVSE used for public fast charging is not eligible" for the higher-power EVSE deployment credit exception. Does this mean EVSE providing 22 kW or greater charge power can only be used in non-public environments? | No. As described under Section II.B.2-1, "For charging hardware products, one new EVSE or other charging hardware unit (minimum 3.3 kilowatts charge power) installed equals one credit." A public fast charger may earn one credit under this provision. Bidirectional EVSE and higher-power EVSE may earn a higher number of credits if they meet the criteria for exceptions. |
| 78 | How is public fast charging defined? | Section II.B.2-1 now clarifies that "Public fast charging is defined as one or more EVSE (or other charging hardware) open to the general public and primarily serving customers with short dwell times." |
| 79 | Does REDWDS consider other approaches to tariff management and optimization, or should projects assume the focus is on MIDAS, the Emergency Load Reduction Program, and the Demand Side Grid Support Program? | REDWDS is designed to support the development and deployment of charging products which help customers manage charging and respond to dynamic grid signals. In California, notable dynamic grid signals include electricity rates and programs such as the Emergency Load Reduction Program and the Demand Side Grid Support Program. Importantly, several dynamic rate options will become available in California in the coming 1-2 years. As such, these form the basis for the REDWDS minimum requirements. Projects are welcome to exceed the minimum requirements. As described in Section IV.E.8b, "Applications will be evaluated on the degree to which the product supports additional capabilities beyond the minimum requirements." |
| 80 | How do you define a "project partner" as opposed to an entity that provides a "letter of support" only? | Project partners contribute match funding and/or receive CEC funding for the project, and are included on the project budget (Attachment 04) as a subrecipient. Those providing letters of support may not necessarily be included on the project budget as a subrecipient. As described in Section III.D.8, "Key project partners identified in the application must provide letters demonstrating their commitment to the proposed project and their ability to fulfill their identified roles ... Any third-party match share contributors must identify the amount of match that will be committed to the project, the funding source(s), and state that the match share contributor will provide the identified match funding ... Applicants may optionally submit letters of support that detail the estimated demand and/or the potential benefits of the proposed project." |
| 81 | In the transcript of the last live webinar, there is a lot of "This will be answered live". Do you have transcripts of the answers to the questions? Can you please provide it? If not can you respond to key questions as part of your Q&A response? | The workshop recording and transcript are available at <https://www.energy.ca.gov/event/funding-workshop/2023-03/pre-application-workshop-gfo-22-609-responsive-easy-charging>. All questions asked during the workshop are included in this Q&A response. |
| 82 | Are there other materials available from the earlier consultation workshops? | REDWDS was introduced as a funding concept in July 2022 at a public workshop. Materials from that workshop are available at <https://www.energy.ca.gov/event/workshop/2022-07/workshop-vehicle-grid-integration-market-status-and-funding-concepts>. |
| 83 | Can you provide more context to the intended outcome of bonus points for submetering? If you have a site owned by a single owner, there may be no benefit in providing sub-metered billing, for example at a fleet depot.  | Submetering may not be useful in all customer deployments. Submetering may support wider adoption of dynamic rates by offering a low-cost method of enabling customers to enroll only their EV charger on a dynamic rate, while leaving the rest of the site or home on the existing rate. Given this and the California Public Utilities Commission's approval of a submetering protocol in 2022, REDWDS considers submetering capabilities in the evaluation criteria. |
| 84 | The application manual states: "Aggregation systems using vehicle telematics must be interoperable with multiple vehicle manufacturers." Does this simply mean that aggregation systems must work with at least two manufacturers, if using vehicle telematics for control? | Yes. The minimum requirement is that aggregation systems using vehicle telematics for control must work with at least two vehicle manufacturers. As described in Section IV.E.7, "Applications will be evaluated on how the product meets the minimum interoperability requirements. Applications will be evaluated on the degree to which the Applicant describes how CEC funds will help improve interoperability. Applications will be evaluated on the degree to which the Applicant describes how the product functions with multiple EVs and/or EVSE brands," and "quantifies and lists the EV and/or EVSE brands supported by the product." |
| 85 | Do aggregators and automation service providers need to work through vehicle telematics, or can control be via EVSE, or both? If control is through EVSEs, is there a requirement of demonstration that the solution works for multiple EVSE brands? | REDWDS does not specify a particular control pathway. However, REDWDS does specify minimum interoperability requirements and that products controlling EVSE must be OCPP compliant and certified. As described in Section II.B.1-4, charging station management system and EVSE products "must be compliant with OCPP and certified by the Open Charge Alliance. Products must support network migration without the need for additional fees, tools, or site visits. EVSE products should also be capable of using ISO 15118 to automatically retrieve energy and departure time requests from compatible vehicles." |
