**GRANT FUNDING OPPORTUNITY**

**California’s National Electric Vehicle Infrastructure Formula Program – Solicitation 2**



**Addendum 1**

Added language appears in **bold underline**,and deleted language appears in [~~strikethrough~~] and within square brackets.

GFO-24-606

[Solicitation Information](http://www.energy.ca.gov/contracts/index.html)

https://www.energy.ca.gov/funding-opportunities/solicitations

State of California

California Energy Commission

**March 2025** [~~December 2024~~]

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3 – Scope of Work Instructions

4 – Schedule of Products and Due Dates

5 – Budget Forms

6 – Resumes

7 – Contact List

8 – Letters of Commitment

9 – Letters of Support

10 – California Environmental Quality Act (CEQA) Worksheet

11 – Utility Verification Form

12 – Past Performance Reference Form

13 – Preliminary Site Design

14 – National Environmental Policy Act Preliminary Environmental Study Form

15 – Applicant Declaration

16 – National Electric Vehicle Infrastructure Formula Program Terms and Conditions

17 – Special Federal Award Terms and Conditions

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# I. Introduction

## Purpose of Solicitation

This is a competitive grant solicitation. The California Energy Commission (CEC) announces the availability of up to $107,000,000 in grant funds for projects that will strategically deploy publicly accessible, high-powered, direct current (DC) fast charger infrastructure to support electric vehicle (EV) travel along major corridors of the state highway system. The purpose of this solicitation is to significantly expand the EV charging infrastructure along these corridors per National Electric Vehicle Infrastructure (NEVI) formula program requirements, contributing to the national charging network being built under this program.

## Background

President Joseph R. Biden Jr. signed the Infrastructure Investment and Jobs Act (IIJA) into law in November 2021 (Public Law 117-58). The law authorizes hundreds of billions of dollars in new investments in a wide array of infrastructure categories, including roads and bridges, water infrastructure, passenger rail, energy, and broadband internet. EV charging infrastructure will see significant new funding, with $5 billion to accelerate EV infrastructure deployment nationally under the NEVI formula program. California’s share is expected to be $384 million, allocated over 5 years.

NEVI is an initiative to create a coast-to-coast network of EV chargers focused on major highways that support the majority of long-distance trips. This national network will give drivers confidence that they can always find a place to charge **and**[~~,~~] jump start private investment in charging infrastructure and EVs**.** [~~, and support President Biden’s goal of having EVs make up at least 50 percent of new car sales by 2030.[[1]](#footnote-2)~~]

The CEC is collaborating with the California Department of Transportation (Caltrans) on charging infrastructure deployment under an interagency agreement in which the CEC is charged with implementing and administering California’s NEVI formula program.

On November 15, 2024, the Federal Highway Administration (FHWA) approved the [2024 annual update to California’s Deployment Plan for the National Electric Vehicle Infrastructure Program](https://dot.ca.gov/-/media/dot-media/programs/esta/documents/transportation-electrification/nevi/2024-ca-nevi-plan-update-a11y.pdf), found at https://dot.ca.gov/-/media/dot-media/programs/esta/documents/transportation-electrification/nevi/2024-ca-nevi-plan-update-a11y.pdf. To maximize NEVI investments and benefits to travelers, California’s plan includes ongoing engagement and outreach efforts to shape the continued development and refinement of plan elements. The deployment plan includes a focus for the state’s second NEVI solicitation on investments in light-duty EV charging infrastructure, with consideration for projects that can also accommodate medium- and heavy-duty charging infrastructure. The deployment plan discusses the intended shift in focus to medium- and heavy-duty charging in the state’s third NEVI solicitation.

**As of February 6, 2025, FHWA suspended the approval of all states’ previously approved NEVI deployment plans while it undergoes a review of the NEVI formula program guidance. The existing NEVI formula program guidance has been rescinded during this review. FHWA plans to release new NEVI formula program guidance in spring 2025, which will include instructions to states on amending their deployment plans.[[2]](#footnote-3)**

**The CEC and Caltrans expect to also prepare and submit a 2025 deployment plan update** [~~The deployment plan will be updated again in 2025~~] to reflect progress, identify new challenges and opportunities, highlight future plans, and ensure alignment with California’s EV charging infrastructure planning efforts, such as the state’s Zero Emission Vehicle Infrastructure Plan. California is committed to reviewing the outcomes from the deployment plan to determine best practices, ensure that the plan meets the program guidelines, and to confirm that the plan is accomplishing the state’s goals for a network of EV chargers.

## Commitment to Diversity

The CEC is committed to ensuring that participation in its programs and funding opportunities reflects the rich and diverse characteristics of California and its people. To meet this commitment, CEC staff conducts activities to:

* Ensure potential new applicants throughout the state are aware of CEC’s programs and funding opportunities.
* Encourage greater participation by underrepresented groups including disabled veteran-, women-, minority-, and lesbian, gay, bisexual, transgender, and queer (LGBTQ)-owned businesses.
* Assist applicants in understanding how to apply for funding from CEC’s programs.

## Key Activities and Dates

Key activities including dates and times for this solicitation are presented below. An addendum will be released if the dates change for the asterisked (\*) activities. Times listed are Pacific Standard Time or Pacific Daylight Time, whichever is being observed.

| **ACTIVITY** | **ACTION DATE** |
| --- | --- |
| Solicitation Release | December 19, 2024 |
| Pre-Application Workshop\* | January 14, 2025 |
| Deadline for Written Questions by 5:00 p.m.\* | January 21, 2025 |
| Anticipated Distribution of Questions/Answers | Week of February 17, 2025 |
| Support for Application Submission in the Energy Commission Agreement Management System (ECAMS) until 5:00 p.m. | **Ongoing until**  **March 25 [~~March 17~~], 2025** |
| **Deadline to Submit Applications by 11:59 p.m.\*** | **March 25 [~~March 17~~], 2025** |
| Anticipated Notice of Proposed Awards Posting | Week of **June 16** [~~June 9~~], 2025 |
| Anticipated CEC Business Meeting | September 2025 |

## How Award Is Determined

Applicants passing administrative and technical screening will compete based on evaluation criteria and will be scored and ranked based on those criteria. Unless CEC exercises any of its other rights regarding this solicitation (e.g., to cancel the solicitation or reduce funding), the application obtaining the highest score for each corridor segment (which are defined in Section II.B.) and at least the minimum passing score will be recommended for funding. The CEC may recommend for funding additional applications, according to ranked order of score, for those applications with at least the minimum passing score if there are remaining funds available under this solicitation after all corridor segments with passing applications have one application proposed for funding. By funding more than one application on a corridor segment, the distance between EV fast charging stations on the corridor could be reduced further below the 50-mile maximum distance between stations.

If the funds available under this solicitation are insufficient to fully fund a grant proposal, CEC reserves the right to recommend partially funding that proposal. In this event, the proposed Applicant/Awardee and Commission Agreement Manager (CAM) shall meet and attempt to reach agreement on a reduced scope of work commensurate with the level of available funding.

## Availability of Funds

A total of $107,000,000 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.

## Maximum Award Per CCS Port

This solicitation sets a maximum award amount per CCS EV charging port, which is determined by the number of new Combined Charging System (CCS) EV charging ports proposed in the Application, the maximum CEC reimbursable share (as a percentage), and the presence of onsite renewable energy generation or storage. Each Application must install the minimum number of new EV charging stations and the minimum number of new CCS EV charging ports specified for the relevant corridor segment (see these minimum numbers in Section II.B).

The maximum award per CCS EV charging port is based on the following equation:

Maximum award per CCS port =   
Per port cost cap x Maximum % CEC reimbursable share

The per-port cost cap is:

* $200,000 for a CCS EV charging port at a station not proposed to include onsite renewable energy generation or storage; or
* $300,000 for a CCS EV charging port at a station where onsite renewable energy generation or storage is proposed.

Table 1: Maximum Award Per CCS Port

| **Proposed EV Charging Station** | **Maximum Award Per CCS Port if on a Corridor Segment Eligible for 80% Maximum CEC Reimbursable Share** | **Maximum Award Per CCS Port if on a Corridor Segment Eligible for 50% Maximum CEC Reimbursable Share** |
| --- | --- | --- |
| Does not include onsite renewable energy generation or storage | $160,000 | $100,000 |
| Includes onsite renewable energy generation or storage | $240,000 | $150,000 |

Applications may propose to install SAE J3400 connectors in addition to CCS connectors as long as each port has a CCS connector. However, including a SAE J3400 connector in addition to a CCS connector at a charging port does not increase the maximum award for the project.

For example, for an application proposing a station without onsite renewable energy generation or storage with eight CCS charging ports (assume this meets the minimum requirement) on a corridor segment eligible for 80% maximum CEC reimbursable share, the maximum award amount is 8 x $160,000 = $1,280,000. The maximum award amount per CCS port, and total award amount, would not change if the application also proposed SAE J3400 connectors on the eight proposed ports with CCS connectors. While the maximum award amount does not change, the costs associated with planning for, purchasing, installing, and operating the electric vehicle supply equipment (EVSE) that includes SAE J3400 connectors as well as CCS connectors are eligible project costs for both reimbursable and match share expenses. Eligible project costs are described in full in Section II.B.18 of this manual.

## Maximum Number of Applications

There is no maximum on the number of corridor segments an Applicant may apply for. However, Applicants may submit no more than one application per corridor segment under this solicitation. Each proposed project must be separate and distinct and adhere to all requirements contained in this solicitation. Applicants may also be subrecipients, vendors, or suppliers for other Applicants’ projects, but must ensure they are prepared to complete their designated work if all projects in which they propose to be involved are awarded.

If an applicant is proposed for multiple awards, CEC reserves the right to, in its sole discretion, combine those awards into a single grant agreement for ease of administration.

## Single Applicant Cap

Applicants submitting applications for multiple corridor segments may only receive up to 30 percent of the total funds available under this solicitation. If an Applicant has the highest scoring applications for projects totaling more than 30 percent of the funds available, the CEC intends to propose awards to the Applicant using the overall project score of each highest-ranking project. If some of the Applicant’s overall project scores are the same, the tie breaker criteria listed in Section IV.F will be used to determine which projects are proposed for award.

If the highest-scoring application in a corridor segment is not eligible because the Applicant has exceeded the single applicant cap, the CEC intends to propose an award for that corridor segment to the next-highest scoring application with at least the minimum passing score. The CEC reserves the right, at its sole discretion, to modify the single applicant cap.

## Agreement Contingent on Funding Availability

Without limitation to any other of CEC’s rights and remedies, if any of the Clean Transportation Program funds used for this agreement, or any of the federal funds for the NEVI program, become unavailable; are reduced; or are deleted, for any reason including but not limited to FHWA’s failure to provide sufficient funds to reimburse the state of California for the work identified in Exhibit A, or for CEC administrative costs to oversee and implement this Agreement, as CEC may in its sole discretion determine, the CEC shall have the option to either: 1) cancel this Agreement with no liability occurring to the CEC; or 2) offer an Agreement amendment to the Recipient to reflect a reduced amount of funds. Should CEC choose to cancel this Agreement, CEC shall have no liability to pay any funds whatsoever to the Agreement Recipient, any subrecipients, and any vendors; nor to furnish any other consideration under this Agreement; and the Recipient shall not be obligated to perform any provisions of this Agreement.

## Pre-Application Workshop

There will be one Pre-Application Workshop; participation in this meeting is optional but encouraged. The Pre-Application Workshop will be held remotely through Zoom at the date, time and location listed below. Please call the Commission Agreement Officer (CAO) listed below or refer to [CEC's solicitation information website](https://www.energy.ca.gov/funding-opportunities/solicitations) at https://www.energy.ca.gov/funding-opportunities/solicitations to confirm the date and time.

**January 14, 2025**

9:00 a.m. Pacific

Via Zoom

## Participation Through Zoom

Zoom is the CEC's online meeting service. When attending remotely, presentations will appear on your computer/laptop/mobile device screen, and audio may be heard via the device or telephone. Please be aware that the Zoom meeting will be recorded.

**Zoom Instructions:**

To join this workshop, go to Zoom at: <https://energy.zoom.us/j/88024806865?pwd=dtk95tTBoaqGibS3JQWkn62NcGX7DQ.1>. You may also access the workshop by going to the [Zoom webpage](https://join.zoom.us) at https://join.zoom.us and enter the unique meeting ID and password below:

**Meeting ID:** 880 2480 6865

**Meeting Password:** 694672

**Topic:** Pre-Application Workshop for California’s NEVI Formula Program Solicitation 2

**Telephone Access Only:**

Call (888) 853-5257 or (888) 475-4499 (toll-free). When prompted, enter the unique meeting ID number above. To comment over the telephone, dial \*9 to “raise your hand” and \*6 to mute/unmute your phone line.

**Access by Mobile Device:**

Download the application from the [Zoom Download Center](https://energy.zoom.us/download) at https://energy.zoom.us/download.

**Technical Support:**

For assistance with problems or questions about joining or attending the meeting, please call Zoom technical support at (888) 799-9666 ext. 2, or you may contact the CEC’s Public Advisor’s Office at [publicadvisor@energy.ca.gov](mailto:publicadvisor@energy.ca.gov), or (916) 957-7910.

To determine whether your computer is compatible with Zoom, visit

[the Zoom support website](https://support.zoom.us/hc/en-us/articles/201362023-System-requirements-for-Windows-macOS-and-Linux) at https://support.zoom.us/hc/en-us/articles/201362023-System-requirements-for-Windows-macOS-and-Linux.

## Questions

During the solicitation process, for questions only related to submission of applications in ECAMS, please contact [ECAMS.SalesforceSupport@energy.ca.gov](mailto:ECAMS.SalesforeSupport@energy.ca.gov). By contacting this email address, Applicants will be able to access a team of technical assistants who can answer questions about application submission. Please also see Section III for additional information about ECAMS.

Applicants may ask questions at the Pre-Application Workshop and may submit written questions via e-mail to the CAO listed in the following section. However, all technical questions must be received by the deadline listed in the “Key Activities and Dates” table above. Questions received after the deadline may be answered at the CEC's discretion. Non-technical questions (e.g., questions concerning application format requirements or attachment instructions) may be submitted to the CAO at any time prior to 5:00 p.m. of the application deadline date. Similarly, questions related to submission of applications in ECAMS may be submitted to [ECAMS.SalesforceSupport@energy.ca.gov](mailto:ECAMS.SalesforceSupport@energy.ca.gov) at any time prior to 5:00 p.m. of the application deadline date.

The question-and-answer set will be posted on the [CEC’s solicitation information website](https://www.energy.ca.gov/funding-opportunities/solicitations) at www.energy.ca.gov/funding-opportunities/solicitations.

Any verbal communication with a CEC employee concerning this solicitation is not binding on the State and shall in no way alter a specification, term, or condition of the solicitation. All communication must be directed in writing to the CAO assigned to the solicitation.

## Contact Information

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California Energy Commission

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## Pilot Project with PG&E on Corridor Segments 13 A Through 13 E

For Applicants’ information, locating EV charging station sites that are within Pacific Gas & Electric (PG&E) territory near certain PG&E substations may have the potential to result in a timelier utility connection. The CEC and PG&E are using NEVI corridor segments A through E within Corridor Group 13 as a pilot project to support the accelerated deployment of EV charging infrastructure. PG&E staff conducted a purpose-driven analysis of the current and expected capacity of substations along the Corridor Group 13 corridor segments and identified substations that are more likely to have available capacity.

PG&E substations shown on the map in Figure 1 were shown to have a minimum available distribution transformer bank and/or circuit outlet capacity to serve assumed average station demand along Corridor Group 13 corridor segments. This is based on PG&E’s finalized distribution system forecast for 2024 and beyond. It is important to consider that this analysis was based on the distribution forecast as published on the date it was analyzed and may not include reductions in capacity from additional loads or distribution configuration changes. Further, this analysis did not assess or reveal potential distribution line constraints, due to lack of locational specificity or final proposed size of potential NEVI sites.

The map in Figure 1 shows substation locations, denoted by blue diamond symbols, along with the name of the substation. The area around the substation shown in orange is the area served by that substation. Applicants to any of the corridor segments within Corridor Group 13 are encouraged, but not required, to review this map and use it as a guide to help identify viable EV charging station sites along the relevant corridors. While not guaranteed, locations served by the denoted substations may have faster utility planning processes and, by choosing to locate stations in these areas, PG&E may be better able to proactively plan for and interconnect these stations. Potential available capacity for a particular site will not be allocated or reserved until a formal application for service has been submitted to PG&E.

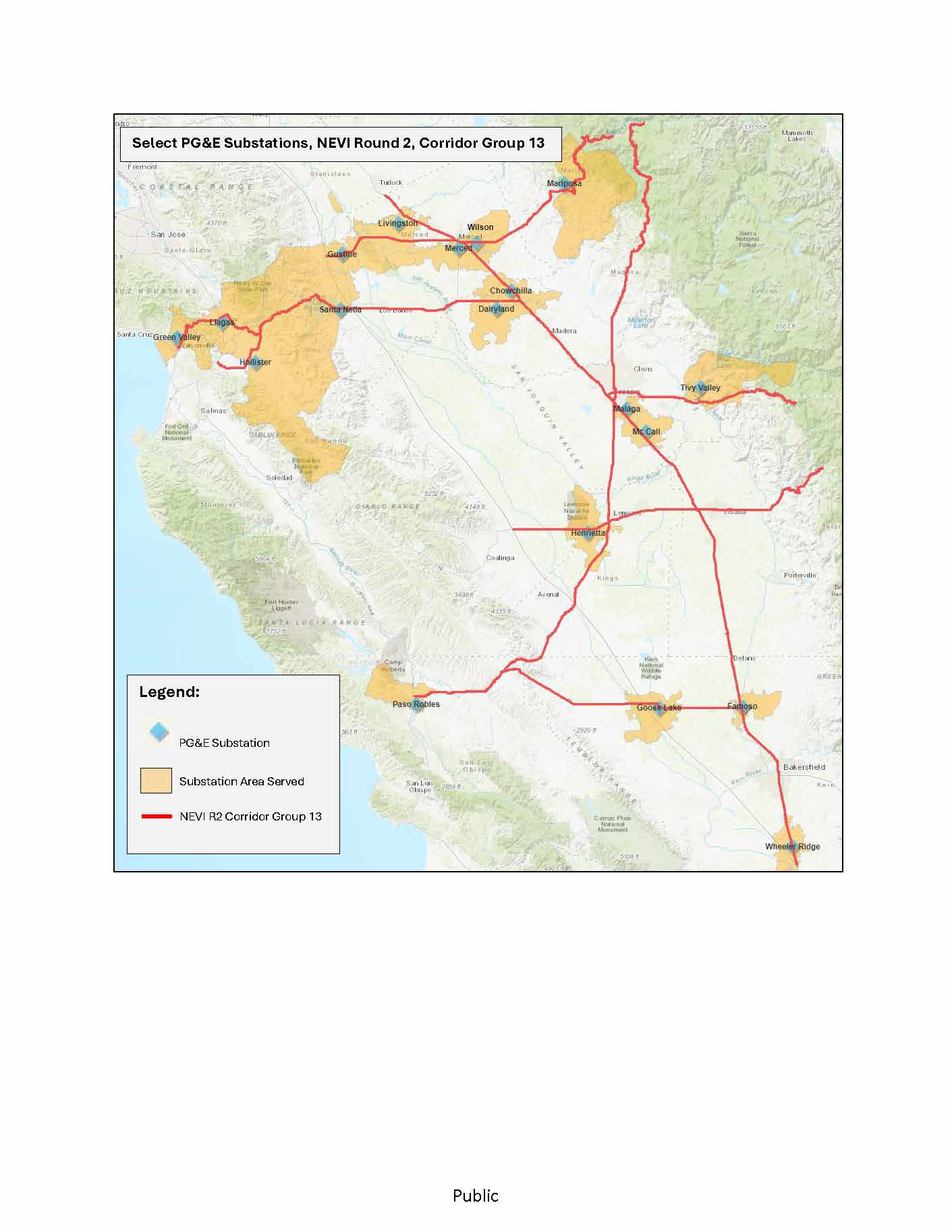
In addition to this map, Applicants are encouraged to use PG&E’s recently released Grid Resource Integration Portal (GRIP) tool. The GRIP tool can be utilized to inform general locational hosting capacity and forecast data. Generally, proposed charging station locations closer in proximity to PG&E substations will minimize required distribution upgrades to serve proposed sites.

