

Questions & Answers – Addendum 2

Military Electric Vehicle (EV) Chargers GFO-23-608

~~[July 5, 2024]~~ October 24, 2024

This addendum includes questions received after the posting of the Questions & Answers document on May 20, 2024. Added language appears in **bold underline** and deleted language appears in ~~[strike through]~~ and within square brackets. The CEC intends to update this document on a continuous basis.

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.

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).

NOTE: GFO-23-608 is accepting applications on a first come, first served basis until December 31, 2025, or until available funds are exhausted. This Questions & Answers document may be updated as questions are submitted during the application submission window.

Administrative

Q1: Will this webinar and its slides be circulated after the meeting?

A1: Yes, presentation slides and the workshop recording from the Pre-Application workshop held on April 19, 2024 can be found on the solicitation webpage at: <https://www.energy.ca.gov/solicitations/2024-04/gfo-23-608-military-electric-vehicle-chargers>

Q2: Do you know when the recording from last week will be posted?

A2: The Pre-Application Workshop recording, presentation and attendee list can be found at: <https://www.energy.ca.gov/solicitations/2024-04/gfo-23-608-military-electric-vehicle-chargers>

Q3: I am a manufacturer who will be looking for a partner. Where may I find a list of contractors who attended this Zoom?

A3: The list of attendees can be accessed on the solicitation webpage at: <https://www.energy.ca.gov/solicitations/2024-04/gfo-23-608-military-electric-vehicle-chargers>

Q4: We'd like to ensure planning between installations/utilities is synchronized. If awarded, when will the grant be executed? In other words, what's the timeframe between receiving the grant and receiving the funds?

A4: Following a Notice of Proposed Awards (NOPA), proposed awardees will work with the CEC to finalize the agreement package for final Business Meeting approval. This process can take at least 4-6 months (or longer) from the NOPA date. For this solicitation, we expect the first round of selected awardees to have projects presented at a business meeting for approval as early as Q4 of 2024, with grant agreement execution expected as early as Q1 2025. However, the timing of Business Meeting approval can vary and will be dependent on project readiness. Invoicing and payment for eligible project costs can begin immediately following grant agreement execution. CEC invoices are paid in arrears and funding is paid to recipients as eligible project costs are incurred throughout the agreement term. Please refer to Section V.J-L. under Administration for additional details (pages 35-36) on the agreement development process. Please also refer to the terms and conditions information in Section II.A.2 (page 8). Assuming the standard terms and conditions apply to your organization, please access them here [CEC's funding resources website at https://www.energy.ca.gov/funding-opportunities/funding-resources](https://www.energy.ca.gov/funding-opportunities/funding-resources). See section 17 Payment of Funds for more information about invoicing and payments.

Q5: Can you please confirm that this will be a stand-alone agreement between the winner of the solicitation and CEC? I want to confirm that this will not be an addition to a current government contract and that having a current government contract is only a requirement.

A5: If awarded, successful applicants will have a separate, standalone grant agreement with the CEC. However, Category 2 applicants are required to be in contract, or be a subcontractor under an existing contract, with the military with authority to install EV chargers. Category 2 applicants must submit their existing military contract(s) using Attachment 14 as a part of their application package. Please refer to Section III.D. Application Content, for additional details. (pages 21-26).

Q6: Who do we contact at the federal government to create a charger agreement we can use to be eligible for the 100% grant category?

A6: Applicants must have an existing agreement in place with the federal government at the time of application submittal. Please refer to https://www.grants.gov/search-grants?agencyCode=DOD* for more information on potential opportunities.

Eligibility

Q7: The location of our proposed solar project is very close to a Military area. We want to apply for the 100% grant opportunity not the 50% grant opportunity.

A7: To be eligible under Category 2 for 100% of reimbursable costs, a private entity must have an existing contract, or be a subcontractor under an existing contract, with the military / federal government to install EV chargers at military bases or existing military facilities off-base and owned by the military with the military base applying for funding in California. Projects installed at existing off-base military facilities are allowable; projects close to a military area but not on base or located at off-base military facilities are not. Solar projects that do not install EV charging are not allowed. Please also refer to Addendum 1 and Section II.B.1, Project Requirements, for additional details on project requirements. (pages 9-10).

Q8: Is charger warranty an eligible cost? Is charger extended warranty an eligible cost?

A8: Charger warranties and extended warranties will not be considered an eligible cost for CEC funding under this solicitation. CEC funding for this solicitation will primarily be directed to chargers and associated equipment and installation costs. Please refer to Section II.B-C., Project Requirements and Match Funding Requirements, for more detail on eligible costs (Pages 9-18).

Q9: Is the grant available to expand an existing project that is under construction at a Military base? Or is this grant only for new projects?

A9: Funding from this solicitation can be used to expand on existing projects so long as funding is used for eligible project costs for the installation of new chargers, charging equipment, charging installation costs, and operation and maintenance costs associated with the expansion. Please refer to Section II.B., Project Requirements, for more information on these eligible costs (Page 9).

