**Questions and Answers**

**FAST 2.0 - Fast and Available Charging for All Californians**

**GFO-24-607**

**February 19, 2025**

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.

# Applicant Eligibility

**Q1. Who is eligible to receive this grant? Can it be the implementer, or does it need to be the owner of the charging facility? Are companies who manufacturer EV Chargers and install them eligible to apply for the grant? Can an eligible applicant be a joint venture or strategic partnership?**

A1. All public and private entities aside from investor-owned utilities are eligible to apply for and receive funding from this grant. Corporations, limited liability companies (LLCs), limited partnerships (LPs) and limited liability partnerships (LLPs), are also 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 (See Solicitation Manual, sections II.A.1 and II.A.3.)

**Q2.**  **Can you provide clarification on the requirement that an applicant may not have more 50 active projects funded by CEC?**

A2. As clarified in the addended Solicitation Manual, “For an Applicant to receive grant funding, the Applicant must have less than or equal to fifty (50) active projects across all the CEC funded light-duty EV grants, including block grants (CALeVIP 1.0, CALeVIP 2.0, or Communities in Charge) at the time of agreement execution. A project is considered “active” if it has been awarded under one of CEC’s grants, construction has not finished on the project, and a request for final reimbursement has not been submitted.” (Section II.A.1., page 8.)

# Funding Availability

**Q3. How many grants do you expect to fund statewide? Was there an earlier round, and if so, how many applications were received and how many were funded?**

A3. A total of $10,000,000 is available for awards under this solicitation. CEC, at its sole discretion, reserves the right to increase or decrease the amount of funds available under this solicitation.

The Fast and Available Charging for All Californians (FAST) Solicitation was released in 2023 and resulted in three awards. Please see the FAST webpage and Notice of Proposed Awards (NOPA) for more information (<https://www.energy.ca.gov/solicitations/2023-04/gfo-22-611-fast-fast-and-available-charging-all-californians>).

**Q4. What are the maximum grant totals for this solicitation? Are these costs for charger, installation, batteries, transformers, etc.?**

A4. Each project is eligible for up to $5 million or 50% of the total project costs, whichever amount is less. For example, if a project’s total cost is $10 million, then the applicant would be eligible for $5 million of CEC funds. If the project cost is $12 million, then the applicant would, again, be eligible for only $5 million of CEC funds. If the project is $6 million, then the applicant would be eligible for $3 million of CEC funds.

For eligible costs, please refer to the Solicitation Manual, specifically section II.B.9, pages 16-18.

**Q5. Can a single applicant submit more than one application that totals more than $5,000,000? What is the max percentage of funds a single contractor can be awarded?**

A5. Applicants can submit more than one application. While each application is eligible for up to $5,000,000 in grant funding, applicants may submit multiple applications, totaling more than $5,000,000. There is no maximum percentage of funds a single entity can be awarded.

**Q6.**  **CEC mentioned a max of $5M per project/application. However, there was a slide in the Pre-Application Workshop that calculated max costs at no more than $100K per DCFC port. Can you confirm that in order to have a maximum award of $5,000,000 a project would need to install 50 ports?**

A6. FAST 2.0 has both a maximum award of $5,000,000 per project and requires that projects average no more than $100,000 in CEC funds per charging port installed. Each project is eligible for up to $5 million or 50% of the total project costs, whichever amount is less.

**Q7. Can you clarify is $10,000,000 a single application maximum, or overall program budget?**

A7. The total funds available for this solicitation is $10,000,000. The maximum award for a single application is $5,000,000. (See Solicitation Manual, sections I.F-G.)

# Project Eligibility and Requirements

**Q8. Does the CEC have an official definition for the term "project"?**

A8. According to Exhibit C, Clean Transportation Program Terms and Conditions, *project* means a Recipient’s specific project that is funded in whole or in part by an Agreement resulting from a successful application under FAST 2.0. (See [Exhibit C, Clean Transportation Program Terms and Conditions](https://www.energy.ca.gov/media/5863).)