PG&E’s GRIP website and additional resources are available at:

* [PG&E’s GRIP website](https://grip.pge.com/): https://grip.pge.com/
* [GRIP Quick Start Guide](https://www.pge.com/assets/pge/docs/about/doing-business-with-pge/pge-grip-quick-start-guide.pdf): https://www.pge.com/assets/pge/docs/about/doing-business-with-pge/pge-grip-quick-start-guide.pdf
* [GRIP User Guide](https://www.pge.com/assets/pge/docs/about/doing-business-with-pge/pge-grip-user-guide.pdf): https://www.pge.com/assets/pge/docs/about/doing-business-with-pge/pge-grip-user-guide.pdf

PG&E and the CEC are interested in understanding if these resources were useful to Applicants to corridor segments within Corridor Group 13, and how we can better support future grant applications. Please provide us your feedback by answering a few questions using the [PG&E/CEC NEVI Feedback Form](https://forms.office.com/r/7D29X1ekhs) at https://forms.office.com/r/7D29X1ekhs. (Submitted feedback, or the absence thereof, will not be a factor in the evaluation or selection of applications under this solicitation.)

Figure 1: Select PG&E Substations and Their Areas Served  
 near Corridor Group 13 Corridor Segments



## Reference Documents

Applicants responding to this solicitation may want to familiarize themselves with the following documents:

* [Energy Commission Agreement Management System (ECAMS)](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources) https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources.
* California Energy Commission. [National Electric Vehicle Infrastructure (NEVI) Formula Program](https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program). https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program.
* California Energy Commission. [California’s National Electric Vehicle Infrastructure Funding Program Map](https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc).

https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc.

* Caltrans. [Local Assistance Procedures Manual](https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm). https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm.
* Caltrans. [Local Assistance Guidelines and Procedures](https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures).

https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures.

* Caltrans. [Right of Way Manual](https://dot.ca.gov/programs/right-of-way/right-of-way-manual). https://dot.ca.gov/programs/right-of-way/right-of-way-manual.
* [National Electric Vehicle Infrastructure Standards and Requirements](https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements) (23 CFR Part 680)

https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements.

* U.S. Department of Transportation, Federal Highway Administration. [National Electric Vehicle Infrastructure (NEVI) Program](https://www.fhwa.dot.gov/environment/nevi/). https://www.fhwa.dot.gov/environment/nevi/.
* [~~U.S. Department of Transportation, Federal Highway Administration.~~ [~~National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance~~](https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf)~~. https://www.fhwa.dot.gov/environment/nevi/formula\_prog\_guid/90d\_nevi\_formula\_program\_guidance.pdf.~~]
* U.S. Department of Transportation, Federal Highway Administration. [National Electric Vehicle Infrastructure (NEVI) Formula Program Q&A](https://www.fhwa.dot.gov/environment/nevi/resources/nevi_program_faqs.cfm). https://www.fhwa.dot.gov/environment/nevi/resources/nevi\_program\_faqs.cfm.
* Caltrans and the California Energy Commission. [California's Deployment Plan for the National Electric Vehicle Infrastructure Program - 2024 Annual Update](https://dot.ca.gov/-/media/dot-media/programs/esta/documents/transportation-electrification/nevi/2024-ca-nevi-plan-update-a11y.pdf).

https://dot.ca.gov/-/media/dot-media/programs/esta/documents/transportation-electrification/nevi/2024-ca-nevi-plan-update-a11y.pdf.

* Joint Office of Energy and Transportation. [Technical Assistance](https://driveelectric.gov/technical-assistance/)

https://driveelectric.gov/technical-assistance/.

* National Archives – Federal Register. [Waiver of Buy America Requirements for Electric Vehicle Chargers](https://www.federalregister.gov/documents/2023/02/21/2023-03498/waiver-of-buy-america-requirements-for-electric-vehicle-chargers)

https://www.federalregister.gov/documents/2023/02/21/2023-03498/waiver-of-buy-america-requirements-for-electric-vehicle-chargers.

* [~~The White House.~~ [~~FACT SHEET: Biden-Harris Administration Announces New Standards and Major Progress for a Made-in-America National Network of Electric Vehicle Chargers~~](https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/15/fact-sheet-biden-harris-administration-announces-new-standards-and-major-progress-for-a-made-in-america-national-network-of-electric-vehicle-chargers/)

~~https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/15/fact-sheet-biden-harris-administration-announces-new-standards-and-major-progress-for-a-made-in-america-national-network-of-electric-vehicle-chargers/.~~]

* California Air Resources Board. [California Climate Investment Priority Populations 2024 CES 4.0](https://webmaps.arb.ca.gov/PriorityPopulations/) (for identifying California-designated disadvantaged and low-income communities). https://webmaps.arb.ca.gov/PriorityPopulations/
* [~~Climate and Economic Justice Screening Tool.~~ [~~Explore the map~~](https://screeningtool.geoplatform.gov/en/) ~~(for identifying Justice40 disadvantaged communities). https://screeningtool.geoplatform.gov/en/.~~]
* California Energy Commission. National Electric Vehicle Infrastructure (NEVI) Funding Program, [Docket Log 22-EVI-05](https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=22-EVI-05). https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=22-EVI-05.
* [Electric Vehicle Infrastructure Training Program](https://evitp.org/)

https://evitp.org/.

* California Air Resources Board. [Senate Bill 350 Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents](https://ww2.arb.ca.gov/resources/documents/carb-barriers-report-final-guidance-document). https://ww2.arb.ca.gov/resources/documents/carb-barriers-report-final-guidance-document.
* California Energy Commission. [Electric Vehicle Infrastructure Deployment Assessment – SB 1000](https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/electric-vehicle-infrastructure).

https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/electric-vehicle-infrastructure

* California Energy Commission. [Electric Vehicles Charging Infrastructure Assessment – AB 2127](https://www.energy.ca.gov/data-reports/reports/electric-vehicle-charging-infrastructure-assessment-ab-2127).

https://www.energy.ca.gov/programs-and-topics/programs/electric-vehicle-charging-infrastructure-assessment-ab-2127

* California Air Resources Board. [Electric Vehicle Supply Equipment (EVSE) Standards.](https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards)

https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards.

* California Department of Food and Agriculture, Division of Measurement Standards. [Zero-Emission Vehicle Projects.](https://www.cdfa.ca.gov/dms/programs/zevfuels/) https://www.cdfa.ca.gov/dms/programs/zevfuels/.
* [2024-2025 Investment Plan Update for the Clean Transportation Program](https://www.energy.ca.gov/publications/2024/2024-2025-investment-plan-update-clean-transportation-program) (CEC-600-2024-047). https://www.energy.ca.gov/publications/2024/2024-2025-investment-plan-update-clean-transportation-program.

# II. Eligibility Requirements

## Applicant Requirements

1. **Eligibility**

This solicitation is open to all private entities, excluding investor-owned utilities**, and is also open to California Tribal Organizations serving California Native American Tribes**.

1. **Terms and Conditions**

Each grant agreement resulting from this solicitation will include terms and conditions that set forth the grant recipient’s rights and responsibilities. By providing the authorizations and certifications required under this solicitation, each Applicant agrees to enter into an agreement, if awarded, with the CEC to conduct the proposed project according to the terms and conditions for this solicitation (Attachments 16 and 17, and the [Insolvency, Bankruptcy, or Receivership terms and conditions](https://www.energy.ca.gov/sites/default/files/2024-12/Special_Terms_and_Conditions_Bankruptcy_ada.pdf) found at https://www.energy.ca.gov/sites/default/files/2024-12/Special\_Terms\_and\_Conditions\_Bankruptcy\_ada.pdf)**, and, if applicable, the Special Terms and Conditions for California Tribal Organizations serving California Native American Tribes with Sovereign Immunity (Attachment 18)**, without negotiation.

Failure to agree to the terms and conditions by taking actions such as failing to provide the required authorizations and certifications or indicating that acceptance is based on modification of the terms may result in rejection of the application. Applicants must read the terms and conditions carefully. CEC reserves the right to modify the terms and conditions prior to executing grant agreements.

**If a California Tribal Organization (Tribal Organization) serving a California Native American Tribe (Tribe) with sovereign immunity is listed as a proposed awardee in the Notice of Proposed Awards (NOPA), before bringing the proposed award to a Business Meeting, CEC staff must receive (a) resolution(s) or other authorizing document(s) by the governing body of the Tribe or Tribal Organization which:**

* + 1. **Authorizes the Tribe or Tribal Organization to enter into the proposed agreement, including accepting the Special Terms and Conditions for California Tribal Organizations Serving California Native American Tribes with Sovereign Immunity (Attachment 18), including the Limited Waiver of Sovereign Immunity and Consent to Jurisdiction; and**
    2. **Approves a limited waiver of tribal sovereign immunity, to the extent that any such sovereign immunity exists, for any and all claims by the CEC that may arise relating to this Agreement and any remedies therefore under the laws of the state of California and the laws of the United States of America; and**
    3. **Consents to personal jurisdiction over the Tribe or Tribal Organization, and consents to venue in any court of the State of California and any federal court sitting in the State of California; and waives any and all claim that the Tribe or Tribal Organization may have, including without limitation that such court is an inconvenient forum, for the purposes of any proceeding related to this Agreement; and, with respect to a proceeding in a court of the State of California or a federal court sitting in the State of California, any requirement that tribal remedies must be exhausted; and**
    4. **Delegates authority to execute the proposed agreement to an appropriate individual.**

**The above requirements may be provided in one or more documents. The document(s) will be included as an exhibit to the resulting grant agreement.**

**Delay in award. Any delay in the Tribe or Tribal Organization’s ability to provide the documentation specified in sections (i)-(iv) above may fresult in delayed award of the grant agreement.**

**Reservation of right to cancel proposed award. Funds available under this solicitation have encumbrance deadlines which the CEC must meet in order to avoid expiration of the funds. In addition to any other rights reserved to it under this solicitation or that it otherwise has, the CEC reserves the right to cancel a proposed award if it determines, in its sole and absolute discretion, that the documentation described in sections (i)-(iv) above would likely not be provided prior to an encumbrance deadline, and that the CEC’s ability to meet its encumbrance deadline may thereby be jeopardized. In this instance, the CEC may cancel the proposed award and award funds to the next highest scoring applicant.**

1. **California Secretary of State Registration**

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 and project team members (e.g., subrecipients and even match fund partners) 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 Office’s website 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.

## Project Requirements

Each application must propose to install EV charging stations along one of the 51 identified corridor segments listed in Table 2. An Applicant may submit only one application per corridor segment. Applicants must propose to deploy at least the minimum number of EV charging stations and minimum number of new CCS charging ports for the corridor segment they are applying for, as detailed in Table 2 below. The [California’s National Electric Vehicle Infrastructure Funding Program Map](https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc) at https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2b**c** is also available for reference.

A project that receives incentive funding from another CEC grant funding opportunity (GFO) or block grant incentive project is not eligible for this GFO.

