# Questions and Answers

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

**GFO-24-606**

**March 6, 2025**

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

## Project Requirements

**Q1.**  **Does the solicitation state that 40-50% of the community has to use electric vehicle (EV) chargers? And what are the Justice40 and Disadvantaged Community (DAC) and/or Low-Income Community (LIC) requirements?**

A1. No, those percentages are in reference to EV charging station locations, not the percentage of people driving EVs or using EV chargers. California has designated disadvantaged and low-income communities. Projects must target siting at least 50% of new charging ports in these communities. Due to the recent revocation of Executive Order 14008 that established the Justice40 initiative, Addendum 1 to GFO-24-606 eliminates the Justice40 requirement to target the siting of at least 40% of new charging ports in Justice40 communities. (The state can still track Justice40 station locations separately, if needed.) All of these community boundaries can be viewed in [California’s NEVI Funding Program Map](https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc), found at https://experience.arcgis.com/experience/135c0da4b70f4717b4664ad2e427d2bc.

**Q2.** **The** [**Justice40 screening tool**](https://screeningtool.geoplatform.gov/) **at https://screeningtool.geoplatform.gov/ has been taken down. Is there an exemption from complying with the Justice40 requirements?**

A2**.** Yes, Addendum 1 to GFO-24-606 eliminates the requirement to target siting at least 40% of new charging ports in Justice40 communities.

**Q3.** **If the minimum number of stations does not meet the “every 50 miles” requirement, then does another station need to be added?**

A3. Yes, an application needs to document sufficient stations to meet the “every 50 miles” requirement in building out the corridor.

**Q4. How is distance measured from the corridor to the station?**

A4. The distance should be measured as a car would drive from the end of the exit ramp—in other words, where the ramp intersects or merges with the adjoining road—to the proposed EV charging station location. Whichever exit or ramp is nearest the station may be used.

**Q5.** **If a property is located in a corridor from the NEVI Solicitation 1 (GFO-23-601), could it be used for this solicitation (GFO-24-606)?**

A5. Only if that property meets the requirement of being within one mile of a corridor segment offered in this solicitation (GFO-24-606). NEVI Solicitation 1 (GFO-23-601) is closed and projects have already been awarded, and NEVI Solicitation 2 (GFO-24-606) does not seek additional EV charging stations for corridor segments offered in solicitation 1.

**Q6. If we cannot meet the minimum corridor requirements, would this disqualify our application?**

A6. Yes, applications need to meet the minimum requirements for the applicable corridor segment.

**Q7. Would a bridge be considered for the one-mile requirement if there is no ramp or intersection nearby?**

A7. The one-mile requirement only applies to off-ramps and intersections where cars can exit the corridor. A driver should have to travel no more than one mile from the point at which they exit the corridor to the EV charging station.

**Q8.** **Are there requirements for renewable energy storage (e.g., minimum power rating)?**

A8. No, the power requirements only relate to the actual chargers and their charging ports.

**Q9.** **Are there financial requirements for renewable energy storage (e.g., predicted financial benefits to the customer)?**

A9. There are no requirements, but applicants should only include onsite renewable energy storage at a proposed EV charging station – whether a new or upgraded station – if it is likely to lead to reduced cost to customers, improved reliability, and is not likely to add significant time to the project schedule.

**Q10.** **Could you clarify if there are specific requirements regarding charger availability, such as whether they must be located at fenced sites or be accessible 24/7?**

A10. EV charging stations and their corresponding chargers funded under this solicitation must be publicly accessible 24 hours per day, 7 days per week, year-round. Publicly accessible means the equipment is available to the public without restriction. This does not prohibit isolated or temporary interruptions in service or access because of maintenance or repairs.

**Q11.** **Can the minimum number of chargers at each station be achieved using multiple locations? Specifically, is it acceptable to meet the requirement with stations that are in close proximity to one another but not situated at the exact same site?**

A11. There is a minimum number of EV charging stations required for each corridor segment, listed in Table 2 of the Solicitation Manual. Each EV charging station is a unique location (see Solicitation Manual Section V.A. for the complete definition of an “EV charging station,” as well as definitions for “charger” and “charging port”). EV charging stations must be installed at least every 50 miles to build out the corridor segment. Each EV charging station needs to meet the minimum requirements, such as having at least four 150-kW charging ports with Combined Charging System (CCS) Type 1 connectors and cannot have those minimum requirements divided across different EV charging stations in close proximity.

**Q12.** **Can existing NEVI-compliant charging stations be used to help build out a corridor?**

A12. While there are existing EV charging stations that may appear NEVI-compliant in terms of their location and installed equipment, these stations often do not meet all the minimum requirements outlined in 23 CFR 680 (the NEVI regulation), which include reporting data to the Federal Highway Administration and maintaining 97% uptime. In these cases, they are not yet considered NEVI compliant. Applicants are encouraged to include existing EV charging stations in their applications with plans to upgrade them to meet all the NEVI regulation minimum requirements, and in doing so, these existing stations can be used to build out the corridor. However, claiming an existing EV charging station is NEVI-compliant and using it to meet the 50-mile requirement without proof of its compliance with all NEVI minimum requirements is not allowed.

