**Questions and Answers**

**Convenient, High-Visibility, Low-Cost Level 2 Charging (CHiLL-2)**

**GFO-22-610**

**May 26, 2023**

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

**Project Eligibility - General**

**Q1.** **Are fast marine chargers eligible to apply for this GFO-22-610 Convenient, High-Visibility, Low-Cost, Level 2 Charging (CHiLL-2) grant? The chargers would be used to charge commercial and/or recreational marine vessels. The intention for the grant application would be to develop a corridor of fast marine chargers in the Bay Area and Southern California.**

A1. No. The glossary in the Scope of Work (Attachment 2) now clarifies the definition of *charger* to read “Any connector that can independently provide charge to an on-road electric vehicle (EV) regardless of whether the other connectors associated with a Charge Point are simultaneously charging.” Additionally, only Level 2 chargers may be installed.

**Q2.** **Regarding the minimum of 300 chargers per project: The City of Anaheim is working on installing more public level 2 charging stations. Can you confirm that the 300 minimum chargers will need to be installed and operating by January 31, 2028? As long as we install 5 chargers per site, and install 300+ chargers within the 5 years, we can utilize the funds (if awarded).**

A2. Projects resulting from this solicitation must schedule all project work, including data collection and a final report, for completion by January 31, 2028. Each project site must have a minimum of five Level 2 chargers.

**Q3.** **Is the removal of outdated L2s and replacement with more innovative L2s eligible for funding in CHiLL-2?**

A3. Section II.B.1 of the Manual now clarifies “Replacement of ‘paddle chargers’ or non-networked chargers is eligible for funding and will count toward the minimum charger requirement. Replacement of broken chargers or old networked J-1772 chargers is not eligible for funding under this solicitation and will not count toward the minimum charger requirement.”

**Project Eligibility - Public Accessibility**

**Q4.** **The solicitation manual states that “Chargers must be publicly available and accessible at least 18 hours per day”. Are parking facilities that are open to the public 24 hours per day but have pay gates (charging a fee to park) eligible for the program?**

A4. Section II.B.5 of the Manual now clarifies “Chargers that are restricted to paying customers (e.g. within a tolled parking garage) are eligible if the site is available to the public at least 18 hours per day."

**Q5.** **Can you install all chargers at a college campus or other large facility?**

A5. Yes, as long as the location satisfies all requirements of the solicitation.

**Project Eligibility - CEQA/Existing Sites**

**Q6. If a parking structure is under construction and will be 80% completed by June 16, 2023 and scheduled to be commissioned by Q4 2023, would it be an eligible site location since the remaining work involves “negligible or no expansion of existing or former use”?**

A6. No. All deployments must be at existing structures or facilities, as of the time of application, and involve negligible or no expansion of existing or former use. For purposes of eligibility under this solicitation, partially-built structures or facilities (at the time of application) are not considered “existing.” A site identified in an application must be an “existing structure or facilit[y].”

**Q7.** **Are parking lots/structures at parks considered pre-existing structures?**

A7. Yes, existing parking lots and parking structures are considered “existing structures or facilities.”

**Project Location**

**Q8.** **Can you apply for the small cities amount even if you are in a city over 200,000?**

A8. No. The Award Category of the project is based on the location of the project area central point. If the project’s installation area is split between a Larger and Smaller City, the Award Category will be based on the city where the project area central point is located.

**Q9.** **If chargers are installed across two cities, can one of those cities be less than 50,000 residents as long as the other is more than 50,000 residents?**

A9. Yes. if a project’s installation area is split between a Larger and Smaller City, the Award Category classification will be based on the city where the project area central point is located.

**Q10.** **Does the application need to identify one radius/site, or is it possible to propose two radiuses?**

A10. A project may have only one project area central point. All chargers must be installed within a 1.5-mile radius of the project area central point.

**Q11.** **If a large site (e.g., college campus with multiple parking lots) is partially within the radius, do only the parking spaces within the radius count? Or could the entire campus qualify if the radius only covers part? How “strict” is the border of the circle?**

A11. All chargers must be installed within a 1.5-mile radius of the project area central point.

**Q12.** **Would a student and faculty parking garage accessible to all students and faculty, but not the general public, be an allowable project location?**

A12. No. Chargers must be publicly available and accessible at least 18 hours per day.

**Other**

**Q13.** **Will a list of attendees of the Pre-Application Workshop be posted?**

A13. The list of attendees along with all Pre-Application Workshop and solicitation documents is available on the [CHiLL-2 Solicitation webpage](https://www.energy.ca.gov/solicitations/2023-03/gfo-22-610-convenient-high-visibility-low-cost-level-2-charging-chill-2) (https://www.energy.ca.gov/solicitations/2023-03/gfo-22-610-convenient-high-visibility-low-cost-level-2-charging-chill-2).