Table 2: Project Corridor Segments

| **Corridor Group** | **Corridor Segment** | **Description** | **Minimum # of EV Charging Stations** | **Minimum # of New CCS Charging Ports** | **Needed Locations** | **Required Match** |
| --- | --- | --- | --- | --- | --- | --- |
| 1 | A | I-5: Sacramento to Oregon\* | 6 | 32 | * One station along I-5 within 40 miles north of the Elk Grove Blvd junction (Sacramento). * One station along I-5 within 25 miles either side of the I-5/SR 36 junction (Red Bluff). * One station along I-5 within 25 miles either side of the I-5/SR 44 junction (Redding). * One station along I-5 within 25 miles either side of the I-5/US 97 junction (Weed). * One station along I-5 in California within 25 miles of the Oregon border. | 50% |
| 1 | B | US 97: Weed (I-5) to Oregon | 2 | 8 | * One station along US 97 within 25 miles either side of the US 97/I-5 junction (Weed). * One station along US 97 in California within 25 miles of the Oregon border. | 20% |
| 1 | C | SR 99: Red Bluff (I-5) to Sacramento (I-5)\*  SR 32: Orland (I-5) to Chico (SR 99) | 3 | 12 | * One station along SR 99 within 25 miles north of the I-5 junction (Sacramento). * One station along SR 99 within 25-miles south of the I-5/SR 36 junction (Red Bluff). * A station is NOT required along SR 32; siting along this route is optional.+ | 20% |
| 1 | D | SR 65: Roseville (I-80) to Olivehurst (SR 70)  SR 70/149: SR 70/SR 99 junction south of Plumas Lake (SR 99) to SR 149/SR 99 near Durham | 3 | 12 | * One station minimum along SR 65. If only one station proposed, it must be within 25 miles of both I-80 and SR 70. * One station along SR 70 within 25 miles of the SR 70/SR 99 junction (south of Plumas Lake). * One station along SR 70 or SR 149 within 25 miles of the SR 149/SR 99 junction (near Durham). | 20% |
| 1 | E | **AFC Round 8**:  SR 44: Redding (I-5) to Susanville (SR 36) | 3 | 12 | * One station along SR 44 within 25 miles east of the SR 44/I-5 junction (Redding). * One station along SR 44 within 25 miles west of the SR 44/SR 36 junction (Susanville). | 20% |
| 2 | A | US 101: North of Leggett to Oregon | 4 | 16 | * One station along US 101 within 25 miles north of the northern city limit of Leggett. * One station along US 101 in California within 25 miles of the Oregon border. | 20% |
| 2 | B | **Stand-alone Project**:  SR 199: Crescent City (US 101) to Oregon | 1 | 4 | * Preference for a station along SR 199 within 25 miles of the Oregon border. | 20% |
| 2 | C | SR 299: Arcata (US 101) to Redding | 3 | 12 | * One station along SR 299 within 25 miles east of the SR 299/US 101 junction (Arcata). * One station along SR 299 within 25 miles west of the SR 299/S. Market Street junction (Redding). | 20% |
| 3 | A | SR 1: North of San Francisco (US 101) to Leggett (US 101) | 5 | 20 | * One station along SR 1 within 25 miles north of the SR 1/US 101 junction (Sausalito). * One station along SR 1 within 25 miles south of the SR 1/US 101 junction (Leggett). | 20% |
| 3 | B | US 101: San Francisco to Leggett (SR 1)\* | 4 | 16 | * One station along US 101 within 25 miles north of the Golden Gate Bridge. * One station along US 101 within 25 miles either side of the US 101/SR 12 junction (Santa Rosa). * One station along US 101 within 25 miles south of the US 101/SR 1 junction (Leggett). | 20% |
| 4 | A | US 395: Nevada near Cold Springs to Oregon near New Pine Creek | 4 | 16 | * One station along US 395 in California within 25 miles of the Nevada border. * One station along US 395 within 25 miles of the Oregon border. | 20% |
| 5 | A | US 395: Hesperia (I-15) to SR 14 (Inyokern) | 2 | 8 | * One station along US 395 within 25 miles north of the US 395/I-15 junction (Hesperia). * One station along US 395 within 25 miles south of the US 395/SR 14 junction (Inyokern) | 20% |
| 5 | B | US 395: Inyokern (SR 14) to Nevada near Topaz Lake\* | 5 | 20 | * One station along US 395 within 25 miles north of the US 395/SR 14 junction (Inyokern). * One station along US 395 in California within 25 miles of the Nevada border. | 20% |
| 5 | C | SR 14: Santa Clarita (I-5) to Inyokern (US 395) | 3 | 12 | * One station along SR 14 within 25 miles northeast of the SR 14/I-5 junction (Santa Clarita/Sylmar). * One station along SR 14 within 25 miles southeast of the SR 14/US 395 junction (Inyokern). | 20% |
| 5 | D | **Stand-alone Project / AFC Round 8**:  US 6: Bishop (US 395) to Nevada Border++ | 1 | 4 | * Preference for a station along US 6 within 25 miles of the Nevada border. | 20% |
| 6A |  | Offered in GFO-23-601 |  |  |  |  |
| 6B |  | Offered in GFO-23-601 |  |  |  |  |
| 7 |  | Offered in GFO-23-601 |  |  |  |  |
| 8 | A | SR 20: Calpella (US 101) to Upper Lake (SR 29) and Clearlake Oaks (SR 53) to Yuba Pass (I-80)  SR 29: Upper Lake (SR 20) to Lower Lake (SR 53) | 5 | 24 | * One station within 25 miles of the US 101 junction (Calpella) along either SR 20 or SR 29. * One station along SR 20 within 25 miles either side of the SR 20/I-5 junction (Williams). * One station along SR 20 within 25 miles west of the SR 20/I-80 junction (Yuba Pass). | 50% |
| 8 | B | **Stand-alone Project**: SR 49: Auburn (I-80) to Grass Valley (SR 20) | 1 | 4 | N/A. Anywhere along SR 49 between Auburn and Grass Valley is acceptable. | 20% |
| 8 | C | US 50: Placerville (SR 49) to South Lake Tahoe\*\* | 2 | 12 | * One station along US 50 in California within 25 miles of the Nevada border. | 50% |
| 8 | D | I-80: Sacramento to Nevada Border\* | 3 | 18 | * One station along I-80 within 25 miles either side of the I-80/SR 49 junction (Auburn) * One station along I-80 in California within 25 miles of the Nevada border. | 50% |
| 9 | A | SR 99: Sacramento to Turlock\* | 2 | 12 | N/A. Anywhere along SR 99 between Sacramento and Turlock is acceptable. | 50% |
| 9 | B | **Stand-alone Project**: SR 4: Stockton to Angels Camp (SR 4) | 1 | 4 | N/A. Anywhere along SR 4 between Stockton and Angels Camp is acceptable. | 20% |
| 9 | C | SR 120: Manteca (I-5) to Lee Vining (US 395) | 4 | 16 | * One station along SR 120 within 25 miles east of the SR 120/I-5 junction (Manteca) * One station along SR 120 within 25 miles west of the SR 120/US 395 junction (Lee Vining) | 20% |
| 10 | A | SR 1: San Francisco (US 101) to Lompoc (SR 246) | 7 | 28 | * One station along SR 1 within 25 miles south of the SR 1/US 101 junction (San Francisco) * One station along SR 1 within 25 miles north of the SR 1/SR 246 junction (Lompoc) | 20% |
| 10 | B | US 101: San Francisco to Los Angeles (I-5/I-10)\*\* | 9 | 36 | N/A. Anywhere along US 101 between San Francisco and Los Angeles is acceptable. | 20% |
| 11 | A | SR 12: Sebastopol (SR 116) to Lodi (SR 99) | 3 | 12 | * One station along SR 12 within 25 mile either side of the SR 12/US 101 junction (Santa Rosa) * One station along SR 12 within 25 miles west of the SR 12/SR 99 junction (Lodi). | 20% |
| 11 | B | SR 4: Hercules (I-80) to Brentwood (Balfour Rd.)  SR 24: Oakland (I-980) to Walnut Creek (I-680) | 2 | 8 | * One station anywhere along SR 4 between Hercules and Brentwood. * One station anywhere along SR 24 between Oakland and Walnut Creek. | 20% |
| 11 | C | **Stand-alone Project:**  SR 17: Entire length, Santa Cruz (SR 1) to San Jose (I-280/I-880) | 1 | 4 | N/A. Anywhere along SR 17 between Santa Cruz and San Jose is acceptable. | 20% |
| 12 | A | I-80: San Francisco (US 101) to Sacramento (I-5)\*  I-505: Vacaville (I-80) to Dunnigan (I-5) | 3 | 12 | * One station along I-80 within 25 miles east of the I-80/US 101 junction (San Francisco). * One station along I-80 within 5 miles either side of the I-80/I-505 junction, or along I-505 between I-80 and I-5. * One station along I-80 within 25 miles west of the I-80/I-5 junction (Sacramento). | 50% |
| 12 | B | I-280: San Francisco (end) to San Jose (US 101) | 2 | 8 | * One station along I-280 within 25 miles southeast of the end of the route (San Francisco). * One station along I-280 within 25 miles northwest of the I-280/US 101 junction (San Jose). | 50% |
| 12 | C | I-680: Cordelia (I-80) to San Jose (US 101)\* | 2 | 8 | * One station along I-680 within 25 miles south of the I-680/I-80 junction (Cordelia). * One station along I-680 within 25 miles north of the I-680/US 101 junction (San Jose). | 50% |
| 12 | D | I-580: San Rafael (US 101) to Tracy (I-5)  I-205: Tracy between I-580 and I-5 | 2 | 12 | * One station along I-580 within 25 miles east of the I-580/US 101 junction (San Rafael). * One station along I-580 within 25 miles west of the I-580/I-5 junction (Tracy), or along I-205 between I-580 and I-5. | 50% |
| 13 | A | SR 41: Cholame (SR 46) to Fish Camp\*  SR 46: Paso Robles (US 101) to Famoso (SR 99) | 4 | 16 | * One station along SR 46 between Paso Robles (US 101) and SR 41 (Cholame). * One station along SR 46 within 25 miles west of the SR46/SR 99 junction (Famoso). * One station along SR 41 within 25 miles either side of the SR 41/SR 99 junction (Fresno). | 20% |
| 13 | B | SR 140: Gustine (I-5) to El Portal (Yosemite)  SR 180: Fresno (SR 99) to Miramonte (SR 245) | 4 | 18 | * One station along SR 140 within 25 miles east of the SR 140/I-5 junction (Gustine). * On station along SR 140 within 25 miles west of the terminus in Yosemite. * One station along SR 180 within 25 miles west of the SR 245 junction (Miramonte). | 50% |
| 13 | C | SR 198: Coalinga (I-5) to Three Rivers (Sequoia National Park) | 2 | 8 | * One station along SR 198 within 25 miles east of the SR 198/I-5 junction (Coalinga). * One station along SR 198 within 25 miles west of where SR 198 ends at Sequoia National Park. | 20% |
| 13 | D | SR 152: Watsonville (SR 1) to Chowchilla (SR 99)  SR 156: San Juan Bautista (US 101) to Hollister (US 101) | 2 | 12 | * One station along SR 152 within 25 miles west of the SR 152/SR 99 junction (Chowchilla). * A station is NOT required along SR 156; siting along this route is optional.+ | 50% |
| 13 | E | SR 99: South of Turlock to Wheeler Ridge (I-5)\* | 5 | 40 | * One station along SR 99 within 25 miles south of the southern city limits of Turlock. * One station along SR 99 within 25 miles north of the SR 99/I-5 junction (Wheeler Ridge). | 50% |
| 14 | A | I-8: El Centro to Arizona Border | 2 | 8 | * One station along I-8 within 5 miles east of the western city limits of El Centro. * One station along I-8 in California within 25 miles of the Arizona border. | 20% |
| 14 | B | **Stand-alone Project**:  SR 7: Holtville (I-8) to Mexico Border | 1 | 4 | N/A. Anywhere along SR 7 between Holtville and the Mexico border is acceptable. | 20% |
| 14 | C | I-10: Beaumont to Arizona Border\* | 3 | 32 | * One station along I-10 within 25 miles east of Beaumont. * One station along I-10 in California within 25 miles of the Arizona border. | 50% |
| 14 | D | SR 111: Whitewater (I-10) to Mecca (SR 86)  SR 86/SR 78: Coachella (I-10) to Brawley (SR 111)  SR 111: Brawley (SR 78) to Calexico | 3 | 12 | * One station along SR 111 within 25 miles north of Calexico. | 20% |
| 15 | A | SR 78: Oceanside (I-5) to Escondido (I-15)  I-5: San Clemente (SR 1) to Mexico Border\*\* | 3 | 12 | * One station anywhere along SR 78 between Oceanside and Escondido. * One station along I-5 within 25 miles south of I-5/SR 1 junction in San Clemente. * One station along I-5 in California within 25 miles of the Mexico border. | 50% |
| 15 | B | SR 125: Otay Mesa (SR 905) to Santee (SR 52)  SR 94: San Diego (I-5) to Tecate (SR 188)  SR 67: El Cajon (I-8) to Eucalyptus Hills | 3 | 12 | * One station anywhere along SR 125 between SR 905 (Otay Mesa) and SR 52 (Santee). * One station along SR 94 within 25 miles east of the junction with SR 94/I-5 (San Diego). * One station anywhere along SR 67 between the I-8 junction (El Cajon) and Eucalyptus Hills. | 20% |
| 15 | C | **Stand-alone Project**:  SR 905: Mexico Border to San Diego (I-5) | 1 | 4 | N/A. Anywhere along SR 905 between the Mexico border and San Diego is acceptable. | 20% |
| 16 |  | Offered in GFO-23-601 |  |  |  |  |
| 17 | A | SR 39: La Habra (SR 72) to Huntington Beach (SR 1)  SR 55: Anaheim (SR 91) to Newport Beach (SR 1)  SR 57: Orange (I-5) to Glendora (I-210)\*\*  SR 91: Gardena (I-110) to Riverside (I-215/SR 60) | 5 | 20 | * One station anywhere along SR 39 between La Habra and Huntington Beach. * One station anywhere along SR 55 between Anaheim and Newport Beach. * One station anywhere along SR 57 between Orange and Glendora. * One station along SR 91 within 25 miles east of the SR 91/I-110 junction (Gardena). * One station along SR 91 within 25 miles west of the SR 91/I-215/SR 60 junction (Riverside). | 50% |
| 17 | B | SR 1: Oxnard (US 101) to Dana Point (I-5)\* | 3 | 12 | * One station along SR 1 within 25 miles south of the SR 1/US 101 junction (Oxnard). * One station along SR 1 within 25 miles north of the SR 1/I-5 junction (Dana Point). | 20% |
| 18 | A | SR 23: Moorpark (SR 118) to Thousand Oaks (US 101)  SR 118: Saticoy (SR 126) to San Fernando (I-210) | 3 | 12 | * One station anywhere along SR 23 between Moorpark and Thousand Oaks. * One station along SR 118 with 25 miles east of the SR 118/SR 126 junction (Saticoy). * One station along SR 118 within 25 miles west of the SR 118/I-210 junction (San Fernando). | 50% |
| 18 | B | SR 60: Los Angeles (I-10/I-5) to Beaumont (I-10)\* | 2 | 8 | * One station along SR 60 within 25 miles east of the SR 60/I-10/I-5 junction (Los Angeles). * One station along SR 60 within 25 miles west of the SR 60/I-10 junction (Beaumont). | 50% |
| 18 | C | I-5: Santa Clarita (SR 14) to San Clemente (SR 1)\*\* | 2 | 8 | * One station along I-5 within 40 miles south of the I-5/SR 14 junction (Santa Clarita). * One station along I-5 within 25 miles north of the I-5/SR 1 junction (San Clemente) | 50% |
| 18 | D | I-10: Santa Monica (end) to west of Beaumont\*\* | 2 | 8 | * One station along I-10 within 25 miles east of the western end of I-10 in Santa Monica. * One station along I-10 within 25 miles west of the western city limits of Beaumont. | 50% |
| 19 |  | Offered in GFO-23-601 |  |  |  |  |
| 20 |  | Offered in GFO-23-601 |  |  |  |  |
| 21 | A | SR 16: Sacramento (South Watt Ave) to Plymouth (SR 49)  SR 49: Plymouth (SR 16) to Jackson (SR 88)  SR 88: Jackson (SR 49) to Stockton (SR 99) | 3 | 12 | * One station anywhere along SR 16 between Sacramento and Plymouth. * One station anywhere along SR 49 between Plymouth and Jackson. * One station anywhere along SR 88 between Jackson and Stockton. | 20% |
| 22 | A | **Stand-alone Project**:  SR 74: Menifee (I-215) to Hemet (SR 79)  SR 79: Temecula (I-15) to Green Acres (SR 74) | 1 | 4 | * Preference for a station along SR 74 or SR 79 within a 5-mile radius of the SR 74/SR 79 junction. | 20% |
| 23 | A | **Stand-alone Project**: I-15: Murrieta to Hesperia | 1 | 4 | * One station along I-15 between the I-15/SR 91 junction (Corona) and I-15/I-10 junction (Ontario). | 50% |

\*Corridor segment includes a greater number of EV charging stations needed than CEC presented previously at the Pre-Solicitation Workshop held on March 12, 2024, due to the removal of assumptions that existing stations are NEVI compliant. For these corridor segments in particular, upgrading existing stations will be preferred during evaluation because there are existing stations in eligible locations along the corridor. In upgrading a station, it will need to become NEVI-compliant, meaning it meets all Title 23 Code of Federal Regulations (CFR) section 680 requirements as explained in the document “[NEVI 23 CFR 680 Requirements Applicable to Fully Built Out Creditable Stations](https://driveelectric.gov/files/fbo-creditability.pdf),” located on the Drive Electric website at https://driveelectric.gov/files/fbo-creditability.pdf. Existing chargers that meet the NEVI requirements can be used towards the minimum number of new CCS charging ports required. If existing chargers do not meet the NEVI requirements, eligible expenses may include hardware and/or software upgrades to those chargers, or charger replacement, to reach compliance.

\*\*Corridor segment modified from those presented at the Pre-Solicitation Workshop on March 12, 2024, to include a previously ineligible section. For these corridor segments in particular, upgrading existing stations will be preferred during evaluation because there are existing stations in eligible locations along the corridor.

\*\*\*New corridor group to the list presented at the Pre-Solicitation Workshop on March 12, 2024. It was added to include a previously ineligible section.

+A route segment within the corridor segment is listed as optional for EV charging station siting because it is possible to build out the corridor segment (i.e., to have a station at least every 50 miles) without locating a station along that route segment.

++There were 51 corridor segments listed in the [Revised Concepts and Schedule for the California National Electric Vehicle Infrastructure Formula Program – Solicitation #2](https://efiling.energy.ca.gov/GetDocument.aspx?tn=259254&DocumentContentId=95340), released in September and found at https://efiling.energy.ca.gov/GetDocument.aspx?tn=259254&DocumentContentId=95340. One additional corridor segment has been added to now make a total of 52 corridor segments. The added corridor segment is 5D on US 6, a new AFC approved in Round 8.

1. **Compliance with Requirements Applicable to NEVI Projects**

Project selection and grant administration shall be consistent with the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), (Pub. L. 117-58). The NEVI formula program is authorized under Paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law.

Applicants should take note that there are special requirements associated with the federal NEVI formula program, which will apply to projects awarded under this grant. The CEC will use state funds, likely from the Clean Transportation Program, to fund NEVI projects and will receive federal funds as reimbursement. Therefore, both Clean Transportation Program and federal NEVI formula program requirements will apply to grants resulting from this solicitation. The federal requirements are described in detail in the terms and conditions that will be required for grants awarded under this solicitation, which are referenced in Section II.A.2. Without limitation to those terms or any other provision of this solicitation or resultant grant agreements, Applicants should in particular note that all work must comply with the Build America Buy America Act enacted as part of the IIJA, Davis Bacon Act, National Environmental Policy Act, Americans with Disabilities Act of 1990, Title VI of the Civil Rights Act of 1964, all applicable requirements of Title VIII of the Civil Rights Act of 1968, the Uniform Relocation Assistance and Real Property Acquisition Act [49 Code of Federal Regulations (CFR) 24 et seq.], and the requirements of the federal NEVI Program, including the requirements of US Code (USC) Title 23, Chapter 1; and 2 CFR part 200; and 23 CFR parts 35 and 36; and any promulgated regulations for the federal NEVI Program, and California’s NEVI Deployment Plan, as amended from time to time.

The Federal Uniform Act must be followed on all federal-aid, local assistance projects, which is how all projects resulting from this solicitation will be categorized. This Act applies if federal funds are used in any phase of a project.

1. **Project Location**

* All proposed EV charging stations must be within California, along the corridor segment for which the Applicant is applying.
* If “needed locations” are listed for a corridor segment in Table 2, a proposed EV charging station must be sited in each needed location except in cases where the needed location is specified as a preference. Some needed locations are described as a “preference” because of limited siting opportunities in the area, and applications will be evaluated on the degree to which the preferred needed locations are provided.
* The EV charging stations must be sited within one mile, as a car drives by the shortest route, of the corridor segment’s nearest off-ramp or intersection. The EV charging stations must be easily accessible via a route that can safely and conveniently accommodate all light-duty EVs traveling to the facility, entering and leaving the facility, returning to the highway, and continuing in the original direction of travel.
* Proposed EV charging stations are encouraged to be sited on existing paved lots.
* Proposed EV charging stations must not be sited on property owned by Caltrans.

1. **California-Designated Disadvantaged Communities and Low-Income Communities**

Applicants must consider the location of California-designated disadvantaged communities (DACs) and low-income communities (LICs) when siting EV charging stations. Proposed projects must target siting at least 50 percent of the new EV charging ports within a California-designated disadvantaged or low-income community. If the 50 percent target is not met in an application, the Applicant must clearly state in the project narrative why it could not be achieved on that corridor segment.

California-designated DACs are formally designated into the following four categories:

1. Census tracts receiving the highest 25% overall scores in CalEnviroScreen 4.0.
2. Census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps but receiving the highest 5% of CalEnviroScreen 4.0 cumulative pollution burden scores.
3. Census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0.
4. Lands under the control of federally-recognized tribes.

California-designated LICs are census tracts with median household incomes at or below 80% of the statewide median income or with household incomes at or below the threshold designated as low income by the California Department of Housing and Community Development’s list of state income limits adopted pursuant to Section 50093 of the California Health and Safety Code.

Please refer to the [California Climate Investments Priority Populations 2024 CES 4.0 Map](https://webmaps.arb.ca.gov/PriorityPopulations/), available at https://webmaps.arb.ca.gov/PriorityPopulations/, **or** [**California’s National Electric Vehicle Infrastructure Funding Program Map**](https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc) **at https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc**, for determining if a site is in a California-designated disadvantaged and/or low-income community.

1. **Federally-Designated Disadvantaged Communities (Justice40 Communities)**

[~~The NEVI formula program is a Justice40-covered initiative. As such, the FHWA is tracking how the program benefits disadvantaged communities.~~ ~~FHWA recognizes disadvantaged communities as the census tracts identified as disadvantaged by the~~ [~~Climate and Economic Justice Screening Tool (CEJST)~~](https://screeningtool.geoplatform.gov/en/)~~, located at https://screeningtool.geoplatform.gov/, as well as all federally-recognized tribes.~~]

[~~At least 40% of the new charging ports funded through this solicitation should be physically located within federally designated disadvantaged communities (also referred to as Justice40 communities) as identified by the CEJST tool. To accomplish this, proposed projects must target siting at least 40 percent of the new charging ports in federally designated disadvantaged communities. If the 40 percent target is not met in an application, the Applicant must clearly state in the project narrative why it could not be achieved on that corridor segment.~~]

**On January 20, 2025, President Donald J. Trump revoked Executive Order 14008 (Tackling the Climate Crisis at Home and Abroad).[[3]](#footnote-4) Executive Order 14008 established the Justice40 initiative. The NEVI formula program was a Justice40 initiative as documented in the public comment responses during NEVI regulation development and in original NEVI formula program guidance. Given uncertainty about which NEVI formula program guidance will apply to this solicitation, this solicitation aims to enable the tracking of Justice40 community benefits if required, but otherwise does not give preference to projects in relation to federally-designated disadvantaged communities. The state can track Justice40 community benefits, if necessary, using the Justice40 layer in California’s National Electric Vehicle Infrastructure Funding Program Map.**

1. **Corridor Coverage**

The distribution of stations must meet the requirement that each corridor segment have a NEVI-compliant EV charging station, meaning the station meets all requirements listed in 23 CFR 680, at least every 50 miles.