**Q9. Do specific sites need to be identified prior to application or can they be determined later (subject to the program terms)?**

A9. Sites are not required to be identified at the time of application. Identifying specific sites at the time of application, however, is encouraged and could lead to higher scores. The “Project Readiness” component of the Evaluation Criteria (worth 20 points) takes into account the following:

Applications will be evaluated on the degree to which:

* Site control or access rights have been secured.
* The schedule for permitting, CEQA review, procurement of equipment, and utility energization is expediated and reasonable.
* Risks, barriers, and limitations to successful project completion are identified and mitigated.
* Project is supported by site hosts, residents, project partners, utilities, and interested stakeholders.

(See Solicitation Manual, section IV.E.2.)

Identifying sites could also lead to a higher Priority Population kW Weighted Average, if those sites are in disadvantaged, low-income, or tribal communities. (See Solicitation Manual, section IV.E.3 and Project Narrative.)

**Q10. Will this GFO fund projects that need funding for less than 10 chargers even though the full site may have more than 10 chargers?**

A10. No, FAST 2.0 requires that each site must install a minimum of ten newDCFC charging ports. (See Solicitation Manual, Section II.B.4.)

**Q11. Can applicants install fast chargers at multiple locations throughout the city, as long as there are 10 ports at each location?**

A11. Yes, multiple sites are permissible, as long as each site will include a minimum of ten new DCFC charging ports. (See Solicitation Manual, sections II.B.4 and III.D.4.)

**Q12. Regarding the requirement that "[e]ach site must include a minimum of ten DCFC ports," would installation of make-ready infrastructure/stubs to future-proof a site for additional chargers installed at a later date count towards this minimum (e.g. a site initially installing 6 DCFC ports with make-ready stubs for 4 additional DCFC ports to be installed 1-2 years down the line), or must 10 DCFC ports be installed during initial construction?**

A12. Each site must install ten new DCFC charging ports, and all work must be scheduled for completion no later than June 2030. Projects that cannot install and commission ten DCFC charging ports per site by June 2030 are not eligible under this solicitation. (See Solicitation Manual, sections II.B.4 and III.D.4.)

**Q13. Can this program be used to add fast charges to existing sites? Can federal funds be used for match?**

A13. Yes, funds from this solicitation may be used to add DCFCs to existing sites, given that the solicitation's minimum of ten new DCFC charging ports is met. Federal funds may be used for match contributions. (See Solicitation Manual, sections II.B.4 and II.C.1-4.)

**Q14. Will the project be granted an extension to the completion deadline due to prolonged utility planning process or work delays?**

A14. All work must be scheduled for completion by no later than June 2030. (See Solicitation Manual, sections II.B.4 and III.D.4.)

The CEC evaluates extension requests on a case-by-case basis, depending on the nature of the request and our liquidation and encumbrance deadlines for available funding. During the application evaluation process, we take into account a project’s readiness and ability to deploy chargers in an expedited manner. (See Solicitation Manual, section IV.E.2.)

**Q15. Is a project still in the planning stage eligible for the grant?**

A15. Yes, a project still in the planning stages is eligible to apply for this grant. Keep in mind, a portion of the application’s score is based off project readiness, which could impact whether or not an application is selected for funding. (See Solicitation Manual, section IV.E.2.)

**Q16. What is the grant performance period? What is the timeline for use of funds/expenditure period?**

A16. The grant or project period begins the day the agreement is executed, which is when the contract is signed by both the CEC and the awarded recipient. The project must be completed by June 30, 2030 to allow for timely processing of invoices before the funding liquidation deadline. (See Solicitation Manual, section III.D.4.)

**Q17. Could you please clarify the minimum expected lifetime for the project? Specifically, how many years should the charging station remain operational?**

A17. Projects must commit to keep charging stations operational for at least six years after the beginning of operation. (See Attachment 02 Scope of Work, Appendix A: Charger Operational Requirements.)

**Q18. Can the project start before receiving the final grant decision and remain eligible for the grant?**

A18. Project costs incurred before the execution date are not eligible for CEC reimbursement. Only costs incurred after both parties have signed the grant agreement may be reimbursed with CEC funds. Project costs incurred after the Notice of Proposed Awards and prior to agreement execution may count toward a Recipient’s match share, however these costs are incurred at the applicant’s own risk. (Solicitation Manual, section II.C.1.h.)