Q10: Will a Letter of Intent with a U.S. federal agency be sufficient to meet the existing EV federal agreements requirement?

A10: Applicants should be in contract with the federal government, or be a subcontractor under an existing contract, at the time of application submission. Please refer to Section II.A.1., Applicant Requirements, for additional detail on eligibility requirements.

Q11: Are Level 1 chargers eligible?

A11: No, Level 1 chargers are not eligible under this solicitation. Only Level 2 and DC Fast Chargers are eligible under this agreement. Please refer to Section II.B.3. for more detail on eligible chargers (Page 10). A

Q12: Is this grant eligible for existing EV stations currently active but needing to continue their O&M service?

A12: No, CEC funding under this solicitation cannot be used to support existing chargers, infrastructure and ongoing maintenance expenses. This grant funding opportunity will provide funding for the establishment or expansion of new eligible

chargers, charging equipment and some charging installation costs for new chargers only. Operation and maintenance costs are also eligible; however, these costs are only eligible for new equipment installed under the awarded project and must be fully disclosed and defined in the project budget to be considered. Please refer to Section II.B.1-8, Project Requirements, for additional detail (pages 9-13).

Technical

Q13: What is the difference between Private and Military as it's used here (Category Table)?

A13: As defined under Section II.A.1., Eligibility Requirements, of the Solicitation Manual, authorized private entities are applicants that are in contract, or a subcontractor under an existing contract, with the military with authority to install EV chargers. Military applicants are all branches of the military at facilities in California (page 7).

Q14: Keeping in mind that chargers must be networked and ISO-15118 ready, and understanding that network security is very important for chargers on military bases/facilities, are FedRAMP-authorized charging products preferred? Or is FedRAMP being considered as a requirement for charging equipment?

A14: While FedRAMP is not a requirement under this solicitation, applicants should work with the proposed military branch and their bases/facilities to determine the technologies that are most appropriate. Equipment not in the solicitation manual but deemed necessary, by the military, to meet operational and/or security needs are deemed eligible. Please refer to Section II.B.3., Eligible Charging Equipment, for more detail (pages 10-11).

Q15: Is WEX integration being considered as the payment source for charging government-owned fleet vehicles?

A15: The CEC has not explicitly defined the payment source that should be used for projects. Applicants are encouraged to work with the military branch / federal government to determine the preferred and appropriate payment sources for each project.

Q16: I think one slide said any power Level 2 chargers were eligible, another said low power Level 2 were not allowed, can you please clarify? What defines "Low Power Level 2 Chargers" which are noted as ineligible?

A16: Clarification has been added to the Solicitation Manual on minimum power requirements for Level 2 Chargers. For purposes of this solicitation, all Level 2 chargers (208/240V) installed as part of this GFO shall be configured to deliver, at minimum, 24A to the vehicle. Please refer to Addendum 1, and Section II.B.2, Eligible Charger Types, for more information on these changes.

Financial

Q17: Our estimated project permit costs are currently \$2.55 Million. Can CEC funds be used to cover permit costs?

A17: CEC funds cannot be used to cover compliance costs. Funding for this solicitation is limited to the purchase of new chargers and associated equipment and installation costs. Permit costs and the expenses associated with obtaining permits may be paid for with match funds. Please refer to Section II.B., Project Requirements, for additional detail.

Q18: Can we apply for two 100% awards?

A18: Applicants can apply for multiple awards so long as each application is for a separate and distinct project. Multiple applications cannot be submitted for the same project. However, individual applications may include projects at multiple military sites (e.g., construction agreement for EV charger installations or “charge as a service” agreements at eight different Coast Guard stations.) Please refer to Section I.H., Maximum Number of Applications, for additional information (page 4).

Q19: Can loan funds be used to supplement the 50% match funding requirement under Category 1?

A19: Match funding to meet the minimum 50% match funding requirement for Category 1 projects must be in cash only. Beyond this minimum, loan funds can be used to supplement cash match so long as the source is not CEC funding. Please refer to Section II.C., Match Funding Requirements, for additional match funding requirements (pages 13-18).

Q20: Do military sites that already have projects in place count as the 50% cost share?

A20: Match share funding to meet the minimum 50% match funding requirement for Category 1 projects under this solicitation must be in the form of cash only. Eligible cash match funding is any cash funding expended following the NOPA posting date. For Category 2, the CEC will mirror the project costs under an existing military agreement and match is not required. Please refer to section II.C.1., Match Funding Requirements, for additional details (pages 13-18).

Q21: The solicitation manual states on page 18: “Federal Agreements (Attachment 14)–may describe costs that are not eligible under the CEC grant terms, if they are clearly broken down in the federal agreement (e.g., separate task order and budget line items) so CEC can evaluate the EV charger components and costs to be mirrored in an awarded grant under this solicitation. Only eligible project costs must be listed in the CEC application package documents.” This is not worded clearly – if the Federal Agreement describes costs that are not eligible under the CEC grant terms, do those costs become

eligible after the CEC evaluates those costs, since they will be “mirrored” in an award? If only eligible project costs can be listed, how would the applicant describe costs that are not eligible (in their Federal Agreement)?