1. **Number of EV Charging Stations**

For purposes of this solicitation, an EV charging station refers to the area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. An EV charging station could comprise only part of the property on which it is located. Multiple chargers may be associated with one EV charging station.

Applicants must propose to install at least the minimum number of EV charging stations for each corridor segment listed in Table 2.

Applicants may propose additional EV charging stations beyond the minimum number listed in Table 2. Applicants may propose to utilize existing EV charging stations, including upgrading existing chargers that cannot satisfy all NEVI requirements and adding additional NEVI-compliant chargers. For corridor segments that appear to have existing stations that may already meet the NEVI charging port and power requirements, use of existing stations will be preferred during evaluation. These corridor segments are marked with one or two asterisks in Table 2 and applications will be evaluated on the degree to which existing EV charging stations are used in these corridor groups. Existing and new sites must comply with all solicitation requirements.

1. **Number of Charging Ports**

[~~Per 23 CFR 680 and FHWA NEVI formula program guidance,[[4]](#footnote-5) to be NEVI compliant, each~~] **Each** EV charging station must have a minimum of four network-connected DC fast charging ports and be capable of simultaneously charging at least four EVs at 150 kW or above at each port, with a minimum station power capability at or above 600 kW.

Each DC fast charging port must be capable of charging any CCS-compliant vehicle and each DC fast charging port must have at least one permanently attached CCS Type 1 connector.

Applicants must propose installing the minimum number of new CCS DC fast charging ports for each corridor segment listed in Table 2. SAE J3400 connectors may be included in projects optionally. Applicants may install additional CCS DC fast charging ports or SAE J3400 charging ports. The number of charging ports proposed by an Applicant will be evaluated as part of the overall proposed project using the evaluation criteria listed in Section IV.E.

1. **Compliance with Applicable Laws, Ordinances, Regulations, and Standards**

All Applicants proposed for award must comply with all applicable laws, ordinances, regulations, and standards; federal, state, and local electrical and building codes for construction; and at all EV charging stations, equipment must be publicly accessible.

1. **EV Charging Station Accessibility and Availability**

EV charging stations funded under this solicitation must be publicly accessible 24 hours per day, 7 days per week, year-round. [~~Publicly accessible as defined under NEVI guidance means the equipment is~~] **Equipment must be** available to the public without restriction. A station that is not maintained or restricts access only to customers, tenants, employees, or other customers is not publicly accessible.[~~[[5]](#footnote-6)~~] This does not prohibit isolated or temporary interruptions in service or access because of maintenance or repairs.

The EV charging stations must have paved parking spaces available to render EV charging services. EV charging stations and parking areas must be well lit. 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.

Since the EV charging stations funded under this solicitation are intended to offer a service to the public, accessibility to all EV drivers is required. Applicants should familiarize themselves with the Division of the State Architect’s requirements on complying with the Americans with Disabilities Act, coordinate with their local permitting agency, and comply with the customer service requirements in Section II.B.16 to ensure accessibility for all drivers.

1. **Project Team**

The Applicant, or the Subrecipient installing chargers, must be an Experienced Contractor, which is defined as a company or organization with a proven record of accomplishment in overseeing the procurement, permitting, and installation of at least 20 DC fast chargers. The company or organization must have completed installations at three or more different property locations for three or more different customers since January 1, 2018.

Not every subcontractor or vendor must meet this definition to participate in the project. At minimum, the project team must include one Experienced Contractor to serve as a subject matter expert to all other contractors, if necessary.

The project team must include a charging network provider that has demonstrated experience or has the capability to provide networking services for the charging stations for at least the entire 5-year in-service requirement (see section II.B.14, below).

1. **Charging Equipment and Networking Requirements**

All the following requirements must be met:

* Power Requirements
  + Each charging port must support output voltages between 250 volts DC and 920 volts DC. Each port must have a continuous power delivery rating of at least 150 kW and supply power according to an EV’s power delivery request up to 150 kW, simultaneously from each charging port at a charging station.
  + EV charging stations should be supported by a grid connection of at least 600 kW. For EV charging stations not connecting to the grid with at least 600 kW, Applicants will need to justify how the station will still comply with the simultaneous supply of 150 kW per charging port requirement in the Project Narrative.
* Connectors
  + Each charging port must have at least one permanently attached CCS Type 1 connector. Additional connector types such as SAE J3400 are allowed to be installed if the CCS connector requirement is still met. CHAdeMO is not an eligible connector. Connectors should be rated with a current carrying capacity of greater than or equal to 375 Amps.
* Energy Star Certification
  + The chargers must be Energy Star certified and listed on the [Energy Star Product Finder Page](https://www.energystar.gov/productfinder/product/certified-evse-dc-output/results) at **https://www.energystar.gov/productfinder/product/certified-evse-dc-output/results** [~~https://www.energystar.gov/productfinder/product/certified-evse/results~~]. Chargers do not have to be certified at the time of submitting the proposal but must be certified prior to submitting an invoice that seeks repayment for the chargers. Chargers over 350 kW are not required to be Energy Star certified.
* Interoperability: Charger-to-EV Communication
  + The chargers must conform to ISO 15118-3, and hardware must be capable of implementing both ISO 15118-2 and ISO 15118-20.
  + The chargers must include all necessary software and hardware to perform Plug-and-Charge using ISO 15118-2.
  + Conformance testing for charger software and hardware should follow ISO 15118-4 and 15118-5, respectively.
* Interoperability: Charger-to-Charger Network Communication
  + The chargers must conform to Open Charge Point Protocol (OCPP) 2.0.1 or later. Manufacturers must attest that the charger conforms to OCPP 2.0.1 or later by detailing it on a publicly available charger specification sheet.
* Interoperability: Charging-Network-to-Charging Network Communication
  + The charger’s networking software must connect to a central management system using OCPP 2.0.1 for the purposes of charger management and data reporting.
  + The charging network must be capable of communicating with other charging networks in accordance with the Open Charge Point Interface (OCPI) 2.2.1.
* Interoperability: Network Switching Capability
* The chargers must be designed to securely switch network providers without any changes in hardware.
* Cybersecurity
  + The chargers and charging software must meet all the NEVI cybersecurity requirements listed in the federal NEVI standards.[[6]](#footnote-7) Funding recipients will be required to develop a cybersecurity plan as required in Section II.B.21 after agreement execution and prior to the time of station commissioning.
* Charger Network Connectivity Requirements
* The chargers must be networked and must include the following three abilities:
  + - * Have network connectivity with one of the following:
        + IEEE 802.11n for high-bandwidth wireless networking, or
        + IEEE 802.3 for Ethernet for local- or wide-area network applications.
      * Be able to receive remote software updates, real-time protocol translation, encryption, and decryption, including:
        + Internet Protocol (IP)-based processor which must support multiple protocols, and
        + Compliance with Transmission Control Protocol (TCP)/IP and IPv6.
      * Be able to connect to a network’s back-end software.
  + Each charging port must be covered by and included in a networking agreement for at least five (5) years.
* Safety and Weather Resistance
* The charging equipment must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
* The charging equipment must be able to withstand extreme weather conditions, including temperature extremes, flooding, heavy rains, and high winds.
* Display screens must be protected from malfunctions due to condensation and any local area weather conditions.
* Compliance with State Requirements
* All chargers must meet applicable requirements, including those of Senate Bill 454 (Corbett, Chapter 418, Statutes of 2013), the California Air Resources Board Electric Vehicle Supply Equipment (EVSE) Standards, and the California Department of Food and Agriculture Division of Measurement Standards, for public chargers.

1. **Build America, Buy America**

Without limitation to all other requirements in the terms and conditions that will be required for grants awarded under this solicitation, which are referenced in Section II.A.2 above, or any other provision of this solicitation or resultant grant agreements, Applicants should in particular note that Recipients must comply with federal Buy America requirements consistent with the final Federal NEVI standards ([23 U.S.C. 313](https://www.govinfo.gov/content/pkg/USCODE-2021-title23/pdf/USCODE-2021-title23-chap3-sec313.pdf) at https://www.govinfo.gov/content/pkg/USCODE-2021-title23/pdf/USCODE-2021-title23-chap3-sec313.pdf) and Build America, Buy America Act (Pub. L. No 117-58, div. G sections 70901-70927). This includes, but is not limited to, requirements that all iron and steel; all manufactured products; and all construction materials that are used in the project are produced in the United States. Applicants are encouraged to review the Federal requirements and to verify with their equipment supplier(s) that their equipment meets and can document compliance with this requirement.

1. **Data Submittals**

Applications that result in proposed awards and executed agreements will be required to perform recordkeeping and reporting on charger operations and reliability as specified in the solicitation Scope of Work (Attachment 2). These requirements include quarterly, annual, and one-time data submittals, as well as real-time reporting of charger status and charging session information through application programming interface (API) for third-party developers. Applicants should familiarize themselves with the [National Electric Vehicle Infrastructure Standards and Requirements](https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements) found at https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements and the solicitation Scope of Work requirements and ensure they have systems in place to comply.

1. **Operation, Maintenance, and Uptime**

Each charging port, charger, and EV charging station funded through the solicitation must operate for public use for at least five (5) years after its commissioning date.

Each charging port must have an average annual uptime of greater than 97 percent per the requirements of the NEVI program specified in 23 CFR 680.116(b). A charging port is considered to be “up” when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for the minimum power level. It will be the Recipient’s responsibility to demonstrate that this uptime requirement is met.

Each charger shall meet the specific recordkeeping, maintenance, and reporting requirements related to uptime and other metrics that are detailed in the Scope of Work (Attachment 2).

1. **Payment Options**

All of the following requirements must be met:

* The public charging stations must provide secure payment methods, be accessible to persons with disabilities, and must at minimum include:
  + Near Field Communication (NFC) and Radio Frequency Identification (RFID) contactless payment methods that accept major debit and credit cards.
  + Either an automated toll-free phone number or short message/messaging system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit payment.
* Additional payment mechanisms may be offered, such as Plug-and-Charge or payment through mobile apps.
* Any customer or vehicle with the appropriate charging port connection must be allowed to utilize the charging station. Charging cannot be restricted to a specific customer base or vehicle manufacturer.
* The charging stations must not require a membership for use.
* The charging stations must not delay, limit, or curtail power flow to vehicles on the basis of payment method or memberships.
* The charging stations must provide access for users that are limited English proficient and accessibility for people with disabilities.
* Automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations.
* The point-of-sale and supporting network must use an open protocol to allow subscribers of other EV charging system networks to access the charging station.
* The point-of-sale and supporting network must be secure and meet the final NEVI cybersecurity requirements.

1. **Customer Service**

The project must provide customer support service and ensure that EV charging customers have mechanisms to report outages, malfunctions, and other issues with the charging infrastructure. Mechanisms may include, but are not limited to, a toll-free telephone number, an email, instant messaging chat, or an online portal. The customer support service must be capable of providing or dispatching services to address customer concerns at the charging station. Customer support must be available in at least English and Spanish. Projects must comply with the Americans with Disabilities Act of 1990 requirements and multilingual access when creating reporting mechanisms.

1. **Highway and On-Site Signage**

The project must coordinate with appropriate local agencies and Caltrans for directional signage on and along the highway and local roads, if it is not already installed. The signs must meet the California Manual on Uniform Traffic Control Devices[[7]](#footnote-8) (CA MUTCD) standards, and all other applicable laws, ordinances, regulations, and standards. The Recipient shall coordinate with cities and counties on trailblazer[[8]](#footnote-9) signage on local roads leading to the charging location. This award may cover funding for trailblazer and on-site signage as required to comply with the federal NEVI standards.

Recipients may contact [Caltrans sign coordinators](https://dot.ca.gov/programs/safety-programs/sign-specs/district-sign-coordinators) and ask for sign installation on the State Highway System at https://dot.ca.gov/programs/safety-programs/sign-specs/district-sign-coordinators.

1. **Eligible Project Costs**

Costs incurred for the following are eligible for CEC reimbursement or as the Applicant’s match share, after the corresponding project phase has been authorized by the FHWA and the grant agreement has been formally executed:

* + Electric vehicle supply equipment (EVSE)
  + Transformers
  + Electric panels
  + Conduit
  + Wiring
  + Meters
  + Costs for planning and permitting of on-site, renewable distributed energy resource (DER) equipment such as solar arrays or stationary battery energy storage systems (BESS) that are directly related to the charging of EVs. These costs should only be considered if they will lead to lower costs to consumers, greater EV charging station reliability, and if they do not substantially increase the timeline for completing an EV charging station project. Any of these systems must be interconnected to the charging system and must be separately metered from the site host's regular business meter.
  + Installation costs
  + Planning and engineering design costs
  + Stub-outs
  + Demand management equipment
  + Networking licenses for up to five (5) years of operations and which are purchased during the agreement term
  + Equipment warranties for up to five (5) years of operations and which are purchased during the agreement term
  + Maintenance provided during the agreement term for up to five (5) years of operations, or a maintenance agreement or a service level agreement for up to five (5) years of operations and which is purchased during the agreement term
  + Local engagement and outreach related to EV charging. However, costs for local engagement and outreach related to EV charging may not make up more than five percent of the total reimbursable project cost.
  + Signage
  + EV charging infrastructure workforce development directly related to the charging of EVs in the proposed project.

The following project costs and/or types ARE NOT eligible as CEC reimbursement or match share. This includes but is not limited to:

* + Vehicle purchases
  + A standard outlet (110/120 volt or 220/240 volt)
  + Level 1 and/or Level 2 chargers
  + Mobile charging equipment
  + Nonrenewable distributed energy resources
  + Distribution grid or other equipment costs that are otherwise covered by programs or tariff rules of the electric utilities are excluded
  + Projects that are mandated by any local, regional, state, or federal law, rule, or regulation
  + Projects that help the Applicant meet a performance requirement mandated by local, regional, state, or federal law, rule, or regulation
  + Paper studies or research projects (e.g., a study which assess the cost and feasibility of EV charging station installations along certain regions/corridors)
  + Projects that are primarily surveys to determine interest in the installation of EV charging stations in a particular region/corridor
  + Proposals for vehicle demonstrations or demonstrations of existing technologies

A project that receives incentive funding from another CEC grant funding opportunity (GFO) or block grant incentive project is not eligible for this GFO.

1. **Electric Vehicle Infrastructure Training Program (EVITP)**

AB 841 (Ting, Chapter 372, Statutes of 2020) added California Public Utilities Code (PUC) section 740.20, which requires EVITP certification to install EV charging infrastructure and equipment for work performed on or after January 1, 2022, subject to certain exceptions.

Therefore, applying PUC 740.20 EVITP requirements to the grant agreement means that all EV charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors’ State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Projects that include installation of a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. The requirements stated in this paragraph do not apply to any of the following:

(1) EV charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.

(2) EV charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).

(3) Single-family home residential EV chargers that can use an existing 208/240-volt outlet.

1. **Compliance with California EVSE Commercial Device Requirements** All electric vehicle supply equipment (EVSE) installed for commercial use shall have a type approval certificate issued through the California Type Evaluation Program (CTEP) administered by the California Department of Food and Agriculture (CDFA) Division of Measurement Standards (DMS) or Certificate of Conformance issued by the National Type Evaluation Program (NTEP) administered through the National Conference on Weights and Measures (NCWM). California accepts NTEP certificates so long as the device also meets CCR Title 4, Section 4002.11.

Any installation, repair, or maintenance on commercial EVSE must be performed by a Registered Service Agency (RSA) and after the device is placed in service, the RSA must report this information to the county within 24 hours. To place a device into service, the RSA must perform accuracy testing. Device owners are responsible for registering their device with the county.

1. **Data Privacy and Cybersecurity**

Recipients shall be responsible for cybersecurity as it relates to owning, operating, maintaining, and data sharing for the EVSE. The Recipient must develop and submit to the CEC a Data Management and Cybersecurity Plan after agreement execution and prior to the time of station commissioning. The Data Management and Cybersecurity Plan, as required in the Scope of Work (Attachment 2), must include the Recipient’s data security policies, procedures, and remediation plan. The plan should include, at minimum, the following:

* Strong authentication and access control
* Network segmentation to isolate critical components to limit attack
* Intrusion detection and monitoring
* Integrating cybersecurity measures at the hardware level
* Firmware integrity of chargers
* User data privacy and protection
* Secure data transfer and protection at rest
* Secure communications protocols
* Payment systems
* Cloud protections
* System and data access management to ensure only authorized individuals have access
* Employee cybersecurity training
* Patching and updates
* Incident response reporting and recovery, including a communications plan
* Audits and assessments
* Continuity of operations
* Risk acceptance and mitigation
* Disaster recovery

CEC strongly encourages Recipients use the [U.S. DOT’s guidance on developing a data management plan](https://ntl.bts.gov/ntl/public-access/creating-data-management-plans) for assistance with their drafting their plans, found at https://ntl.bts.gov/ntl/public-access/creating-data-management-plans. The US Joint Office of Energy and Transportation also has available [Sample Cybersecurity Clauses for EV Charging Infrastructure Procurements](https://driveelectric.gov/cybersecurity-clauses), which can be found at https://driveelectric.gov/cybersecurity-clauses. Recipients are strongly encouraged to reference the Joint Office’s Sample Cybersecurity Clauses for EV Charging Infrastructure Procurements when developing their Application and agreements with subcontractors.

1. **Project Revenue and Pricing for EV Charging**

Recipients must comply with the restrictions on use of program income specified in 23 CFR Part 680.106(m). Recipients may use revenue generated from the operation of charging stations for debt service, a reasonable return on investment, and/or costs for operation, maintenance, and site improvement. Recipients must include sufficient information in their Project Narrative for CEC to evaluate how revenue from the proposed corridor segment projects will be used in accordance with 23 CFR 680.106(m).

1. **Preliminary Engineering and Right of Way**

Recipients must prepare to have their projects follow the procedures of federally funded local transportation projects as explained in the Caltrans [Local Assistance Procedures Manual](https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm), found at https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm. In particular, Recipients should prepare for the Right of Way project phase by reviewing the [Preliminary Engineering Right of Way Checklist](https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/c13/13e.pdf), found at https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/c13/13e.pdf. All Applicants are encouraged to familiarize themselves with this form during the application phase.