**Q13. Is it required that applicants apply for an entire corridor segment, or can they apply for individual sites within a corridor segment?**

A13. Applicants must propose to complete the charging infrastructure necessary for an entire corridor segment, deploying the minimum number of EV charging stations, as well as the minimum number of new CCS charging ports for the segment, as identified in Table 2 (Solicitation Manual Section II.B.), in their application. Some corridor segments only require one EV charging station site to complete the build-out of the corridor segment, so applicants looking to apply for individual sites should consider those corridor segments.

**Q14. Are the "Needed Locations" in the corridor segments table the *only* places that CEC will consider funding charging stations along those corridors?**

A14. No. As long as the requirements for the “Needed Locations” listed in Table 2 of the Solicitation Manual are met, projects may propose building more stations along other parts of the corridor segment and the costs associated with stations in excess of the minimum number required for the respective corridor segment are eligible as reimbursable and match share costs. All proposed stations must meet all EV charging station requirements, including being within one mile of the corridor’s nearest off-ramp or intersection.

**Q15.** **What is required to replace/upgrade existing sites that fall within eligible areas along corridor segments offered in this solicitation?**

A15. Existing EV charging station sites and associated equipment must be upgraded to meet the NEVI requirements, as specified in Solicitation Manual Section II.B. If existing EV charging station sites can be replaced or upgraded to meet the NEVI requirements, this is allowed. For example, if an existing EV charging station has two DC fast charging CCS ports that meet NEVI power requirements, only two more ports would need to be added to the station site to meet the minimum port requirement. In addition to meeting the minimum port requirement, the existing EV charging station would need to be upgraded to meet all minimum requirements outlined in 23 CFR 680, as discussed in the answer to Q12.

**Q16.** **Are existing EV charging locations eligible?**

A16. Yes. To be eligible, existing EV charging station locations must:

* Be located within one mile of an off-ramp or intersection of the corridor segment.
* Not replace any chargers that were previously funded by the CEC.
* Meet all other requirements listed in Section II.B. of the Solicitation Manual.

**Q17.** **Does the CEC have a list of preferred charging station vendors for this solicitation?**

A17. No, the CEC does not have such a list.

**Q18.**  **Why are items like the letters of commitment, resumes, letters of support, etc. required to be submitted for each segment, if one organization is submitting for multiple corridor segments?**

A18. Each application must be complete, including all required attachments, as described in the Solicitation Manual, Section III.D. Some attachments, like resumes, may be identical between applications, and in such cases, applicants should upload these same attachments with each application they submit. Requiring each application to be submitted with all required attachments is done to ensure application evaluation does not overlook any relevant information, and to avoid uncertainty about which information to consider for each application.

**Q19.** **Can the CEC clarify if the project caps are based on a per port basis or a cost per kW basis?**

A19. Maximum awards are based on the number of CCS charging ports proposed in a project, if those ports will be deployed at an EV charging station at which the applicant is proposing to include onsite renewable energy storage or generation, and the reimbursable share (50% or 80%) associated with the corridor group. Table 1 of the Solicitation Manual, in Section I.G., provides the maximum awards per CCS port, given the different possible combinations of onsite renewable energy storage or generation and reimbursable share. Table 2 of the Solicitation Manual, in Section II.B., lists the match share requirement for each corridor segment. For clarity, if the match share is 20%, the reimbursable share is 80%.

**Q20.** **This grant will provide between $100K-$160K per port, depending on the corridor segment. All DC fast charging stations are required to have four ports. Does it matter if the maximum award is valued at more than the cost of the DC fast charging station? For example, a $640K award per station might exceed the cost the applicant would pay for full installation —depending on available energy capacity.**

A20. A project’s 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. Therefore, if an applicant requested the maximum possible award for their project, given the project’s number of ports, and the applicant does not incur eligible project costs equaling that requested amount, the CEC will only reimburse for the expenses actually incurred, according to the required match share rate. See the Solicitation Manual Section III.D.6 Budget Forms for more information.

**Q21.** **Can the CEC clarify if this solicitation requires 25% small business participation? If so, do the small businesses need to be listed on the application, or could they be determined post-award?**

A21. While it is not a requirement, the solicitation has a goal of 25% small business participation. Per Solicitation Manual Section III.D.2.d., applicants must describe in their Project Narrative Unique to Corridor Segment (Attachment 1 – Part A), under the Project Budget and Finances criterion, how their proposed project will meet or exceed the solicitation’s goal of 25% small business participation. One of the evaluation criteria on which applications will be scored (listed in the Solicitation Manual Section IV.E.) is the credibility of the described plan to meet or exceed the 25% small business participation goal. Listing small businesses already committed to the project can lend credibility to the plan and result in a more favorable evaluation but listing them is not required.

