**December 19, 2024**

**GFO-24-602**

**Charging and Refueling Infrastructure for Transport in California Provided Along Targeted Highway Segments (CRITICAL PATHS) 2.0**

**Addendum 2**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-24-602. Addendum 2 includes revisions to the Scope of Work template (Attachment 3) and the Schedule of Products and Due Dates template (Attachment 4), which are required with the application submittal. Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

Additionally, Addendum 2 notifies potential applicants of additional questions received prior to the written question deadline of November 6, 2024. The addendum includes revisions to the Questions and Answers document posted on December 6, 2024. Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

***Scope of Work (Attachment 3)***

1. **TASK 1 ADMINISTRATION**

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** [~~procure~~] subrecipient[~~s~~] **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** [~~M~~] **m**anage **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 agreement** 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)**

***Schedule of Products and Due Dates (Attachment 4)***

1. **Task 1.9**

|  |  |  |
| --- | --- | --- |
| **1.9** | **Obtain and Execute Subawards and Agreements with Site Hosts** |  |
|  |  | Letter describing the subawards **and any site host agreement** needed, or stating that no subawards **or site host agreements** are required | <Insert Date> |
|  |  | Draft subawards (if requested) | 15 days prior to the scheduled execution date |
|  |  | Final subawards (if requested) | Within 10 days of execution |
|  |  | **Draft site host agreement (if requested)** | **15 days prior to the scheduled execution date** |
|  |  | **Final site host agreement (if requested)** | **Within 10 days of execution** |

***Questions and Answers***

**Pages 10-13, Questions and Answers 30-36**

**Q30:** **Can you clarify what is meant by the sentence that is italicized, from Section II.B.5 of the manual? “A proposed charging station must be no farther than 125 miles from the Applicant’s other proposed charging stations in the application. A proposed hydrogen refueling station must be no farther than 300 miles from each of the Applicant’s other proposed refueling stations in the application. *The distance from the corridor off-ramp to each project location is included in this calculation*.”**

**A30: The distance from the corridor off-ramp to each project location is included in this calculation” may be best explained by using an example. An example of an eligible project scenario would be if project site #1 is located 123 miles or less from the end of the off-ramp (where it meets the connector road) of the clean freight corridor that is leading to project site #2, and from that point, the project location is two linear miles or less, as the crow flies, to the entrance of project site #2.**

**Q31: Does the Open Retail Station Checklist need to be submitted with the application?**

**A31: No, the Open Retail Station Checklist is not submitted with the application. It must be completed, self-certified, and submitted to the CEC when the station is ready to become open retail.**

**Q32: Please explain what this means: “The Recipient shall incur match expenditures at least at the same rate as CEC funds.”**

**A32: Under CP 2.0, applications must include a minimum 50 percent total match share of eligible project costs, and a minimum of 25 percent of total project costs must be cash match. When a Recipient submits an invoice, it should reflect that the match expenditures are being spent at the same rate, or higher, as CEC reimbursable expenditures. The CEC has a** [**Match Fund Spending Template**](https://www.google.com/url?client=internal-element-cse&cx=001779225245372747843:ctr4z8fr3aa&q=https://www.energy.ca.gov/sites/default/files/2020-10/Match_Fund_Spending_Plan_Template.xlsx&sa=U&ved=2ahUKEwiU3Ni_1qyKAxV-D0QIHYgGKr8QFnoECAQQAQ&usg=AOvVaw1BcSfjq4260eErFjKck-u_&fexp=72801196,72801194,72801195) **available that may be useful as a planning tool for Recipients.**

**Q33: In estimating the number of trucks utilizing the infrastructure each day, can Applicants include other MDHD ZEVs, such as buses, in the estimate?**

**A33: The intent of CP 2.0 is to fund MDHD ZEVs traveling along designated clean freight corridors. With the emphasis on freight and goods movement, and having the chargers or dispensers available to trucks, the estimate should only include trucks.**

**Q34: How can Applicants be confident that they are proposing projects that**

**are not located next to another project awarded funding through TCEP, CFI, PFIP, or CRITICAL PATHS 1.0? The project addresses under those programs are not always publicly available.**

**A34: The CEC maintains a MDHD ZEV infrastructure development** [**dashboard**](https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/mdhd-zev) **on its website (**[**https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/mdhd-zev**](https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics-collection/mdhd-zev)**). On the dashboard, the publicly available stations, which are in varying stages of development or completed, include site addresses and other project details. While the dashboard isn’t updated in real time, and the quality of the data varies, public projects funded through those programs are likely to be on the dashboard. Applicants may also check with the Authority Having Jurisdiction (AHJ) of the project site(s) that are of interest to inquire about other projects under development nearby.**

**Q35: Are “connecting routes,” as described in the California Transportation Commission’s clean freight assessment pursuant to SB 671, included as eligible corridors under this CP 2.0? Specifically, are the short segments of SR-905 and SR-11 that connect I-5 to Otay Mesa and the U.S.-Mexico border, eligible if they are two linear miles from an off-ramp of the connecting route?**

**A35: Yes, if the project meets the solicitation requirements (Q30/A30 above provide additional detail regarding measuring project site locations), the “connecting routes” described in detail on pages 19-21 of the CTC’s** [**Final Clean Freight Corridor Efficiency Assessment**](https://catc.ca.gov/-/media/ctc-media/documents/programs/sb671/sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf) **(**[**https://catc.ca.gov/-/media/ctc-media/documents/programs/sb671/sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf**](https://catc.ca.gov/-/media/ctc-media/documents/programs/sb671/sb671-final-clean-freight-corridor-efficiency-assessment-dor.pdf)**) are eligible corridors under CP 2.0.**

* **Port of Oakland: The I-80 corridor includes the short segments of I-580 and I-880 that connect I-80 to the Port of Oakland.**
* **San Pedro Bay Ports: The I-10 corridor includes the short segment of the I-710 that links the I-10 to the San Pedro Bay ports, the SR-47 that connects the Port of Los Angeles to I-710, and the segments of I-405 and Highway 1 that connect I-110 and I-710 near the San Pedro Ports.**
* **Otay Mesa: The I-5 corridor includes the short segments of SR-905 and SR-11 that connect I-5 to Otay Mesa and the US-Mexico border.**
* **SR-58 (SR-99 and I-5 East/West Connectivity): I-40 also includes SR-58 extending to I-5 near Bakersfield.**

**Q36: Can applicants apply to CP 2.0 with projects that include chargers that only have Megawatt Charging System (MCS) charging connectors?**

**A36: No. As stated in Section II.C.4 of the solicitation manual, each charging port must have at least one permanently attached Combined Charging System (CCS) connector. Additional connector types such as SAE J3400 or MCS connectors are allowed to be installed if the previous requirement is still met.**

**Natalie Johnson**

**Commission Agreement Officer**