## Match Funding Requirements

1. **Total Match Share Requirement**

The total match share required for this solicitation is either 20% or 50%, based on the corridor segment for which the Applicant is applying. Refer to Table 2 for the match share required for each corridor segment.

“Match funding” or “match share” means cash or in-kind (non-cash) contributions provided by the Applicant/Recipient, subrecipients, or other parties that will be used in performance of the proposed project. Match share percentage is calculated by dividing the total match share contributions by the total allowable project cost. “Total allowable project cost” is the sum of the CEC’s reimbursable share and Recipient’s match share of the project costs. Match share expenditures have the following requirements:

1. Total match share must conform to the “Cash Match Share Requirement” contained in this solicitation.
2. All match share expenditures must conform to the terms and conditions of this solicitation and the resulting grant agreement.
3. Applicants must disclose the source and provide verification and documentation for the match share funding committed to the project. For any match share committed by a third party (i.e., other than match share committed by the Applicant), Applicants must submit a letter of commitment from each match share partner identifying the source(s) and availability of match funding.
4. During the term of the grant agreement, Recipients will be required to document and verify all match share expenditures through invoices submitted to CEC.
5. Match share funding may be in the form of cash or in-kind contributions such as donated labor hours and equipment.
6. Equipment may count as match funds as long as the value of the contribution is based on documented market values or book values, prorated for its use in the project, and depreciated or amortized over the term of the project using generally accepted accounting principles (GAAP).
7. Match share expenditures (cash and/or in-kind) must be documented, reasonable, allowable, and allocable to the project as determined by CEC. Applicants proposed for award and that included in-kind match share in their budget will need to prepare a written description of in-kind match as explained in Section 3.9 Flexible Match in the [Local Assistance Procedures Manual](https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm) (found at https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm) for FHWA approval of the in-kind match share sources.
8. Match share expenditures are allowable under an agreement only if they are incurred after an agreement is fully executed with the CEC and after E-76 approval (FHWA authorization) for the relevant project phase. Match expenditures incurred prior to the execution of an agreement and before E-76 approval (FHWA authorization) will not be eligible costs. CEC is not liable for Applicant’s match share costs if the grant is not executed, if execution is delayed, or if the match share expenditure is not allowable by FHWA or under the terms and conditions of the grant. Please note that non-match expenditures incurred prior to agreement execution and E-76 approval (FHWA authorization) are not reimbursable.
9. **Cash Match Share Requirement**

Applications must include a minimum 50 percent ***cash*** match share.

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.

1. **In-Kind Match Share**

The balance of the total match share requirement beyond the cash match share requirement (if any) may be met through in-kind match share contributions.

Applications that move to an executed agreement will require FHWA approval (separate from E-76 approval) for any in-kind match funding sources. Applicants may propose in-kind match funding in their proposal’s budget. If FHWA does not approve the in-kind match source(s), then the Applicant must replace the ineligible match sources and will still be liable for the total match funding in the grant agreement. Please reference Section 3.9 Flexible Match in the [Local Assistance Procedures Manual](https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm) at https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm for more information.

In-kind match share contributions are: 1) non-cash contributions provided by the Applicant; 2) cash or non-cash contributions provided by subrecipients; 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, existing equipment, existing supplies, and services provided by a third-party or subcontract. 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 agreement budget and supported with appropriate documentation. Cost allocations must be reasonable and allocable to the proposed project.

1. **Match Share Restrictions**
2. ***Other Sources of CEC Funding*** – Other sources of CEC funding may not be claimed as match share. This includes block grants funded by the CEC.
3. ***Other Sources of Federal Funding*** - Other sources of Federal funding may not be claimed as match share, unless specifically allowed by law to be used as non-Federal match.
4. ***Funds Already Expended or Otherwise Encumbered*** – Applicants cannot claim funds that have already been expended or otherwise encumbered as match share. Match share expenditures are only allowable if they are incurred after an agreement is fully executed with the CEC and after E-76 approval (FHWA’s authorization of the project).
5. ***Investor-Owned Utility Program Funding*** – Funding provided through utility tariff programs may not be used as match share.
6. ***Documentation*** – If selected for an award, all claimed match share expenditures must be adequately documented to CEC during the agreement invoicing process.

## D. Unallowable Costs (Reimbursable or Match Share)

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 following are examples of unallowable costs under an agreement resulting from this solicitation. This list is not comprehensive and additional items of cost may be unallowable in accordance with the agreement terms and conditions.

1. ***Forgone Profit*** – For example, if a company usually charges 10% profit but only charges 4% to CEC the unclaimed difference is not an allowable item of cost.
2. ***Forgone Rent*** – For example, rent that is not paid is not an allowable item of cost.
3. ***Discounted or Refunded Equipment Costs*** – For example, a claim that equipment costs $10,000 but the grant recipient only pays $6,000 due to some “special” discount. The difference of $4,000 is not an allowable match share expense. Another example is if the grant recipient actually pays $10,000 but the vendor refunds $4,000 – only the net $6,000 is an allowable item of cost.
4. ***Forgone Salary, Fringe, Indirect or Other Types of Cost*** – For example, a person normally charges or is paid $100 per hour, but will only charge $50 per hour towards the CEC award. Only actual costs incurred and paid to the employee are allowable. Therefore, if an employee is ***actually*** paid $100 per hour and CEC only reimburses at $40 per hour, then the unreimbursed $60 per hour is an allowable match share cost because this is an actual payment as opposed to a forgone salary amount. Volunteer labor (i.e., labor from a person who does not receive any compensation for their labor) may be an allowable in-kind match share expense if the value of the labor is reasonable and justified.
5. ***Utility Provided Electrical Upgrades and Funding***-– For example, expenses that are already paid or to be paid for through a utility program, tariff, or other ratepayer funding is not an allowable item of cost. This includes ratepayer funded enrollment incentives.
6. ***Compliance with Local, Regional, State, or Federal Law, Rule or Regulation*** - For example, expenses associated with ensuring compliance with state or federal building codes, including provisions of the California Green Building Standards Code requiring the installation of a minimum amount of electric vehicle supply equipment, Electric Vehicle Capable, or Electric Vehicle Ready parking spaces, is not an allowable item of cost.

# III. Application Format, Required Documents, and Delivery

## Required Format for an Application

This section contains the format requirements and instructions on how to submit an application. The format is prescribed to assist the Applicant in meeting State requirements and to enable CEC to evaluate each application uniformly and fairly. Applicants must follow all application format instructions, answer all questions, and supply all requested information.

All applications submitted under this solicitation must be typed or printed using a standard 11-point font, single-spaced and a blank line between paragraphs. Pages must be numbered, and sections titled.

## Method for Delivery

The method of delivery for this solicitation is the [Energy Commission Agreement Management System (ECAMS)](https://ecams.energy.ca.gov/s/login/), available at https://ecams.energy.ca.gov/.

Information about ECAMS will be provided at the Pre-Application Workshop. Information about how to register for an ECAMS account and guidance on how to apply through the system is available at <https://www.energy.ca.gov/funding-opportunities/funding-resources> under General Funding Information.

The CEC is providing a team of technical assistants to support Applicants with this process. Please email[ECAMS.SalesforceSupport@energy.ca.gov](mailto:ECAMS.SalesforceSupport@energy.ca.gov) for support.

ECAMS allows Applicants to complete and submit their application to the CEC prior to the date and time specified in this solicitation. Files uploaded to the system must be in Microsoft Word (.doc format) and Excel Office Suite formats unless originally provided in the solicitation in another format. PDF format is acceptable. The completed Proposal Budget Template, Attachment 5, must be in Excel format.

The deadline to submit grant applications through ECAMS is **11:59 p.m**. ECAMS automatically closes at 11:59 p.m. If the full submittal process has not been completed before 11:59 p.m., your application will not be considered. NO EXCEPTIONS will be entertained.

The CEC strongly encourages Applicants to upload and submit all applications by 5:00 p.m. because CEC staff will not be available after 5:00 p.m. or on weekends to assist with the upload process. And please note that while we endeavor to assist all would-be Applicants, we cannot guarantee staff will be available for consultation on the due date, so please plan accordingly.

Please give yourself ample time to complete all steps of the submission process: do not wait until right before the deadline to begin the process. Due to factors outside the CEC’s control and unrelated to ECAMS, upload times may be much longer than expected. For example, some past Applicants experienced unexpected issues on their end, causing long delays that prevented timely submission. They spent significant time and resources on applications the CEC will not consider.

Please plan accordingly. First time users must register as a new user to access the system. There will be two types of user accounts to establish: 1) An organizational account, for the entity applying to the solicitation; and 2) user accounts for individuals who will be submitting the application on behalf of the organization.

Applicants will be required to upload all attachments marked “required” in the system in order for the application to be submitted.

## Page Limitations

The total number of pages for the Project Narrative Unique to Corridor Segment (Attachment 1, Part A) is limited to 15 pages. The Project Narrative to Complete Once for all Corridor Segments (Attachment 1, Part B) is limited to 15 pages. The Operations and Maintenance Plan portion of Attachment 1, Part B is limited to five (5) pages out of the 15-page total.

## Application Content

Items listed below are required as part of the application package. Failure to provide any items may result in disqualification of the application. Attachment requirements are expanded and explained below in this section and in the attachments themselves. Note that Letters of Support (Attachment 9) and Preliminary Site Design (Attachment 13) are optional.

| **Item** | **Attachment Number** |
| --- | --- |
| Project Narrative Unique to Corridor Segment | Attachment 1, Part A |
| Project Narrative to Complete Once for all Corridor Segments | Attachment 1, Part B |
| Scope of Work | Attachment 2 |
| Schedule of Products and Due Dates | Attachment 4 |
| Budget Forms | Attachment 5 |
| Resumes | Attachment 6 |
| Contact List | Attachment 7 |
| Letters of Commitment | Attachment 8 |
| Letters of Support (optional) | Attachment 9 |
| CEQA Worksheet | Attachment 10 |
| Utility Verification Form | Attachment 11 |
| Past Performance Reference Form(s) | Attachment 12 |
| Preliminary Site Design (optional) | Attachment 13 |
| National Environmental Policy Act Preliminary Environmental Study Form (NEPA PES Form) | Attachment 14 |
| Applicant Declaration | Attachment 15 |

1. **Applicant Certifications**

***ECAMS will require Applicants to provide the required authorizations and certifications listed below prior to final submission of their application:***

All Applicants must certify under penalty of perjury under the laws of the State of California that:

* I am authorized to submit this application on behalf of the Applicant.
* I authorize the CEC to make any inquiries necessary to verify the information presented in this application.
* I authorize the CEC to obtain business credit reports and make any inquiries necessary to verify and evaluate the financial condition of the Applicant.
* I have read and understand the terms and conditions contained in this solicitation. I accept the terms and conditions contained in this solicitation on behalf of the Applicant and the Applicant is willing to enter into an agreement with the CEC to conduct the proposed project according to the terms and conditions without negotiation.
* I certify that (1) this application does not contain any confidential or proprietary information, or (2) if confidential information is allowed under the solicitation, it has been properly identified.
* I certify under penalty of perjury under the laws of the State of California that, to the best of my knowledge, the information contained in this application is correct and complete.
* I am authorized to agree to the above certifications on behalf of the Applicant.

1. **Project Narrative Unique to Corridor Segment (Attachment 1–Part A) *(Limit: 15 pages)***

The Project Narrative Unique to Corridor Segments must include a table of contents (which will not count towards the page limitation) and a summary of the proposed project and its operational goals and objectives.

Applicants must address each of the scoring criteria described in this section by providing sufficient, unambiguous detail so that the evaluation team will be able to evaluate the application against each scoring criterion.

The Project Narrative Unique to Corridor Segment must respond directly to each criterion with the headings as titled below, and must include the following information:

1. **EV Charging Station Siting**
   1. List the proposed EV charging station locations, including addresses, if known. Provide a clear, concise, and compelling justification for the specific proposed EV charging station location(s) and explain how the needed locations identified in Table 2 are satisfied. If Table 2 lists a preference (rather than a requirement) for a station in a needed location, explain how the preferred location is satisfied or provide a rationale for why it is not satisfied, as applicable.
   2. State if each proposed station is a new or existing EV charging station location. For corridor segments with asterisks in Table 2 denoting a preference for the use of existing stations, explain the degree to which the proposal satisfies that preference.
   3. Calculate the driving distance between the proposed EV charging station locations to demonstrate how the proposed project satisfies the NEVI requirement of having a station at least every 50 miles along the corridor segment and provides an effective network of stations satisfying travel demand along the corridor segment. (Not applicable to Stand-alone Projects as identified in Table 2.)
   4. Calculate the maximum distance between each proposed station location and the end of the off-ramp, or highway intersection if there is no off-ramp. Show that the proposed project will satisfy the 1-mile distance NEVI requirement. Explain how each proposed EV charging station location will be easily accessible from the corridor and the degree to which it is visible from the corridor.
   5. Provide the number of CCS DC fast charging ports at each proposed EV charging station and the rationale that explains why this number of ports was chosen.
   6. Explain how the plans for the EV charging station site design(s) along the corridor segment will provide an excellent customer experience. Optionally provide a preliminary site design (Attachment 13 – optional) for each proposed EV charging station. Discuss all the required elements described in Section II.B.16. Customer Service.
   7. Discuss each proposed EV charging station’s amenities including restrooms and proximity to retail shops, restaurants, parks, pet relief areas, or other attributes relevant to the experience of charging station customers.
   8. Describe any unique stall configurations, including any potential accommodation of cars pulling trailers or of medium- or heavy-duty vehicles, including those pulling trailers, for each charging station.
   9. Identify the grid connection supply and its capacity, and any proposed renewable DER equipment such as solar arrays or BESS that will be used to help supply and manage power at each charging station. If the proposal includes renewable DER equipment, explain how these features will lead to lower costs to consumers and greater EV charging station reliability, and how they will not substantially increase the timeline for completing the proposed project.
   10. Describe how each proposed EV charging station will always provide adequate lighting and shelter from inclement weather, through structures associated with the charging site or in proximity to the charging site, and how the site will be safely accessible when traveling on foot or with any mobility device.
2. **Project Readiness**
   1. Explain the status of site control or access rights for each proposed charging station property. Provide backup documentation, including, but not limited to: leases, ownership, or access rights, in the Letters of Commitment attachment (Attachment 8). If control or access rights are not secured at the time of application, explain how control or access rights will be obtained and the anticipated timeline to do so.
   2. Identify the entity(ies) that will own and operate the proposed EV charging stations and equipment and explain their experience with operating DC fast charger charging stations.
   3. Provide a comprehensive list of permits required for each charging station, including Caltrans right of way permits, as well as the permitting agencies the Applicant will need to coordinate with. Identify which required permits have been obtained already or describe how the Applicant plans to obtain the permits required for the project(s) and coordinate with the relevant permitting agencies in a timely manner.
   4. Describe how the project’s proposed schedule has accounted for CEQA, NEPA, and right-of-way approvals and the estimated timelines are justified given the information provided in the CEQA Worksheet (Attachment 10), the NEPA PES Form (Attachment 14), and right-of-way research.
   5. Complete a Utility Verification Form (Attachment 11) for each charging station and discuss the likely available electrical capacity for the project.
   6. Document any communications with the manufacturer(s) that identify the estimated timeline to deliver the equipment. This includes chargers, switchgear, BESS, and any other equipment being proposed to install.
   7. Describe how the proposed project will be completed in an expeditious, effective, and efficient manner.
   8. In the case that a charging station location must be changed, explain if any backup sites have already been identified or describe the process by which a new site will be selected and evaluated to assure it meets or exceeds the original site characteristics. Describe the likely time duration of that process.
3. **Expected Project Benefits**
   1. Detail and document each charging station’s California-designated disadvantaged community percentile **and**[~~,~~] whether it is in a California-designated low-income community**.** [~~, and whether it is in a Justice40 community (federally-designated disadvantaged community).~~] Specify the degree to which the target (explained in Section II.B.3) of 50 percent of stations being located in California-designated disadvantaged or low-income communities is met or exceeded. [~~Specify the degree to which the target (explained in Section II.B.4) of 40 percent of stations being located in Justice40 communities is met or exceeded.~~]
   2. Describe how the project will benefit California-designated disadvantaged community **and/or**[~~,~~] California-designated low-income community[~~, and/or Justice40 community~~] residents and communities, by providing emission reduction, public health, economic, and cost-saving benefits.
   3. Discuss methods that will be deployed to reduce or minimize the charging cost to drivers. Document your assumptions.
   4. Calculate and document the benefit-cost score, defined as the ratio of grams of CO2 equivalent reduction over five years of operation per dollar of CEC funding requested for the project.
4. **Project Budget and Finances**
   1. Describe how the proposed project’s budget is cost effective and reasonable relative to the Scope of Work and expected benefits to California.
   2. Describe how the budget optimizes the balance between charger reliability and costs.
   3. Describe how the project will meet or exceed the solicitation’s goal of 25% small business participation. Please refer to Section V.A. below for the definition of small business.
   4. Describe how the proposed project will use income or revenue earned from the operation of the EV charging stations in compliance with the 23 CFR 680.106(m), and describe how CEC will be provided with sufficient information to evaluate and confirm that revenue from the proposed corridor segment projects will be used in accordance with 23 CFR 680.106(m) should the project be awarded. Explain how compliance will be documented during the project.
   5. Provide the amount of Match Funds (cash and/or in-kind) and provide verification and documentation of the source and availability. If match funding is from a third party, Applicants must provide a letter of commitment (Attachment 8) documenting their funding support. Provide details (name and business location, type of entity, amount, etc.) for each match share funding partner.
   6. Calculate the total CEC funding requested per proposed charging port.
   7. Calculate the total allowable project cost per kilowatt of EV charging capacity proposed for the application. This should be calculated by summarizing the total allowable project cost of the project (defined as the sum of the CEC’s reimbursable share and Recipient’s match share of the project costs) by the amount of charging capacity the Applicant is requesting funding to install. Example: An Applicant is proposing to install twenty (20) 150-kW charging ports and twenty (20) 350-kW charging ports for a total allowable project cost of $10 million. The total allowable project cost per kW = $1,000/kW.
   8. Present credible strategies to secure additional capital, as needed, to ensure project success and continue operations and maintenance of the project beyond the term of the funding agreement.
5. **Project Narrative to Complete Once for all Corridor Segments (Attachment 1–Part B) *(Limit: 15 pages)***

The Project Narrative to Complete Once for all Corridor Segments must include a table of contents (which will not count towards the page limitation). Applicants must address each of the scoring criteria described in this section by providing sufficient, unambiguous detail so that the evaluation team will be able to evaluate the application against each scoring criterion.