**Q14.** **How many years will a project be funded? Does this differ for a 'large city' project and a 'small city' project?**

A14. All work must be scheduled for completion by no later than January 31, 2028, to allow timely processing of final invoices before the liquidation date of the funds.

**Q15.** **Can we stack this grant with Air Quality Control Districts? Or are we required to raise cash?**

A15. Applicants can utilize funding from non-CEC programs. Please see Section II.C. of the Manual for restrictions on match funding sources.

**Q16.** **Should the project start date be after the anticipated Nov 2023 CEC Business meeting date?**

A16. Applicants should assume the project start date will be November 8, 2023, the date of the CEC’s Business Meeting for that month. Proposed awardees may utilize match funds for project work that occurs after the notice of proposed awards is released, and before agreement execution, at their own risk. Please refer to Section II.C.1.h. Awardees will only be reimbursed CEC funds for work performed after the agreement has been fully executed.

**Q17.** **Is this a reimbursement grant?**

A17. Yes, the CEC will reimburse Recipients in arrears.

**Q18.** **Are there different regions: North, Central, and South? Can applicants submit 1 application per region?**

A18. No, the Award Categories in this solicitation are not separated by region. Award Categories are defined in section I.B.2 of the Solicitation Manual (i.e. Larger Cities, and Smaller Cities and Tribal Lands). Applicants are only eligible to submit one application per Award Category under this solicitation.

**Q19.** **Once the project is completed and ready for operation, it would be the awardees responsibility to manage it, correct?**

A19. The awardee, or “Recipient”, will be responsible for completing all Tasks specified in the Scope of Work in accordance with the agreement’s terms and conditions.

**Q20.** **Is there a fixed funding disbursement schedule running through January 2028?**

A20. No.

**Q21.** **Can you explain the rational of putting these in DAC communities? This will increase auto traffic to areas that may not be equipped for it. (Lack of sidewalks/pedestrian crossings, etc.) These areas need active transportation updates and also street/lighting improvements. Is adding EV chargers placing undue burden on these areas and increasing risk?**

A21. The CEC recognizes that there are many transportation needs in disadvantaged and low-income communities. Among those needs is access to EV charging. The CEC has committed that at least half of funding under the Clean Transportation Program will go towards projects that benefit disadvantaged and low-income communities. The Clean Transportation Program funds available for this grant funding opportunity have been appropriated by the Legislature and allocated in the Clean Transportation Program Investment Plan for light-duty EV charging.

**Q22.** **Can smaller cities join together to apply for this grant?**

A22. While project partners or subcontactors may include multiple cities or municipalities, especially if the project area overlaps multiple cities, there may only be one applicant, awardee, and grant recipient. The Award Category of the project is based on the location of the project area central point.

**Q23.** **What's the expected number of awards for both small and/or large cities?**

A23. Unless CEC exercises any of its other rights regarding this solicitation (e.g., to cancel the solicitation or reduce funding), the highest scoring application obtaining at least the minimum passing score in each Award Category, as defined in Section II.B.2, will be recommended for funding, in order of their overall application score. After one application from each Award Category has been recommended for funding, if funding remains available, applications obtaining a least the minimum passing score will be recommended for funding in ranked order, regardless of Award Category, until all funds available under this solicitation are exhausted. Therefore, the number of awards will depend on the amount of funding awarded and cannot be determined at this time.

**Q24.** **Are chargers defined as a unit or by port? For example, if I install 150 dual-port L2 chargers in a Large City, does my installation meet the minimum charger requirements for this project?**

A24. A charger is defined in the Scope of Work (Attachment 2) as “any connector that can independently provide charge regardless of whether the other connectors associated with a Charge Point are simultaneously charging.”

**Q25.** **Are projects awarded on a first come first serve basis or as long as they meet the deadline and score high enough they can be awarded money?**

A25. This is a competitive grant solicitation. The Solicitation Manual describes how applications are evaluated and how awards are determined.

**Q26.** **Is it possible as an equipment Original Equipment Manufacturer (OEM) to propose a project with equipment which is still under development, but which will meet all the requirements by Jan 1, 2023?**

A26. Section II.B.6, “Charging Equipment,” sets forth the requirements for EVSE models. The requirements apply as of the time the equipment is installed.

**Q27.** **Can a grant be awarded for the purpose of infrastructure costs only? I.e., the charging EVSE hardware will be provided completely as match funding, and the only CEC reimbursable costs requested are for behind-the-meter infrastructure upgrades (transformers, panels, conduit, wiring, et al.)**

A27. Yes, as long as costs are eligible under the Solicitation Manual and terms and conditions, all CEC funds can go toward infrastructure costs.