**Q19. Is it permissible for an eligible charging station to incorporate hydrogen energy storage solutions, especially in scenarios where there is limited or no access to the grid?**

A19. Yes, as long as the hydrogen energy storage solution is supplied using renewable energy sources. Projects may include deployment of renewable distributed energy resources (DERs) or energy storage systems for supplying power to chargers or charging systems provided the Applicant demonstrates that the DER is a component of the system necessary to address their charging requirements. Non-renewable DERs are not eligible for reimbursement under this solicitation. (See Solicitation Manual, section II.B.4.)

**Q20. When the applicant requires patrons to pay to charge their vehicles, are applicants allowed to make a profit on these charges?**

A20. FAST 2.0 does not restrict companies from making a profit on payments for charging sessions. This solicitation requires chargers to comply with any applicable local, state, or federal requirements for payments, including applicable regulations by the California Air Resources Board and Division of Measurement Standards. Charging equipment must also be capable of supporting multiple point-of-sale methods, such as pay-per-use and subscription methods, including the ability to accept a credit or debit card without incurring any additional fees. (See Solicitation Manual, section II.B.7.)

**Q21. Regarding the requirement that "[e]quipment must include a minimum six-year networking agreement which may be included as match share," how will this be applied to vertically integrated charging providers that provide their own networking? Would vertically integrated charging providers that provide their own networking be able to attest to complying with the six-year requirement in lieu of providing a third-party networking agreement?**

A21. Applicants may supply both the charging equipment and networking. There is no requirement for the networking agreement to be with a third party. If a Recipient is providing their own networking and thus does not have a networking agreement, the Recipient should work with the Commission Agreement Manager to submit other verifiable proof of networking.

**Q22. Is there a prevailing wage requirement?**

A22. Yes, there is a prevailing wage requirement. The Energy Commission assumes that all projects it funds are public works. Projects deemed to be public works require among other things the payment of prevailing wages. (See [Exhibit C, Clean Transportation Program Terms and Conditions](https://www.energy.ca.gov/media/5863), section 27.)

**Q23. What is the definition of a well-lit area?**

A23. Charging locations and parking areas must be well-lit. Well-lit means that the charger user must be able to easily read any instructions on the charger and the area around the vehicle must have adequate lighting to allow the driver to safely walk from the charger to the charging port on the vehicle. The Evaluation Criteria will score the project on the degree to which project lighting will effectively illuminate charging area, and the project will result in safe charging environments. (See Solicitation Manual, sections II.B.2 and IV.E.1.)

**Q24. What type of signage is required?**

A24. Sites must incorporate signage as required by any applicable laws, ordinances, regulations, and standards. The Evaluation Criteria will score the project on the degree to which signage is adequate and will increase charger utilization rates. (See Solicitation Manual, sections II.B.2 and IV.E.1.)

# Project Requirements – Chargers

**Q25. Regarding the 100kW per charger rule (for sites using ALM), my company's typical dedicated power per charger is 90kW and we usually install sites with 12 chargers (total site power of 1,080kW). Would a project be able to install a site with twelve 90 kW chargers but only receive CEC funding for 50% of project costs associated with 10 chargers given the solicitation’s 100kW per charger rule (total site power of 1,080 kW)?**

A25. No, all projects must adhere to the solicitation’s charging equipment requirements. (See Solicitation Manual, section II.B.4).

**Q26. Is there a list of eligible chargers? Or we can use our own? Does the program have an approval or qualification process for EV charging software and network providers? The solicitation guide outlines some requirements for hardware, i.e., must be networked, OCPP, etc., but we want to be sure applicants are able to select the network providers of their choice. If there is a qualification process, we would be interested in learning more.**

A26. We do not have a list of eligible chargers or network providers. However, the Solicitation Manual outlines requirements for charging equipment in section II.B.4, pages 12-15. Please note that as of January 1, 2026, all installed chargers must be OCPP 2.0.1 certified.

**Q27. What is the minimum energy output required from the charging station? In particular, how many kilowatt-hours (kWh) of electricity should it deliver to electric vehicles (EVs) each day?**

A27. This solicitation requires that each port be capable of providing 150 kW to an EV when requested. For charging stations actively using automated load management (ALM), charging ports must be capable of supplying 150 kW and supplying a minimum of 100kW to an EV when requested. There is no requirement for a specific number of kWh to be delivered to EVs each day, except that charging ports be capable of delivering the required outputs. (See Solicitation Manual, section II.B.4.)