The CEC expects Applicant responses to these scoring criteria to be identical or almost identical for all corridor segments an Applicant chooses to apply for. Therefore, Applicants may prepare this portion of the Project Narrative only once and submit the same document in each application. Applicants should explain any differences between corridor segments in their responses as needed.

The Project Narrative to Complete Once for all Corridor Segmentsmust respond directly to each criterion with the headings as titled below, and must include the following information:

1. **Charging Station Technology**
   1. Identify the make, model, and power levels of the DC fast chargers being deployed, how many ports each charger has, and why the chargers were chosen for the project, including any innovative or sustainability features. Explain the reasons for deploying J3400 connectors, if applicable.
   2. Describe how the charging ports at each proposed EV charging station will be guaranteed of simultaneously supplying vehicles with at least 150 kW.
   3. Describe how the proposed EV chargers are customer-friendly, easy to use, aesthetically pleasing, secure, and accessible to all EV drivers.
2. **Operations and Maintenance Plan *(Limit: 5 pages)***
   1. Applicants must submit an Operations and Maintenance Plan that details their strategy to operate and maintain the charging equipment funded through this solicitation for at least five years after its commissioning date. The Applicant must propose a plan to demonstrate that each charging port will achieve an average annual uptime of greater than 97 percent. The plan should address, but is not limited to:
      * + Strategies to physically secure the site and limit or prevent tampering with or damage to the charging stations.
        + The strategy with timelines to conduct preventative maintenance and/or field testing of the equipment.
        + Strategies and timelines to provide prompt attention to chargers that are not operational and carry out repairs to maximize uptime.
        + The availability of replacement parts.
        + Established or planned partnerships/service level contracts with local qualified technicians.
        + The warranties and/or extended warranties selected for the chargers and/or auxiliary charging equipment.
        + How the customer service project requirements will be met (see Section II.B.16).
        + Site host training and responsibilities of the site host in conducting operations and maintenance.
        + Who will be responsible for maintaining the charging stations, charging equipment, and all ancillary equipment, including but not limited to any awnings, canopies, shelters, restrooms, and information display kiosks or signage associated with the charging station. “Maintain,” as used in this solicitation means “to provide all needed repairs or desired and approved alteration, as well as to clean the equipment and keep it safe and presentable.”
        + Who will be responsible for payment of all operating costs, including but not limited to payment of leases, rents, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply for the charging equipment and applicable supporting elements, such as area lighting.
        + The Applicant’s plan to continue the proposed project beyond the agreement term and minimum five-year data reporting period.
3. **Team Experience and Qualifications**
   1. Explain how the project team’s qualifications (including relevant expertise, experience, and skill sets) are suitable to the tasks described in the proposed Scope of Work.
   2. Identify, by name, all key personnel assigned to the project, including the project manager, and clearly describe their individual areas of responsibility. The project manager is the one individual responsible for interacting with the CAM on all issues relating to the overall project and coordinating all aspects of work under the project.
   3. Explain how the Applicant or lead installation Subrecipient(s) from the proposed project team meet(s) or exceed(s) the Experienced Contractor definition in Section II.B.10 Project Team.
   4. Explain how the Applicant’s selected charging station network provider has demonstrated experience keeping chargers in service for at least five years or the capability to keep the chargers in service for at least the entire required five-year operation period.
   5. Identify which of the selected installation contractors have EVITP certified electricians or detail the plan to comply with the EVITP labor requirement.
   6. Detail the Applicant’s experience with federally funded projects and/or explain how the Applicant plans to meet and document compliance with all the federal requirements.
   7. Explain how the Applicant demonstrates experience meeting deadlines and completing milestones associated with large, complex projects, including examples of previously successful EV charging projects.
   8. Past Performance forms (Attachment 12) will be evaluated in this criterion. (If Applicable)
4. **Scope of Work (Attachment 2)**

Applicants must include a completed Scope of Work utilizing the template contained in Attachment 2. Instructions for completing the Scope of Work as well as a sample are included in Attachment 3. The description of activities proposed in the Project Narrative must conform to the tasks described in the Scope of Work. Electronic files for the Scope of Work must be in MS Word.

Applicants must present a comprehensive and credible Scope of Work which includes (presented in a logical manner) comprehensive and sequential tasks, products resulting from the individual tasks, and how the tasks are related to or are dependent on each other.

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

Applicants must include a completed Schedule of Products and Due Dates. All EV charging stations, chargers, and supporting equipment should be operational and open for public use within five (5) years from the agreement execution date. Instructions for the Schedule of Products and Due Dates are included in Attachment 4. The Schedule of Products and Due Dates must be in MS Excel.

1. **Budget Forms (Attachment 5)**

Because this solicitation is utilizing ECAMS for submitting applications, Applicants have two options for uploading a budget:

1. **Option 1: Prime Applicant’s budget is both keyed directly into ECAMS and uploaded as an MS Excel attachment; Major Subrecipient(s) budgets are uploaded as MS Excel attachments.** ECAMS allows Applicants to build the Prime Applicant’s budget directly into the system. At this time, there is no way to input major subrecipient budgets directly into the system. Instructions for inputting budget items into ECAMS are included at <https://www.energy.ca.gov/media/7956>.
2. **Option 2: Upload all budgets (Prime and Major Subrecipients) as MS Excel attachments** and leave the ECAMS budget sections blank in ECAMS.

The Applicant must submit information on ***all*** tabs of the budget forms. The salaries, rates, and other costs entered must reflect the salaries, rates, and other costs the Applicant would include if selected as a grant recipient. A separate set of complete budget forms is required for the Applicant and for each subaward containing $100,000 or more of CEC funds.

* + 1. Detailed instructions for completing these forms are included at the beginning of Attachment 5.
       1. Rates and job descriptions shown must reflect rates and job descriptions charged under an agreement resulting from this solicitation. The salaries, rates, and other costs entered on these forms become a part of the final agreement. The entire term of the agreement and projected rate increases must be considered when preparing the budget. Unless a federally approved indirect rate is used, indirect rates proposed are considered capped and shall not change during the term of the agreement. The grant recipient shall only be reimbursed for their actual rates up to the indirect rate cap. A description of available indirect rate options is available on the [ECAMS Resources webpage](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources) under [Budget Category Guidance](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) for indirect rates. Unlike indirect rates, the rates for Direct Labor and Fringe Benefits are treated as estimates; a grant recipient can invoice at higher rates as long as it is only invoicing for actual expenditures it has made. The hourly or monthly rates provided shall be unloaded (before fringe benefits or indirect costs).
       2. The information provided in these forms will not be kept confidential.
       3. All reimbursable expenditures must be expended within the approved term of the grant agreement. Expenditures may be counted as reimbursable or match share only after an agreement is executed and the FHWA authorizes the relevant project phase (E-76 approval).
       4. Applicants must budget for the expenses of a Kick-off Meeting, at least one (1) Critical Project Review meeting, and a Final meeting. Meetings may be conducted at the CEC or remotely, as determined by the CAM.
       5. Applicants must budget for the preparation and submission of quarterly progress reports during the term of the agreement, and a Final Report. Instructions for preparing the Final Report will be provided to Applicants that are proposed for funding.
       6. The purchase of equipment (defined as items with a unit cost greater than $5,000 and a useful life of greater than one year) with CEC funds will require disposition of purchased equipment at the end of the project. Typically, grant recipients may continue to utilize equipment purchased with CEC funds as long as the use is consistent with the intent of the original agreement. There are no disposition requirements for equipment purchased with match share funding.
    2. The Budget must reflect estimates for actual costs to be incurred during the approved term of the agreement. CEC can only approve and reimburse for actual costs that are properly documented in accordance with the grant agreement terms and conditions.
    3. Applicants shall NOT budget for, and CANNOT be reimbursed for, more than their actual allowable expenses (i.e., the budget cannot include profit, fees, or markups) under the agreement. Subrecipients (all tiers) are allowed to include up to a maximum total of 10% profit, fees or mark-ups on their own actual allowable expenses less any expenses budgeted to sub-subrecipients (i.e., profit, fees and markups are not allowed on lower tier subrecipient expenses). For example, if a subrecipient has $100,000 in actual allowable costs but has budgeted $20,000 to a sub-subrecipient, then the subrecipient can only include up to 10% profit on $80,000 ($100,000 minus $20,000). See terms and conditions for additional restrictions and requirements.

IMPORTANT – Payment of Prevailing Wage: Applicants must read and pay particular attention to the terms and conditions section related to Public Works and payment of Prevailing Wages. Prevailing wage rates can be significantly higher than non-prevailing wage rates. Failure to pay legally required prevailing wage rates can result in substantial damages and financial penalties, termination of the grant agreement, disruption of projects, and other complications.

1. **Resumes (Attachment 6)**

Applicants must include resumes for key personnel identified in the proposal. “Key personnel” are individuals that are critical to the project due to their experience, knowledge, and/or capabilities. Resumes are limited to a maximum of 2 pages each.

1. **Contact List (Attachment 7)**

Applicants must include a completed Contact List by including the appropriate points of contact for the Applicant. CEC will complete the CEC points of contact during agreement development.

1. **Letters of Commitment (Attachment 8)**

Applicants must submit a match funding commitment letter from each entity that is committing to providing match funding. A commitment letter commits an entity or individual to providing the service or funding described in the letter. This attachment may also include site control documentation for proposed EV charging station sites, including but not limited to lease agreements or letters of intent from site owners.

* 1. **Key Project Partners:** Key project partners identified in the application must provide letters demonstrating their ability to fulfill their identified roles. Letters are limited to two pages each.
  2. **Match Share Contributors Letters of Commitment:** Any match share contributors (including the Applicant and/or a third-party) must identify the intended 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. Letters of commitment from match share contributors must contain a telephone number and email address to allow CEC to contact the match share partner or representative to confirm their authority to commit matching funds to the proposed project. Letters are limited to two pages each.
  3. **Site Control Documentation:** Documentation explaining lease arrangements, ownership or access rights for proposed sites. No page limit per document.

1. **Letters of Support (Attachment 9 - optional)**

Applicants are encouraged to submit letter(s) of support that substantiate the estimated demand and/or the potential benefits of the proposed project. Third-party letters of support can be provided by, but are not limited to: air districts, state or federal agencies, local safety officials, potential users of the proposed project, and any other relevant organizations. Letters are limited to two-pages each.

1. **CEQA Worksheet (Attachment 10)**

Each proposed project may be subject to California Environmental Quality Act (CEQA) compliance, as well as permitting and other requirements (Ca. Public Resources Code Section §§ 21000 et seq.), including National Environmental Policy Act (NEPA) compliance. All projects must adhere to the requirements specified in this section.

CEQA requires public agencies to identify the significant environmental impacts of their discretionary actions and to avoid or mitigate them, if feasible. Under CEQA, an activity that may cause either a direct or reasonably foreseeable indirect physical change in the environment is generally considered a project. Any project funded under this program may be considered a project under CEQA if it will cause a direct or reasonably foreseeable indirect physical change in the environment. Agencies must comply with CEQA before they discretionally approve a project. For projects that are exempt from CEQA, agencies may prepare and file a Notice of Exemption.

Applicants must complete the CEQA Worksheet, as well as the NEPA PES Form (Attachment 14), and submit these with their application. If needed, Applicants may submit multiple CEQA worksheets. If multiple CEQA worksheets are needed, please consolidate them into one PDF. This worksheet will help Applicants and CEC to determine CEQA compliance obligations by identifying which projects may require more extensive CEQA review, and it will be used to help evaluate the Project Readiness evaluation criterion in this solicitation (see Section IV.E.2). Failure to complete the worksheet may lead to disqualification of the application.

In the worksheet, the Applicant shall provide a detailed description of the project, as well as any direct physical changes and reasonably foreseeable indirect changes to the surrounding environment.

The Applicant must provide the following information in Attachment 10 as it pertains to the proposed project prior to receiving any funds:

1. Proposed Location: The Applicant must provide the specific address or equivalent location information for all of the proposed charging stations.
2. Permits: The Applicant must identify the permits necessary for the project in the proposal narrative. If no permits are necessary, then the Applicant must state that in Attachment 10.
3. Project Impacts: The Applicant must describe the direct physical changes and reasonably foreseeable indirect changes to the surrounding environment that may result from the project, if any. Please see CEQA Worksheet.
4. Identify CEQA Lead Agency for each project: The lead agency is the public agency that has the greatest responsibility for carrying out or approving a project and for preparing environmental review documents under CEQA. The lead agency is the public agency that has the greatest responsibility for approving the project as a whole. When issuing grants, CEC is typically a Responsible Agency under CEQA, which means that they must make CEQA findings based on review of the lead agency’s environmental documents approving the physical project subject to funding. While rare, if CEC is the only public agency with discretionary approval authority over the project, then CEC may act as the lead agency and prepare its own environmental documents (based on analysis provided by the Applicant). The lead agency will be identified using the following process:
5. Where the proposed project would require a discretionary approval from another permitting agency, the Applicant must identify the CEQA lead agency in the application and include documentation demonstrating that contact has been made with the lead agency with jurisdiction over the project for purposes of complying with CEQA. The documentation may be in the form of a letter from the lead agency that is stamped as received by the local agency.
6. If CEC is the only agency with discretionary approval over the proposed project, then CEC will act as the lead agency and will work with the Applicant to satisfy CEQA requirements.

Regardless of which agency is the lead agency for a proposed project, the Applicant shall be responsible for all costs associated with preparation of environmental review documents. The Applicant may also be required to retain a consultant to perform environmental studies if CEC determines it is needed.

Applicants are encouraged to provide documentation of communication with the local lead agency, if one exists (e.g., a county or city). Documentation may include a completed notice of exemption, 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. If no CEQA review would be required by the local lead agency, provide documentation (e.g. a letter or e-mail) from the local agency explaining why CEQA review is not required.

1. **Additional Requirements**

* Time is of the essence. Funds available under this solicitation have encumbrance deadlines as early as June 30, 2027. This means that the CEC must approve proposed awards at a business meeting (usually held monthly) prior to June 30, 2027, in order to avoid expiration of the funds. Prior to approval and encumbrance, the CEC must comply with the CEQA. To comply with CEQA, the CEC must have CEQA-related information from Applicants and sometimes other entities, such as local governments, in a timely manner. Unfortunately, even with this information, the CEC may not be able to complete its CEQA review prior to the encumbrance deadline for every project. For example, if a project requires an Environmental Impact Report, the process to complete it can take many months. For these reasons, it is critical that Applicants organize project proposals in a manner that minimizes the time required for the CEC to comply with CEQA and provide all CEQA-related information to the CEC in a timely manner such that the CEC is able to complete its review in time for it to meet its encumbrance deadline.
* Reservation of right to cancel proposed award. In addition to any other right reserved to it under this solicitation or that it otherwise has, if the CEC determines, in its sole and absolute discretion, that the CEQA review associated with a proposed project would not likely be completed prior to the encumbrance deadline referenced above, and that the CEC’s ability to meet its encumbrance deadline may thereby be jeopardized, the CEC may cancel a proposed award and award funds to the next highest scoring Applicant, regardless of the originally proposed Applicant’s diligence in submitting information and materials for CEQA review. Examples of situations that may arise related to CEQA review include but are not limited to:
  + - Example 1: If another state agency or local jurisdiction, such as a city or county, must take the role of lead agency under CEQA, the CEC’s review may be delayed while waiting for a determination from the lead agency.
    - Example 2: If the proposed work is part of a larger project for which a detailed environmental analysis has been or will be prepared by another state agency or local jurisdiction, the CEC’s review may be delayed as a result of waiting for a supplemental or initial analysis, respectively, from the other agency.
    - Example 3: If the nature of the proposed work is such that a project is not categorically or otherwise exempt from the requirements of CEQA, and an initial study or other detailed environmental analysis appears to be necessary, the CEC’s review, or the lead agency’s review, may take longer than the time available to encumber the funds. If an initial study or environmental impact report has already been completed by another state agency or a local jurisdiction, serving as the lead agency, the Applicant must ensure that such an analysis covers the work in the proposed project, or must obtain a revised analysis and determination from the lead agency reviewing the proposed project.
    - Example 4: If the proposed project clearly falls under a statutory or categorical exemption or is a project for which another state agency or local jurisdiction has already adopted a CEQA finding that the project will cause no significant effect on the environment, the project will likely have greater success in attaining rapid completion of CEQA requirements.
* The above examples are not exhaustive of instances in which the CEC may or may not be able to comply with CEQA within the encumbrance deadline and are only provided as further clarification for potential applicants. Please plan project proposals accordingly.

1. **Utility Verification Form (Attachment 11)**

Applicants must complete a Utility Verification Form for each proposed charging station. These forms will be used to evaluate the level of readiness for each proposed charging station. Instructions for completing the Utility Verification Form are included in Attachment 11. Applicants may need assistance from the utility company serving the area where the proposed charging station is located to complete the form. If this is required, Applicants should contact the utility company as soon as possible to understand their timelines to complete the verification form.

1. **Past Performance Reference Form(s) (Attachment 12)**

Applicants must complete and submit a separate Past Performance Reference Form for each CEC agreement (e.g., contract, grant or loan) received by the Applicant in the last 10 years, including ongoing agreements, and the 5 most recent agreements with other public agencies within the past 10 years.

1. **Preliminary Site Design (Attachment 13 - optional)**

Applicants are encouraged to submit a preliminary site design for each EV charging station. If a preliminary site design is submitted for each proposed EV charging station and includes all the required elements, the project will be evaluated more favorably.

The preliminary site design must include the following at a minimum:

* Address of the EV charging station
* Map of the charging station showing the following:
  + Location of all existing charging ports at the charging station (if applicable). Specify the power delivery rate for each existing port (if applicable).
  + Location of all ports proposed to be installed. Specify the power delivery rating planned for each charging port.
  + Location of ADA accessible ports (if applicable).
  + Travel path (ingress/egress) from the charging station.

Please consolidate all preliminary site designs into one PDF.

1. **National Environmental Policy Act Preliminary Environmental Study Form (NEPA PES Form) (Attachment 14)**

Applicants must complete one NEPA PES form that covers all proposed project(s) (EV charging stations). If needed, Applicants may submit multiple NEPA PES forms, one per EV charging station. If multiple NEPA PES forms are needed, please consolidate them into one PDF.

Designated sections of the NEPA PES form should be completed in as much detail as possible as specified below. This form will help Applicants, the CEC, and Caltrans determine NEPA compliance obligations.

The form will be used to help evaluate the Project Readiness evaluation criteria in this solicitation (see Section IV.E.2). Applications that are proposed for awards and become formal grant agreements will be required to complete the full NEPA PES form and submission process during the term of their executed agreement.