**Q22. Is a station location that is 1.2 or 1.3 miles from the corridor ramp disqualified from NEVI eligibility?**

A22. Yes, charging station sites must be 1.0 miles or less from the end of the nearest off-ramp or intersection of the corridor segment as a car drives. A location that is greater than 1.0 miles from the nearest corridor ramp is ineligible.

**Q23.** **Would a station proposed at 1505 Schallenberger Rd, San Jose, CA 95131 be an eligible location for Corridor Segment 10B, U.S. 101 from San Francisco to Los Angeles? It is almost exactly one mile from U.S. 101.**

A23. The CEC cannot in this Q&A determine specific project eligibility as all project details are not known. That being said, it appears that the driving distance to some parts of the property are more than one mile, and some are less than one mile from the nearest U.S. 101 ramp. Carefully measure the driving distance from the place on the property where the EV charging station would be located to the nearest U.S. 101 ramp and use that measurement to make your determination. If less than or equal to 1.0 mile, explain or show a screenshot of your measurement as part of the calculation of the driving distance required in the Project Narrative Unique to Corridor Segment (Solicitation Manual Section III.D.2.a.4).

**Q24.** **Would a site at 6802 Westminster Blvd, Westminster, CA, be eligible for this solicitation? This site fits well with the stated needs and is located on Corridor Segment 17A, but it is 1.3 miles from the relevant Alternative Fuel Corridor (State Route 39).**

A24. The CEC cannot in this Q&A determine specific project eligibility as all project details are not known. That being said, this site is likely ineligible because the driving distance between this site and the relevant corridor is greater than 1.0 miles.

**Q25.** **Would a site at 12035 Front Street, Norwalk, CA, be eligible for this solicitation? Does it meet the “Needed Location” requirement for Corridor Segment 18C of being within 40 miles of the I-5/SR 14 junction?**

A25. The CEC cannot in this Q&A determine specific project eligibility as all project details are not known. That being said, yes, this site appears to be an eligible site under Corridor Segment 18C, as it is approximately 0.4 miles from the nearest off-ramp of I-5. The driving distance from this site to the I-5/SR 14 junction appears to be just over 40 miles, so the site does not meet the Needed Location (see Solicitation Manual Section II.B) requirement. However, not meeting the Needed Location requirement does not make this site ineligible. Another station site would need to be included in the proposed project to meet the Needed Location requirement, but this site could still be included as a site in a proposed project for Corridor Segment 18C.

**Q26. Would a site at 3600 Rosemead Blvd, Rosemead, CA, be eligible for this solicitation? Does it meet the “Needed Location” requirement for Corridor Segment 18D of being within 25 miles of the western end of I-10 in Santa Monica?**

A26. The CEC cannot in this Q&A determine specific project eligibility as all project details are not known. That being said, yes, this site appears to be an eligible site under Corridor Segment 18D, as it is 0.2 or 0.3 miles from the nearest off-ramp of I-10, depending on the location of the EV charging station within the property. The driving distance from this site to the I-10 terminus in Santa Monica is over 25 miles, so the site does not meet the Needed Location requirement. However, not meeting the Needed Location requirement does not make this site ineligible. Another station site would need to be included in the proposed project to meet the Needed Location requirement, but this site could still be included as a site in a proposed project for Corridor Segment 18D.

**Q27.** **Would a site at 670 Lawrence Avenue be eligible under this solicitation?** **The solicitation requests a minimum of 9 stations and 36 ports for Corridor Segment 10B. Is this all required at a single site? Our charging site could likely have a maximum of 12 stations and 12 ports. Would it be eligible?**

A27. CEC cannot in this Q&A advise as to whether this site is eligible because the full address with the city name is not known.

The question appears to mistakenly equate a “station” to a “charger,” meaning a device with one or more charging ports and connectors for charging EVs, also referred to as electric vehicle supply equipment (EVSE). In this solicitation, a station does not equal a charger. This solicitation defines an EV charging station (or just “station”) as one location or site, including all the chargers and other equipment on that site. See Section V.A. of the Solicitation Manual for the exact definitions. Corridor Segment 10B applications must provide a minimum of 9 EV charging stations along the corridor segment. Each of these 9 EV charging stations would be a unique site containing multiple chargers, and a minimum of four 150 kW CCS charging ports. One site with 12 chargers and 12 ports (and assuming the site and equipment meet all project requirements) would make for one eligible EV charging station on this corridor segment. Another 8 EV charging stations would be needed at minimum to build out the corridor segment, and between those 8 EV charging stations, at least 32 CCS charging ports would be needed (to make for a minimum of 4 CCS ports per station).