**Q28. Would a dual port 150kW charger that charges (2) vehicles at 75kW simultaneously (or 150kw for 1 vehicle) be acceptable?**

A28. No, each port must be capable of providing 150 kW to an EV when requested. For charging stations actively using automated load management (ALM), charging ports must be capable of supplying 150 kW and supplying a minimum of 100kW to an EV when requested. (See Solicitation Manual, section II.B.4.)

**Q29. Are there any specific requirements regarding the utilization rate of the charging station? Specifically, is there a minimum or target number of electric vehicles (EVs) that should be charged per day?**

A29. There are no requirements regarding the utilization rate of charging stations. Applications are evaluated, however, to the degree to which the project maximizes charger utilization. (See Solicitation Manual, section IV.E.1.)

# Site Eligibility

**Q30.**  **How do we find these places to add chargers?**

A30. The CEC does not have prescribed locations for where chargers must be installed throughout the state. However, applicants can refer to several resources on the CEC website, including this [interactive map](https://caenergy.maps.arcgis.com/apps/webappviewer/index.html?id=a549177f996c4ee7a9b9925974a3b34a), which shows where chargers have currently been installed through the Clean Transportation Program. Additional reference documents are available in section I.M. of the solicitation manual (page 8). Please note that recipients are not allowed to stack multiple incentives from the CEC for the installation of the same charger.

**Q31. Would a project providing EV charging infrastructure to support fast charging be eligible if it were located in a parking lot for which parking fees were charged, for example at a hospital?**

A31. This solicitation does not prohibit sites that collect parking fees, as long as the chargers remain accessible to the public for at least 18 hours a day, and the site provides adequate lighting and signage. (See Solicitation Manual, section II.B.2.)

**Q32. Seeking clarity on the following: All deployments must be at existing structures or facilities and involve negligible or no expansion of existing or former use.**

**We are a public agency and would like to add additional charging stations to our park. Would the project location qualify for this funding?**

**If we construct a new station on the undeveloped land adjacent to the existing truck stop, would it qualify for a grant application?**

**Are we allowed to construct the eligible charging station from scratch on a vacant plot of land?**

A32. The CEC cannot give advice as to whether or not a particular project or project site is eligible for funding, because not all proposal details are known. All deployments of charging infrastructure must be at existing structures or facilities and involve negligible or no expansion of existing or former use. (See Solicitation Manual, section III.D.10.a.)

**Q33. Can you clarify what the CEC means by 'negligible expansion' and how much construction might be tolerated under this definition?**

A33. Please consult with the authority having jurisdiction or review the California Environmental Quality Act (CEQA) to determine if a project qualifies for this categorical exemption, meaning it is considered to have such a small environmental impact that it doesn't require a full environmental review. (See Article 19, section 15301 of the CEQA guidelines: <https://www.califaep.org/docs/2024_CEQA_Statute_and_Guidelines_Handbook.pdf>.)

**Q34. One of the sites we are going to propose is in planning stages, the AHJ has limited our operational hours to a total of 16 per day - if we provide documentation/justification would this be allowable under this solicitation if all other site requirements exist?**

A34. No, chargers must be publicly available and accessible at least 18 hours per day.

# Eligible Costs, Reimbursement, & Match

**Q35. Are power upgrade costs covered by this grant? Would a split installation project by eligible, with 6-8 chargers being installed using existing power and an additional 6-8 chargers installed following a power upgrade?**

 **If the cost of the power upgrade is being covered by the implementer, then is this cost eligible for CEC funding? Also, regardless of whether power upgrade cost is included, would a project that installs some chargers immediately using existing power and additional chargers later (to meet the 10 charging port minimum requirement) be eligible?**

A35. An Applicant’s cost-share of utility installation is an eligible reimbursable expense. Please note however, utility-provided electrical upgrades (for example, expenses that are already paid or to be paid for through a utility program, tariff, or other ratepayer funding) are not eligible project costs. (See Solicitation Manual, section II.D.5.)

A minimum of ten chargers must be installed during the project. All work must be scheduled for completion by no later than June 2030. (See Solicitation Manual, sections II.B.4 and III.D.4.)