Applicants should review [Exhibit 6-B: Instructions for Completing the Preliminary Environmental Study (PES) Form](https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/c06/06b.pdf) found at https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapm/c06/06b.pdf to complete the designated sections.

The designated sections of the NEPA PES Form that Applicants must complete are as follows:

* Page 1
  + Under “Project Description as Shown in RTP and FSTIP,” enter the Project Title that the Applicant has entered into ECAMS.
  + Check the appropriate boxes under Preliminary Design Information.
* Pages 2 – 9
  + Check the appropriate boxes for parts A. Potential Environmental Effects, B. Required Technical Studies and Analyses, C. Coordination, D. Anticipated Actions/Permits/Approvals, E. Preliminary Environmental Document Classification (NEPA), and F. Public Availability and Public Hearing.
* Pages 11-12
  + Explanations for any items in Part A are at Applicants’ discretion. Applicants may use this area of the form to clarify answers or to provide assumptions or rationale for answers as Applicant sees fit. Explaining all items as described in the NEPA PES Form is not required at the time of application, but will need to be fully completed later, if awarded.

Reservation of right to cancel proposed award: In addition to any other right reserved to it under this solicitation or that it otherwise has, if the CEC determines, in its sole and absolute discretion, that the NEPA review associated with a proposed project would not likely be completed prior to the encumbrance deadline referenced above, and that the CEC’s ability to meet its encumbrance deadline or any other NEVI-related deadline may thereby be jeopardized, the CEC may cancel a proposed award and award funds to the next highest scoring project, regardless of the originally proposed Applicant’s diligence in submitting information and materials for NEPA review.

1. **Applicant Declaration (Attachment 15)**

This form requests the Applicant declare that they: are not delinquent on taxes nor suspended by the California Franchise Tax Board; are not being sued by any public agency or entity; are in compliance with the terms of all settlement agreements, if any, entered into with the CEC or another public agency or entity; are in compliance with all judgments, if any, issued against the Applicant in any matter to which the CEC or another public agency or entity is a party; are complying with any demand letter made on the Applicant by the CEC or another public agency or entity; and are not in active litigation with the CEC regarding the Applicant’s actions under a current or past contract, grant, or loan with the CEC. The declaration must be signed under penalty of perjury by an authorized representative of the Applicant’s organization.

# IV. Evaluation Process and Criteria

## Application Evaluation

This section explains how the applications will be evaluated.

Applications will be evaluated and scored based on the responses to the information requested in this solicitation and on any other information available such as past performance of CEC agreements.[[9]](#footnote-10) The entire evaluation process from receipt of applications to posting of the Notice of Proposed Award is confidential.

To evaluate applications, the CEC will organize an Evaluation Committee. The Evaluation Committee may consist of CEC staff or staff of other California state entities.

* 1. **Screening Criteria**

The CEC’s Contracts, Grants and Loans Office will screen applications for compliance with the Administrative Screening Criteria. The Evaluation Committee will screen applications for compliance with the Technical Screening criteria. Applications that fail any of the Administrative or Technical Screening Criteria shall be disqualified and eliminated from further evaluation.

* 1. **Administrative Screening Criteria**

| **ADMINISTRATIVE Screening Criteria** | **Pass/Fail** |
| --- | --- |
| 1. The application is received by the CEC by the due date and time specified in the “Key Activities Schedule” in Section I of this solicitation. | Pass  Fail |
| 1. The Applicant has not included a statement that is contrary to the required authorizations and certifications when submitting in ECAMS. | Pass  Fail |

* 1. **Technical Screening Criteria**

| **Technical Screening Criteria** | **Pass/Fail** |
| --- | --- |
| 1. The Applicant is an eligible Applicant. | Pass  Fail |
| 1. The project is an eligible project. | Pass  Fail |
| 1. The project meets the minimum match share requirement. | Pass  Fail |
| 1. The Applicant passes the past performance screening criterion. | Pass  Fail |

* 1. **Applicant’s Past Performance Screening Criterion (Pass/Fail)**

An Applicant may be disqualified under this solicitation due to severe performance issues under one or more prior or active CEC agreement(s) within the last 10 years. For the purposes of this screening criterion an Applicant is defined as either (a) an entity, principal investigator, or lead individual acting on behalf of themselves, that received funds from the CEC (e.g. a contract, grant, or loan) and entered into an agreement(s) with the CEC; or (b) an entity, principal investigator, or lead individual that received a CEC-funded incentive. Any Applicant that does not have an active or prior agreement and has not received a CEC-funded incentive equates to no severe performance issues and therefore would pass this screening criterion.

Severe performance issuesare characterized by significant negative outcomes under an agreement and may include:

* + Agreement was terminated with cause.
  + CEC filed litigation against the Applicant.
  + Severe audit findings are not resolved to CEC’s satisfaction. Severe audit findings may include but are not limited to: incomplete or unsatisfactory deliverables; grant funds used inappropriately (i.e., other than as represented); or questioned costs.
  + Project objectives were not met.
  + Significant delays in project completion resulting in delayed benefits for California. Project completion delays of one year or more from the originally proposed project schedule and caused by factors within the Applicant’s control may be considered significant.
  + Deliverables were not submitted to the CEC or were of poor quality. For example, Applicant delivered poorly written reports that required significant rework by staff prior to acceptance or publication.
  + Demonstrated poor or delayed communication when significant issues or setbacks were experienced that materially and negatively impacted the project. For example, delays in informing the CEC when the Applicant experiences loss of a key project partner or site control may be considered significant.
  1. **Grounds to Reject an Application or Cancel an Award**

In addition to the Screening Criteria identified within this solicitation, CEC reserves the right to reject an application and/or cancel an award for reasons including, but not limited to the following:

1. The application contains false or intentionally misleading statements or references which do not support an attribute or condition contended by the Applicant.
2. The application is intended to erroneously and fallaciously mislead the State in its evaluation of the application and the attribute, condition, or capability is a requirement of this solicitation.
3. The application does not comply or contains caveats that conflict with the solicitation and the variation or deviation is material or it is otherwise non-responsive.
4. The CEC, in its sole discretion, determines the Applicant’s financial condition may materially impact its ability to complete the proposed project.
   1. **Technical Evaluation**

Applications passing all screening criteria will be submitted to the Evaluation Committee to review and score based on the Evaluation Criteria using the Scoring Scale described below.

The Evaluation Committee reserves the right to schedule a clarification interview with an Applicant to clarify and/or verify information submitted in the application. However, these interviews may not be used to change or add to the contents of the original application. Applicants will not be reimbursed for time spent answering clarifying questions.

The total score for each application will be the average of the combined scores of all Evaluation Committee members. A minimum score of 70 percent is required for the application to be eligible for funding.

CEC will recommend awards to the highest ranked projects (according to final overall application score) until available funding under this solicitation has been exhausted.

## Notice of Proposed Awards

The results of the evaluation will be posted in a Notice of Proposed Awards (NOPA) and will include (1) the total proposed funding amount; (2) the rank order of Applicants; and (3) the amount of each proposed award. CEC will publish the NOPA on the CEC’s website.

## Debriefings

Applicants that are not proposed for funding may request a debriefing after the release of the NOPA by e-mailing the CAO listed in Part I. A request for debriefing should be received no later than 15 calendar days after the NOPA is released.

## Scoring Scale

Using this Scoring Scale, the Evaluation Committee will give a score for each criterion described in the Evaluation Criteria.

| **% of Possible Points** | **Interpretation** | **Explanation for Percentage Points** |
| --- | --- | --- |
| 0% | Not Responsive | Response does not include or fails to address the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable. |
| 10-30% | Minimally Responsive | Response minimally addresses the requirements being scored. The omission(s), flaw(s), or defect(s) are significant and unacceptable. |
| 40-60% | Inadequate | Response addresses the requirements being scored, but there are one or more omissions, flaws, or defects or the requirements are addressed in such a limited way that it results in a low degree of confidence in the proposed solution. |
| 70% | Adequate | Response adequately addresses the requirements being scored. Any omission(s), flaw(s), or defect(s) are inconsequential and acceptable. |
| 75% | Between Adequate and Good | Response better than adequately addresses the requirements being scored. Any omission(s), flaw(s), or defect(s) are inconsequential and acceptable. |
| 80% | Good | Response fully addresses the requirements being scored with a good degree of confidence in the Applicant’s response or proposed solution. No identified omission(s), flaw(s), or defect(s). Any identified weaknesses are minimal, inconsequential, and acceptable. |
| 85% | Between Good and Excellent | Response fully addresses the requirements being scored with a better than good degree of confidence in the Applicant’s response or proposed solution. No identified omission(s), flaw(s), or defect(s). Any identified weaknesses are minimal, inconsequential, and acceptable. |
| 90% | Excellent | Response fully addresses the requirements being scored with a high degree of confidence in the Applicant’s response or proposed solution. Applicant offers one or more enhancing features, methods or approaches exceeding basic expectations. |
| 95% | Between Excellent and Exceptional | Response fully addresses the requirements being scored with a better than excellent degree of confidence in the Applicant’s response or proposed solution. Applicant offers one or more enhancing features, methods or approaches exceeding basic expectations. |
| 100% | Exceptional | All requirements are addressed with the highest degree of confidence in the Applicant’s response or proposed solution. The response exceeds the requirements in providing multiple enhancing features, a creative approach, or an exceptional solution. |

## Evaluation Criteria

| **Criterion** | **Possible Points** |
| --- | --- |
| 1. **EV Charging Station Siting**   Applications will be evaluated on the degree to which:   * The Applicant lists the proposed EV charging station location(s), including address(es), if known. There is a clear, concise, and compelling justification for the specific proposed EV charging station location(s) satisfying the needed locations identified in Table 2, if applicable. * For corridor segments with asterisks in Table 2 denoting a preference for the use of existing stations, the proposal satisfies that preference. * The proposed project meets or exceeds the requirement that a station be located at least every 50 miles along the corridor segment and explains how the proposed station locations provide an effective station network satisfying travel demand along the corridor. (Not applicable to Stand-alone Projects as identified in Table 2.) * Each proposed EV charging station location will be easily accessible from the corridor and visible from the corridor. * The number of CCS DC fast charging ports chosen at each proposed EV charging station is justified with reasoning about expected demand. * The plans for the EV charging station site design(s) along the corridor segment will provide an excellent customer experience. Optionally include a preliminary site design for each site as supporting documentation (Attachment 13). * The proposed project’s EV charging stations have amenities that enhance the experience of EV charging station customers, including restrooms, proximity to retail shops, restaurants, parks, pet relief areas, or other attributes. * The proposed project includes charging stations with unique stall configurations, including the ability to accommodate cars pulling trailers or medium- or heavy-duty vehicles pulling trailers. * The grid connection and its capacity, and other renewable DER equipment, such as solar arrays and BESS, will provide reliable power supply at each EV charging station. Any renewable DER equipment will deliver benefits such as reduced cost to customers or improved reliability, and not negatively affect project timeline. * Each proposed EV charging station will provide adequate lighting and shelter from inclement weather and the site will be safely accessible when traveling on foot or with any mobility device. | 50 |
| 1. **Project Readiness**   Applications will be evaluated on the degree to which:   * Documentation (included in Attachment 8, Letters of Commitment) demonstrates site control or access rights for each proposed EV charging station property. If control or access rights are not secured at the time of application, there is a credible and time-efficient plan for securing control or access rights. * The owner(s) and operator(s) of the proposed EV charging stations and equipment are clearly identified and they have successfully operated DC fast charging stations before. * Required permits for the proposed project are obtained or clearly established plans to obtain the required permits are demonstrated. * The proposed project’s schedule accounts for CEQA, NEPA, and right-of-way approvals and is justified given the information provided in the CEQA Worksheet (Attachment 10), the NEPA PES Form (Attachment 14), and right-of-way research. * There is available electrical capacity to complete the proposed project, supported by a completed Utility Verification Form (Attachment 11) for each proposed EV charging station. * The timeline for obtaining EV chargers and other proposed equipment is minimized and supported by verifiable documentation from the manufacturer(s). * The proposed project will be completed in an expeditious, effective, and efficient manner. * There are backup sites already identified or the Applicant has a process in place to expeditiously select a new EV charging station site in the event a charging station location must be changed. | 45 |
| 1. **Expected Project Benefits**   Applications will be evaluated on the degree to which:   * The proposed EV charging station site(s) are in a California-designated disadvantaged community **and/or**[~~,~~] California-designated low-income community**.**[~~, and/or Justice40 community (federally-designated disadvantaged community).~~] The goals described in Section II.B.3 [~~and II.B.4~~] will be met or exceeded. * The proposed project(s) will benefit California-designated disadvantaged communities **and/or**[~~,~~] California-designated low-income communities[~~, and/or Justice40 disadvantaged communities (federal disadvantaged communities)~~] by providing emission reduction, public health, economic, and cost-saving benefits. * The cost to charge for drivers will be reduced or minimized, with methods and assumptions explained. * The benefit-cost score, defined as the ratio of grams of CO2 equivalent reduction over five years of operation per dollar of CEC funding requested for the project. | 20 |
| 1. **Project Budget and Finances**   Applications will be evaluated on the degree to which:   * The proposed project’s budget is cost effective and reasonable relative to the Scope of Work and expected benefits to California**.** * The budget optimizes the balance between charger reliability and costs. * There is a credible plan to meet or exceed the solicitation’s goal of 25 percent small business participation. * Income or revenue earned from the operation of the proposed EV charging stations will be used in compliance with the federal NEVI standards under 23 CFR 680.106(m), (which require use for debt service, a reasonable return on investment, and/or costs for operation, maintenance, and site improvement) and there is a method in place for documenting compliance during the project. * Match funding commitments are supported by verifiable documentation. * The total CEC funding requested per proposed charging port is low. * The total allowable project cost per kW is low. * There are credible strategies to secure additional capital, as needed, to ensure project success and continued operations and maintenance of the project beyond the term of the funding agreement. | 20 |
| 1. **Charging Station Technology**   Applications will be evaluated on the degree to which:   * The make, model, and power levels of the proposed DC fast chargers being deployed and the number of ports each charger has are justified in terms of why they were chosen for the project, including any innovative and/or sustainability features. There is justification for including J3400 connector types, if applicable. * The charging ports at each proposed EV charging station will be guaranteed to simultaneously supplying vehicles with at least 150 kW.   The proposed EV chargers are customer-friendly, easy to use, aesthetically pleasing, secure, and accessible to all EV drivers. | 15 |
| 1. **Operations and Maintenance Plan**   Applications will be evaluated on the degree to which:   * The operations and maintenance (O&M) plan demonstrates an overall ability to achieve an average annual uptime of greater than 97 percent per port. * The O&M plan demonstrates strategies to physically secure the site(s) effectively and limit or prevent tampering with or damage to the chargers. * The O&M plan outlines a strategy with timelines to conduct preventative maintenance and/or field testing of the equipment to maximize uptime. * The O&M plan outlines strategies and timelines to provide prompt attention to chargers that are not operational and demonstrates an ability to carry out repairs to maximize uptime. * The O&M plan demonstrates availability of replacement parts. * The O&M plan demonstrates established or planned partnerships/service level contracts with local qualified technicians. * The warranties and/or extended warranties selected by the Applicant adequately cover the chargers and auxiliary equipment and demonstrate an ability to enable the chargers to meet or exceed an average annual uptime of greater than 97 percent. * The O&M plan demonstrates availability of adequate customer service resources to meet the customer service project requirements in Section II. B.16. * The O&M plan outlines the availability of site host training and describes the responsibilities of the site host in conducting O&M. * The O&M plan clearly outlines who is responsible for maintaining the charging stations, including all the charging equipment, auxiliary equipment, and applicable supporting elements, such as lighting and restrooms. * The O&M plan clearly outlines who is responsible for payment of all operating costs, including but not limited to payment of leases, rents, royalties, licenses, fees, taxes, revenue sharing, utilities, and electric power supply for the charging equipment and applicable supporting elements, such as area lighting. * The Applicant commits to continuing the proposed project(s) beyond the agreement term and minimum five-year data reporting period. | 30 |
| 1. **Team Experience and Qualifications**   Applications will be evaluated on the degree to which:   * The proposed project team’s qualifications (including relevant expertise, experience, and skill sets) are suitable to the tasks described in the proposed Scope of Work. * The key personnel assigned to the project, including the project manager, and their areas of responsibility are clearly identified. * The Applicant or lead installation Subrecipient(s) from the proposed project team meet(s) or exceed(s) the Experienced Contractor definition. * The Applicant’s selected charging station network provider(s) has demonstrated experience keeping chargers in service for at least five-years or demonstrates the ability to keep the chargers in service for at least the entire required five-year operation period. * The Applicant’s selected installation contractors are EVITP certified electricians, or a plan is established to comply with the EVITP labor requirement if the installation contractors are not yet identified. * The Applicant demonstrates experience with federally funded projects and/or has the ability to meet and document compliance with all the federal requirements. * The Applicant demonstrates experience meeting deadlines and completing milestones associated with large, complex projects, including previously successful EV charging projects. * Past performance on prior CEC awards or awards from other public entities has been timely and exceptional. | 20 |
| **Total Possible Points** | **200** |
| **Minimum Passing Score (70%)** | **140** |

## Tie Breakers

If the score for two or more applications are tied, the application with a higher score in the Project Readiness criterion will be ranked higher. If still tied, an objective tiebreaker (such as a random drawing) will be utilized.