A21: The CEC will only mirror eligible costs listed in the CEC-funded grant agreement between the CEC and grant recipient. Only eligible costs per the solicitation manual should be included in the CEC budget submitted (Attachment 5). Ineligible costs should not be listed in the CEC budget (Attachment 5), but all costs (i.e. eligible and ineligible) as related to both the CEC-funded portion of the project and associated with the federal agreement (if applicable), should be provided in Attachment 14.

Q22: If we have projects that will be constructed on State owned land using a ROW/lease, are we allowed to use grant funds to pay State processing for the right of way/lease?

A22: No, CEC will not reimburse for compliance costs. Per Section III.D.5 (Application Content, Budget Forms), “*Applicants must budget for permits, insurance, etc. CEC will not reimburse expenditures for permitting or insurance. However, these expenditures can be included as match share expenditure.*” (page 24).

Q23: Are leased EV chargers eligible for grant funds or do they have to be purchased outright?

A23: Leased chargers are not eligible as the solicitation requires ownership of the charger to be transferred to the military by the conclusion of the grant agreement (please refer to section II.B.6 Transfer of Ownership (page 12)).

Q24: If the chargers are part of an EV charging as a service program, would the transfer of ownership still apply?

A24: Transfer of ownership is still applicable to chargers installed as a part of a charging as a service program if the primary applicant is a private entity. Applicants should work with the military base(s) they are under contract with to complete these installations and to determine the operational details.

Q25: Are National Labs eligible applicants for this solicitation?

A25: National Labs are eligible to apply so long as they meet all of the eligibility requirements listed in Section II.A (pages 7-8) of the solicitation manual.

Q26: Is there a specific charging hardware and software provider already selected for the projects under this RFP, or is there an opportunity to collaborate with an

electrical contractor to implement our own hardware and software solutions that meet the networked and technical requirements specified in the solicitation?

A26: There is no specific hardware or software that has been preselected for this solicitation. However, equipment must meet the project requirements listed in the solicitation manual and the applicant should work with the specific military base they are working with to determine needs. Please refer to Section II.B, Project Requirements (pages 9-12) for additional details.

Evaluation

[Q23:] **Q27: Will operations and maintenance be considered under the Implementation and Technical Readiness evaluation criterion?**

[A23:] **A27:** Operation and maintenance are not explicitly defined in the evaluation criteria, however applicants should provide additional information on the associated operation and maintenance costs in their project narrative and proposed budget where applicable. Please refer to Section IV.E, Evaluation Criteria for more detail on the technical evaluation criterion (Page 31).

Application and Agreement Development

[Q24:] **Q28: Is an Other Transaction Authority (OTA) production contract needed to apply for the EVSE solicitation. OTA is used for the Department of Defense to carry out certain prototypes, research and production projects. We want to ensure that the applicant does not need this to submit their application and that the contract between CEC and the vendor will be a separate contract.**

[A24:] **A28:** The CEC agreement with the grant recipient will be a stand-alone agreement separate from other agreements the applicant has with the federal government. The applicant only has to be in contract with the federal government so it has authority to complete charging infrastructure installations and eligible work under this solicitation, but there are no restrictions on eligible types of contracts. The existing contract with the federal government is the legal means for the applicant to access the base and do the work the CEC is funding.

[Q25:] **Q29: Is it proper to list a project's engineering, procurement, and construction company or third-party environmental and electrical engineer company as subrecipients and project team members (as opposed to listing them as vendors) if they are heavily involved in making major decisions in the project?**

[A25:] **A29:** This is correct. Per ECAMS category guidance, a subrecipient is an entity that receives grant funds directly from the Recipient and is entrusted by the Recipient to make decisions about how to conduct some of the grant's activities. A Subrecipient's role involves discretion over grant activities and is not merely just

selling goods or services. For more information, please visit the ECAMS Resources Budget Category Guidance page under Subrecipients & Vendors at: <https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEltgat6JNbO9BFGGeVqe4E5T6koCOgTaqliFX6bmwtg>

[Q26:] **Q30:** Assuming the project is on state land and the project must go through the permit process before our application is granted, the State can't give us a signed letter unconditionally committing the site for the project as required by the grant application. So, what do we do to meet this requirement?

[A26:] **A30:** Letters of commitment from lead agencies related to the permitting and CEQA project can be included as a part of the application and can include language that provides conditional approval pending CEC application approval. Additionally, documentation may be provided such as a letter from the local agency acknowledging its role in the CEQA process, or a permit application to the lead agency that is stamped as received. However, applicants should work with the associated military base or branch they are partnering with to determine permitting needs and requirements. Please refer to Section III.D.9-10, Letters of Support and CEQA Worksheet for more information (pages 25-26).