**Q36. Can battery energy storage systems (BESS) installed for the applied project be funded?**

A36. Yes, renewable distributed energy resources capable of providing independent or supplemental power to the EV chargers are eligible for CEC reimbursement or as an Applicant’s match share. Eligible renewable distributed energy resources include photovoltaic solar photovoltaic and wind and if desired can be coupled with a battery energy storage system. Any of these systems must be interconnected to the charging system and must be separately metered from the site host's regular business meter. (See Solicitation Manual, section II.B.9.)

**Q37. Can you explain cash match? If a charger is worth x amount of money, we have to put up half?**

A37. Applications must include a minimum cash contribution equal to at least 50 percent of the minimum match requirement. The minimum match requirement for FAST 2.0 is 50% of the total allowable project cost.

Cash match means the net of any funds actually expended by the Applicant for the project. Net means after any sort of discount or rebate is applied. Expenditures for Applicant’s compensated labor hours, including allowable fringe benefit and overhead rates, travel, materials, supplies, equipment, subrecipient costs, and other miscellaneous expenditures may be claimed as cash match if the expenditures are 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. For indirect overhead, backup documentation, such as a cost allocation plan based on actual expenditures incurred and paid, is required. Cost allocations must be reasonable and allocable to the proposed project. (See Solicitation Manual, section II.C.2.)

**Q38. Regarding the $100,000 cost cap per port in CEC funding, is the cost for Distributed Energy Resources (DER) included within this cap, or is it considered separate?**

A38. All costs associated with the project, including those for DERs, are included within the $100,000 cost cap per port. (See Solicitation Manual, section II.B.10.)

**Q39. Can funds be used to replace existing chargers (assuming the project meets the 10-port minimum and all other requirements with the new ports)?**

A39. No. Under this solicitation, only installations of new chargers are eligible to receive CEC funding. (See Solicitation Manual, section II.B.4.)

**Q40. Are costs incurred prior to executed grant/notice of awards eligible for reimbursement?**

A40. No, non-match expenditures incurred prior to agreement execution are not reimbursable from CEC funds. Match expenditures incurred after the release of a NOPA but prior to the execution of an agreement can be made at the Applicant’s own risk. CEC is not liable for Applicant’s match share costs if the grant is not approved, if approval is delayed, or if the match share expenditure is not allowable under the terms and conditions of the grant or this solicitation. (See Solicitation Manual, section II.C.1.h.)

# Evaluation Criteria

**Q41. Does a greater than 50% match increase points? If so, in what category?**

A41. Yes, under this solicitation, a portion of the scores will be based on Cost Effectiveness, which factors in the ratio of match funds to CEC funds. A higher ratio here will result in a higher Cost Effectiveness Score. (See Solicitation Manual, section IV.E.5.)

**Q42. Our stance on Charging Stations reducing GHG does not align with the details in the Solicitation Manual. (We don't think stations technically reduce emissions - but the EV's they fuel do.) Will this negatively affect our scoring - is there an alternative to this?**

A42. Applicants should calculate the benefit cost score in terms of GHG reductions, whether direct or indirect, per CEC dollar requested, and should document all assumptions. (See Solicitation Manual, section IV.E.4.)

**Q43. Does the Evaluation and Scoring criteria include any preferential points or requirements for charging stations to be manufactured or assembled in California or the U.S.? And if so, how could that impact the Cost Effectiveness score?**

A43. This solicitation does not require charging equipment to be manufactured or assembled in the United States or California. The Evaluation Criteria does not directly consider where equipment is manufactured or assembled, however if an Applicant would like to make a case that this provides additional project benefits or enhances project readiness for example, they may wish to include this information in an application.

**Q44. Can you please define the term "Priority Population kW Weighted Average Score"? I do not see it defined in the manual. How would one determine their project's Priority Population kW Weighted Average Score?**

A44. Please see the Project Narrative for determining the Priority Population kW Weighted Average Score.

**Q45. Can you please define the term "Cost Effectiveness Score"? I do not see it defined in the manual. How would one determine their project's Cost Effectiveness Score?**

A45. Please see the Project Narrative for determining the Cost Effectiveness Score.

# Application Requirements

**Q46. Does each site require its own application and submission?**

A46. No, a single application can contain multiple sites. Each site must include a minimum of ten DCFC ports.

**Q47. If an application includes multiple sites, is there a minimum of ten DCFCs per application or ten ports per site?**

A47. According to the solicitation manual, a minimum of ten ports per siteis required. (See Solicitation Manual, section II.B.4.)