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# V. Administration

## Definition of Key Words

Important definitions for this solicitation are presented below:

| **Word/Term** | **Definition** |
| --- | --- |
| Applicant | Respondent to this solicitation |
| Application | Formal written response to this document from applicant |
| Application Programming Interface (API) | A type of software interface that offers service to other pieces of software. An API allows two or more computer programs to communicate with each other. |
| BESS | Battery Energy Storage System |
| California-Designated Disadvantaged Community (DAC) | California Environmental Protectional Agency (CalEPA) identifies four types of geographic areas as disadvantaged: (1) census tracts receiving the highest 25% of overall scores in CalEnviroScreen 4.0; (2) census tracts lacking overall scores in CalEnviroScreen 4.0 due to data gaps, but receiving the highest 5% of CalEnviroScreen 4.0 cumulative pollution burden scores; (3) census tracts identified in the 2017 DAC designation as disadvantaged, regardless of their scores in CalEnviroScreen 4.0; (4) and areas under the control of federally-recognized tribes. |
| California-Designated Low-Income Community (LIC) | Census tracts with median household incomes at or below 80% of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits adopted under Section 50093. |
| **California Native American Tribe** | **A Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004.** |
| **California Tribal Organization serving a California Native American Tribe** | **A corporation, association, or group controlled, sanctioned, or chartered by a California Native American Tribe that is subject to its laws, the laws of the State of California, or the laws of the United States.** |
| Caltrans | California Department of Transportation |
| CAM | Commission Agreement Manager |
| CAO | Commission Agreement Officer |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CHAdeMO | A charging port standard for fast charging of EVs. |
| Charger | A device with one or more charging ports and connectors for charging EVs. Also referred to as electric vehicle supply equipment (EVSE). |
| Charging Network | A collection of chargers located on one or more property(ies) that are connected via digital communications to manage the facilitation of payment, the facilitation of electrical charging, and any related data requests. |
| Charging Network Provider | The entity that operates the digital communication network that remotely manages the chargers. Charging network providers may also serve as charging station operators and/or manufacture chargers. |
| Charging Port (May also be referred to as “Port”) | The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time. |
| Charging Session | The period after a charge attempt during which the EV is allowed to request energy. Charging sessions can be terminated by the customer, the EV, the charger, the charging station operator, or the charging network provider. |
| Charging Station Operator | The entity that owns the chargers and supporting equipment and facilities at one or more charging stations. Although this entity may delegate responsibility for certain aspects of charging station operation and maintenance to subrecipients or vendors, this entity retains responsibility for operation and maintenance of chargers and supporting equipment and facilities. In some cases, the charging station operator and the charging network provider are the same entity. |
| Combined Charging System (CCS) | A charging port standard for fast charging of EVs that can provide up to 350 kilowatts of power. |
| Connector | The device that attaches an EV to a charging port to transfer electricity. |
| Corridor Group | A group of one or more corridor segments |
| Corridor Segment | A portion of a highway corridor |
| Direct Current (DC) Fast Charger | Equipment that provides charging through a direct-current plug, typically at a rate of 50 kilowatts or higher. |
| Distributed Energy Resource (DER) | Small, modular, energy generation and storage technologies that provide electric capacity or energy where it is needed. |
| E-76 | E-76 is the federal-aid authorization to proceed process. A Project Authorization/Adjustment Request Form ([DOT LAPM 3-A](https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=DOTLAPM3A), found at https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=DOTLAPM3A) is used to request FHWA authorization to begin reimbursable work for a specific project phase, such as construction. FHWA authorization or “E-76 approval” means the request to begin work is approved and establishes the date from which reimbursable work may begin. |
| Electric Vehicle (EV) | A motor vehicle that is either partially or fully powered on electric power received from an external power source. In the NEVI regulation, EVs do not include golf carts, electric bicycles, or other micromobility devices. |
| Electric Vehicle Infrastructure Training Program (EVITP) | The Electric Vehicle Infrastructure Training Program provides training and certification for electricians installing electric vehicle supply equipment (EVSE). |
| Electric Vehicle Supply Equipment (EVSE) | A “charger” as defined. |
| EV Charging Station | The area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. An EV charging station could comprise only part of the property on which it is located. Multiple chargers may be associated with one EV charging station. EV charging stations may also be referred to as “Charging stations” or “Stations.” |
| Experienced Contractor | A company or organization with a proven record of accomplishment in overseeing the procurement, permitting, and installation of at least 20 DC fast chargers. The company or organization must have completed installations at three or more different property locations for three or more different customers since January 1, 2018. |
| Federal Highway Administration (FHWA) | U.S. Department of Transportation, Federal Highway Administration |
| GAAP | Generally Accepted Accounting Principles |
| Hardware | The machines, wiring, and other physical components of an electronic system including onboard computers and controllers. |
| Installed | Attached or placed at a location and available for use for a charging session. The date a charger is installed is the date it is first available for use for a charging session. |
| Justice40 Community | [~~FHWA recognizes Justice40 communities as t~~] **T**he census tracts **shown as federally-designated disadvantaged communities in** [**California’s National Electric Vehicle Infrastructure Funding Program Map**](at%20https:/experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc) **at https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc.** [~~identified as disadvantaged by the Climate and Economic Justice Screening Tool (CEJST), located at~~ [~~https://screeningtool.geoplatform.gov/~~](https://screeningtool.geoplatform.gov/)~~, as well as all federally recognized tribes.~~] Justice40 communities may be referred to as “federally-designated disadvantaged communities.” |
| kW | Kilowatt |
| Level 1 Charger | A charger that operates on a circuit from 110 volts to 120 volts and transfers alternating current (AC) electricity to a device in an EV that converts AC to direct current (DC) to charge an EV battery. |
| Level 2 Charger | A charger that operates on a circuit from 208 volts to 240 volts and transfers AC electricity to a device in an EV that converts AC to DC to charge an EV battery. |
| Maintenance | Any instance in which preventive or corrective maintenance is carried out on equipment. |
| NEPA | National Environmental Policy Act |
| Networked | A charger that can receive or send commands or messages remotely from or to a charging network provider or is otherwise connected to a central management system, such as by using OCPP 2.0.1, for the purposes of charger management and data reporting. |
| NEVI Formula Program | National Electric Vehicle Infrastructure Formula Program |
| NEVI Standards | Refers to the National Electric Vehicle Infrastructure Standards and Requirements, Final Rule, Code of Federal Regulations Section 23, Part 680 (23 CFR 680). See Section I.P. Reference Documents for the web link. |
| Open Charge Point Interface (OCPI) | An open-source communication protocol that governs the communication among multiple charging networks, other communication networks, and software applications to provide information and services for EV drivers. |
| Open Charge Point Protocol (OCPP) | An open-source communication protocol that governs the communication between chargers and the charging networks that remotely manage the chargers. |
| Operational | A charging port’s hardware and software are both online and available to use, or in use, and the charging port successfully dispenses electricity. |
| Recipient | An applicant awarded a grant under a CEC solicitation. Please note that in FHWA documents, the definition of “recipient” may differ. |
| SAE J3400 | A charging port standard for charging of EVs based on the North American Charging Standard (NACS) connector. |
| Small Business | Please refer to California Government Code §14837 (d)(1)(A)-(B).  “Small business” means an independently owned and operated business that is not dominant in its field of operation, the principal office of which is located in California, the officers of which are domiciled in California, and which, together with affiliates, has 100 or fewer employees, and average annual gross receipts of $15 million dollars or less over the previous three years, or is a manufacturer, as defined in subdivision (c), with 100 or fewer employees.  For the purposes of public works contracts, as defined in Section 1101 of the Public Contract Code, and engineering contracts, as described in Section 4525, for public works projects, awarded through competitive bids or otherwise, “small business” means an independently owned and operated business that is not dominant in its field of operation, the principal office of which is located in California, the officers of which are domiciled in California, and which, together with affiliates, has 200 or fewer employees, and average annual gross receipts of $36 million dollars or less over the previous three years. |
| Software | A set of instructions, data, or programs used to operate computers and execute specific tasks. |
| Solicitation | Grant Funding Opportunity, which refers to this entire solicitation document and all its attachments and exhibits. |
| State | State of California |
| Subaward | For the Recipient, a subaward means all agreements it has with subrecipients and vendors. For a subrecipient, a subaward means all agreements it has with sub-subrecipients and vendors. For any lower-tiered level of sub-subrecipient, a subaward means all agreements it has with its own sub-subrecipients and vendors. |
| Subrecipient | A person or 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. |
| Uptime | The time that a charging port is online and available for use per the formula in Task 6.4 of the Scope of Work (Attachment 2). |
| Vendor | A person or entity that sells goods or services to the Recipient, subrecipient, or any lower-tiered level of sub-subrecipient, in exchange for some of the grant funds, and does not make decisions about how to perform the grant’s activities. The vendor’s role is ministerial and does not involve discretion over grant activities. |

## Cost of Developing Application

The Applicant is responsible for the cost of developing an application, and this cost cannot be charged to the State.

## Confidential Information

The Applicant shall not submit any confidential information as part of its application. All information submitted in an application will be considered and treated as non-confidential information that is subject to disclosure under the Public Records Act (Gov. Code § 7920.000 et seq.).

## Solicitation Cancellation and Amendments

It is CEC’s policy not to solicit applications unless there is a bona fide intention to award an agreement. However, if it is in the State’s best interest, CEC reserves the right, in addition to any other rights it has, to do any of the following:

* Cancel this solicitation;
* Revise the amount of funds available under this solicitation;
* Amend this solicitation as needed; and/or
* Reject any or all applications received in response to this solicitation.

If the solicitation is amended, CEC will post an addendum on [CEC’s solicitation information website](http://www.energy.ca.gov/contracts/index.html) at www.energy.ca.gov/funding-opportunities/solicitations.

## Errors

If an Applicant discovers any ambiguity, conflict, discrepancy, omission, or other error in the solicitation at any time prior to 5:00 p.m. of the application deadline date, the Applicant should immediately notify CEC of the error in writing and request modification or clarification of the solicitation. The CEC will provide modifications or clarifications by written notice to all entities that requested the solicitation, without divulging the source of the request for clarification. The CEC shall not be responsible for failure to correct errors.

## Modifying or Recalling an Application

An Applicant may recall or modify a submitted application within ECAMS before the deadline to submit applications. Applications cannot be changed after that date and time. An application cannot be “timed” to expire on a specific date. For example, a statement such as the following is non-responsive to the solicitation: “This application and the cost estimate are valid for 60 days.”

## Immaterial Defect

The CEC may waive any immaterial defect or deviation contained in an Applicant’s application. CEC’s waiver shall in no way modify the application or excuse an Applicant proposed for funding from full compliance with solicitation requirements.

## Opportunity to Cure Administrative Errors

The CEC understands and appreciates the significant time and expense Applicants spend preparing applications. An administrative error that prevents an Applicant from submitting a complete application frustrates both the CEC and Applicants. The purpose of this process is to reduce the number of applications screened out or receiving a significantly reduced score for administrative errors while maintaining a fair competition. This process also ensures better competition and thus better projects to benefit California.

After the application deadline, an Applicant might identify, or the Evaluation Committee may find what reasonably appears to be, an administrative error. For purposes of this solicitation only, an administrative error is defined as an Applicant’s inadvertent mistake that prevents materials in existence as of the application deadline from appearing in its submitted application. Examples include, but are not limited to, accidentally:

* Scanning and submitting every other page in a document instead of every page.
* Submitting the wrong document.
* Leaving out a document.

If the Evaluation Committee find what reasonably appears to be an administrative error, they can communicate with the Applicant to confirm. If an Applicant finds an administrative error in its application, it should immediately contact the Commission Agreement Officer listed in the “Contact Information” section of this solicitation.

If an administrative error has been identified and communicated to the Commission Agreement Officer, the CEC may, but is not required to, allow the Applicant a period of time to provide the missing materials. Reasons why the CEC might NOT allow an Applicant to fix an administrative error include, but are not limited to:

* The funds have a deadline that does not allow time to fix the error.
* The application has been screened out or does not receive a passing score for reasons unrelated to the administrative error, making irrelevant any efforts to fix the error.
* The Applicant brings the error to the CEC’s attention too late in the solicitation process (e.g., after awards have been approved at a Business Meeting).

If the Evaluation Committee allows an Applicant the opportunity to fix an administrative error, the Commission Agreement Officer will communicate in writing to the Applicant’s project manager listed the deadline by which the Applicant must provide the missing materials. Reasonable efforts will be made to confirm receipt of the notice, but actual notice cannot be guaranteed, and the obligation is on the Applicant to ensure the proper contact(s) are listed and available to respond. The Evaluation Committee will not consider any materials submitted after the deadline.

This process only allows Applicants to submit materials in existence as of the application deadline. This process does NOT allow Applicants to submit material created or modified after the application deadline. The CEC has sole discretion to determine whether materials submitted are eligible for consideration by the Evaluation Committee under this opportunity to cure.

Applicants must include the following certification along with the materials it submits to fix an administrative error and must explain why the materials were not provided due to an inadvertent administrative error:

“I certify on behalf of the Applicant that the materials provided herein existed at the time of the application deadline, have not been modified since, and were not originally provided due to an inadvertent administrative error as described herein.”

The Evaluation Committee is not responsible for finding, or communicating with the Applicant about, any errors in an application. Applicants remain solely responsible for submitting applications, including any material submitted to fix an administrative error, that meet all solicitation requirements.

## Disposition of Applicant’s Documents

The entire evaluation process from receipt of applications up to the posting of the Notice of Proposed Award is confidential. On the Notice of Proposed Award posting date, or date of solicitation cancellation, all applications and related material submitted in response to this solicitation become a part of the property of the State and public record.

## Applicants’ Admonishment

This solicitation contains the instructions governing the requirements for a firm quotation to be submitted by interested Applicants, the format in which the technical information is to be submitted, the material to be included, the requirements which must be met to be eligible for consideration, and applicant responsibilities. Applicants are responsible for carefully reading the entire solicitation, asking appropriate questions in a timely manner, submitting all required responses in a complete manner by the required date and time, and making sure that all procedures and requirements of the solicitation are followed and appropriately addressed.

## Agreement Requirements

The content of this solicitation shall be incorporated by reference into the final agreement. See the sample agreement terms and conditions (Attachments 16 and 17, and the [Insolvency, Bankruptcy, or Receivership terms and conditions](https://www.energy.ca.gov/sites/default/files/2024-12/Special_Terms_and_Conditions_Bankruptcy_ada.pdf) found at https://www.energy.ca.gov/sites/default/files/2024-12/Special\_Terms\_and\_Conditions\_Bankruptcy\_ada.pdf) included in this solicitation. **Final agreements with Recipients that are a California Tribal Organization serving a California Native American Tribe shall also have the Special Terms and Conditions for California Tribal Organizations serving California Native American Tribes with Sovereign Immunity (Attachment 18).**

CEC reserves the right to negotiate with Applicants to modify the project scope, the level of funding, or both. If CEC is unable to successfully negotiate and execute a funding agreement with an Applicant, CEC, at its sole discretion, reserves the right to cancel the pending award and fund the next highest ranked eligible project.

If proposed for an award, the CEC reserves the right to request information it deems appropriate to evaluate the financial condition of a proposed awardee prior to approval of a grant award. If CEC, in its sole discretion, determines that a proposed awardee’s financial condition may materially impact its ability to complete the proposed project, CEC reserves the right to cancel the proposed award.

CEC must formally approve all proposed grant awards. Grant agreements must be scheduled and considered at a CEC Business Meeting for approval by the CEC.

CEC will send the approved agreement, including the NEVI terms and conditions (Attachment 16), Special Federal Award terms and conditions (Attachment 17), the Insolvency, Bankruptcy, or Receivership terms and conditions found at <https://www.energy.ca.gov/sites/default/files/2024-12/Special_Terms_and_Conditions_Bankruptcy_ada.pdf>), and any additional terms and conditions, **such as Attachment 18,** to the grant recipient for review, approval, and signature. Once the grant recipient signs, CEC will fully execute the agreement. Recipients are approved to begin the project only after full execution of the agreement, including any authorizations needed from the FHWA.

## No Agreement Until Signed and Approved

No agreement between CEC and an Applicant is in effect until the agreement is approved at a CEC Business Meeting, and signed by both the grant recipient and the CEC.

CEC reserves the right to modify the award documents prior to executing the agreement.

## Executive Order N-6-22 – Russia Sanctions

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia and Russian entities and  
individuals. “Economic Sanctions” refers to sanctions imposed by the U.S.  
government in response to Russia’s actions in Ukraine, as well as any sanctions  
imposed under state law. By submitting a bid or proposal, Applicant represents  
that it is not a target of Economic Sanctions. Should the State determine  
Applicant is a target of Economic Sanctions or is conducting prohibited  
transactions with sanctioned individuals or entities, that shall be grounds for  
rejection of the Applicant’s bid/proposal any time prior to agreement execution, or, if determined after agreement execution, shall be grounds for termination by the State.

1. [ ~~The White House. February 15, 2023.~~ [~~Fact Sheet: Biden-Harris Administration Announces New Standards and Major Progress for a Made-in-America National Network of Electric Vehicle Chargers~~](https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/15/fact-sheet-biden-harris-administration-announces-new-standards-and-major-progress-for-a-made-in-america-national-network-of-electric-vehicle-chargers/)~~. https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/15/fact-sheet-biden-harris-administration-announces-new-standards-and-major-progress-for-a-made-in-america-national-network-of-electric-vehicle-chargers/.~~] [↑](#footnote-ref-2)
2. **Federal Highway Administration. February 6, 2025. Memo “**[**Suspending Approval of State Electric Vehicle Infrastructure Deployment Plans.**](https://www.fhwa.dot.gov/environment/nevi/resources/state-plan-approval-suspension.pdf)**” https://www.fhwa.dot.gov/environment/nevi/resources/state-plan-approval-suspension.pdf.** [↑](#footnote-ref-3)
3. **The White House. January 20, 2025.** [**Initial Rescissions of Harmful Executive Orders and Actions**](https://www.whitehouse.gov/presidential-actions/2025/01/initial-rescissions-of-harmful-executive-orders-and-actions/)**. https://www.whitehouse.gov/presidential-actions/2025/01/initial-rescissions-of-harmful-executive-orders-and-actions/.** [↑](#footnote-ref-4)
4. [ ~~U.S. Department of Transportation, Federal Highway Administration.~~ [~~National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance~~](https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf)~~. See Section IV, Project Eligibility Provisions. https://www.fhwa.dot.gov/environment/nevi/formula\_prog\_guid/90d\_nevi\_formula\_program\_guidance.pdf.~~] [↑](#footnote-ref-5)
5. [[~~Ibid~~](https://www.fhwa.dot.gov/environment/nevi/formula_prog_guid/90d_nevi_formula_program_guidance.pdf)~~, page 23, footnote 31: https://www.fhwa.dot.gov/environment/nevi/formula\_prog\_guid/90d\_nevi\_formula\_program\_guidance.pdf.~~] [↑](#footnote-ref-6)
6. [National Electric Vehicle Infrastructure Standards and Requirements](https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements). https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements. [↑](#footnote-ref-7)
7. Caltrans. [California Manual on Uniform Traffic Control Devices](https://dot.ca.gov/programs/safety-programs/camutcd). https://dot.ca.gov/programs/safety-programs/camutcd. [↑](#footnote-ref-8)
8. A directional sign displayed, usually with an arrow panel, off the freeway system to advise motorists where to turn en route to a destination. [↑](#footnote-ref-9)
9. The Past Performance Evaluation is available on the CEC website at: https://www.energy.ca.gov/media/6595 [↑](#footnote-ref-10)