| 86 | What is the earliest an EVSE can be installed in order to qualify for bonus credits for high powered charging or V2G?  | REDWDS does not specify EVSE installation date requirements. However, as described in Section I.D, Phase 1 activities must complete by March 31, 2026, and Phase 2 activities must complete by March 31, 2029. |
| 87 | Are there any restrictions on an international company to apply to this GFO, either as prime or sub?  Must they have a formal U.S. presence?  A formal California presence? This assumes that all California spending requirements are met or exceeded. | Yes to all questions. Please refer to the solicitation’s Application Manual, including Section II.A.3. All corporations, limited liability companies (LLCs), limited partnerships (LPs) and limited liability partnerships (LLPs) that conduct intrastate business in California are required to be registered and in good standing with the California Secretary of State prior to its project being recommended for approval at a CEC Business Meeting. If not currently registered with the California Secretary of State, Applicants are encouraged to contact the Secretary of State’s Office as soon as possible to avoid potential delays in beginning the proposed project(s) (should the application be proposed for funding). For more information, contact the Secretary of State’s Office via [the Secretary of State’s Office website](http://www.sos.ca.gov/) at <www.sos.ca.gov>. Sole proprietors using a fictitious business name must be registered with the appropriate county and provide evidence of registration to CEC prior to their project being recommended for approval at a CEC Business Meeting. |
| 88 | What is the most expedient way for a company submitting its first CEC proposal as prime to obtain CEC approval for its indirect rates and other budget-relevant items? | The prime applicant must submit a complete budget (a separate Budget Form is also required for each subcontractor (subrecipient) requesting $100,000 or more in CEC funds). See Attachment 4, Instructions tab, for instructions on completing the budget form. Also, for support on how to complete the budget template, please visit the ECAMS Resources web page and see the ECAMS Frequently Asked Questions at the following link: <https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources>.  |
| 89 | Is in-kind labor conducted outside of the United States---if appropriately tracked---eligible for cost share? | Section II.D.3 defines In-Kind Match Share as follows: “1) non-cash contributions provided by the Applicant; 2) cash or non-cash contributions provided by a subrecipient; and 3) cash or non-cash contributions provided by other third parties. Applicant in-kind match share can be in the form of volunteer labor, real property, existing equipment, existing supplies, services provided by a third-party or subcontract, and other expendable property. The value of in-kind match is based on the fair market value of the goods and services provided at the time it is claimed as match. In-kind match share must be included in the approved agreement budget and supported with appropriate documentation. Cost allocations must be reasonable and allocable to the proposed project."All applicant requirements, and all Agreement requirements and terms, would remain applicable to all costs, including but not limited to applicable federal regulations and prevailing wage requirements if applicable. Support for all costs claimed must be provided (e.g., timesheets for labor). Also, all deployments must be in California.  |
| 90 | If our product responds to greenhouse gas signals, may we obtain greenhouse gas data via our existing partnership with WattTime or would we be required to do so via MIDAS? | As described in Section II.B.1-1, "At minimum, products … must be capable of retrieving electricity rates and Flex Alerts from the CEC’s Market Informed Demand Automation Server (MIDAS)." REDWDS does not specify any greenhouse gas signal minimum requirements, and projects are welcome to exceed the minimum requirements. |
| 91 | Is development of new products eligible for REDWDS, or does REDWDS only fund improvements to existing products? | New product development is eligible. Applications should describe existing capabilities (if applicable) and planned product development in response to Section III.D.2 Prompt 1: “Describe existing product capabilities and target product improvements. Describe and quantify the resources needed to achieve the target product improvements within the project term.”  |
| 92 | Can site acquisition and deployment activities occur in parallel with the technology development? | Yes, as long as the project meets or exceeds the minimum requirements specified in Section II.B. Developed products must meet or exceed the minimum requirements in Section II.B.1. Deployments must meet or exceed the minimum requirements in Section II.B.2 (and Section II.B.5 for Phase 2, if applicable). |

Available and Expected Dynamic Rate Options in California

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| **Rate** | **Availability** | **References** |
| SCE Dynamic Rates Pilot (TeMix)  | Launched May 2022  | D.21-12-015  |
| PG&E Real Time Rate for V2X Pilots  | Estimated Q3 2023 |  D.20-12-029, Resolution E-5192 |
|
| PG&E Real Time Rates Pilot  | Estimated Oct 2023  | D.22-08-002, A.19-11-019  |
|
| PG&E Day Ahead Real Time Pricing (DAHRTP) Rate with Optional V2G Adder  | Estimated Oct 2023-Mar 2024  | D.21-11-017, D.22-10-024, A.20-10-011 |
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| SDG&E GRC Phase 2 RTP Pilot + High Power EV with Dynamic V2G Export  | Estimated 2024-2025  | A.21-12-006, A.21-12-008  |
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\* Applicants shall independently verify rate details and availability.