**Q28.** **Is the Golden Acorn Casino property in Campo, CA, an eligible site under this solicitation?**

A28. The CEC cannot in this Q&A determine specific project eligibility as all project details are not known. That being said, no, the Golden Acorn Casino property is not eligible under this solicitation. This property is adjacent to Interstate 8, which is part of Corridor Group 16, a corridor group that was offered in California’s NEVI Solicitation 1 (GFO-23-601). Additionally, the property at 1800 Golden Acorn Way is already part of an award from that solicitation.

**Q29. Under what circumstances would the CEC allow an award under this solicitation to be assigned to another entity? To what approval process would such an assignment be subject?**

A29. The CEC expects applicants to be prepared to conduct the work proposed in their applications. If a grant recipient sought to reassign the grant, the CEC might decline to do so, and the recipient would remain responsible for fulfilling the terms of the agreement.

If an applicant is proposed for award under this solicitation and becomes a recipient of a CEC grant agreement and then requests reassignment of the grant agreement to a new recipient, this would be an agreement change governed by the NEVI Terms and Conditions (Attachment 16) Section 8, and Appendix 1, Section 4. To name a different legal entity as the new recipient, called a novation, requires approval at a CEC Business Meeting. Approval of such changes is at the discretion of the CEC and is not guaranteed.

**Q30. How did the CEC choose locations for charging stations for this solicitation (GFO-24-606)? Was the CEC aware of existing charging infrastructure in close proximity to those locations?**

A30. The CEC is offering all currently designated Alternative Fuel Corridors not funded under California’s NEVI solicitation 1 (GFO-23-601) in this solicitation. There are existing EV charging stations along Alternative Fuel Corridors that applicants are encouraged to upgrade to meet all NEVI minimum standards. See the answers to Q15 and Q16 in this Q&A for additional information on upgrades. Upgrading existing stations is possible in cases where existing stations are present in an area listed as a Needed Location in Table 2 of the Solicitation Manual, as well as any other location along the corridor segment to which the applicant is applying. Note that Needed Locations are only designated to ensure NEVI distance-between-stations requirements are met and are not meant to restrict proposed stations to only those areas. See the answer to Q31 for additional information.

**Q31.** **Will the CEC consider changing the solicitation to instead (or additionally) include alternative locations that would provide much-needed charging infrastructure to areas where it does not currently exist?**

A31. The solicitation is not being changed to include other locations not currently offered. The goal of the NEVI program is to build out EV charging stations along the federally-designated Alternative Fuel Corridors. California NEVI funding must support EV charging stations along the Alternative Fuel Corridors until all of California’s Alternative Fuel Corridors are fully built out with a NEVI-compliant station at least every 50 miles. Needed Locations identified in Table 2 of the Solicitation Manual are specified only to ensure that there are no gaps longer than 50 miles between stations when driving from one corridor to another, or from California to a neighboring state. The Need Locations therefore mostly specify that a station must be sited within 25 miles of the beginning or end of a corridor segment. Applicants may choose any eligible location within those 25 miles and are also free to propose EV charging stations that are outside of the Needed Locations, as long as the Needed Locations are also met. Applicants may also propose more EV charging stations than the minimum number required for the corridor segment to which they are applying.

**Q32. Can EV charging stations be built on Tribal Trust Land (federal jurisdiction)?**

A32. Yes, as long as the location meets the distance requirements from the respective corridor segment, an EV charging station sited on Tribal Trust Land is eligible.

**Q33. Have there been any submissions/approvals for Corridor Segment 9A?**

A33. No, none of the corridor segments offered in this solicitation have been offered or awarded previously under the NEVI Solicitation 1, GFO-23-601.

**Q34.** **Can an application be submitted for a project that has already received approval under the National Environmental Policy Act (NEPA) process?**

A34. Yes, if a project has already received NEPA approval, it can be submitted and may be evaluated more favorably under the Project Readiness evaluation criterion. The applicant cannot be reimbursed or use match share for any costs that were incurred for NEPA approval, however, because these costs were incurred prior to execution of an agreement with the CEC. Also, if an entity other than Caltrans conducted the NEPA review, additional review by Caltrans may be necessary if the project is awarded.

**Q35.** **Does a NACS connector with CCS adapter count as a permanently attached CCS connector?**

A35. Yes, so long as the CCS adapter is permanently attached to the NACS connector. All chargers must meet the minimum requirements in 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.

**Q36.** **How many charging ports and stations are required in each corridor segment?**

A36. Table 2 (Solicitation Manual Section II.B.) shows the required minimum number of EV charging stations and the minimum number of new CCS charging ports for each corridor segment.

**Q37.** **If an awardee upgrades a charging station with four charging ports to a charging station with ten charging ports, does that count as six ports (the difference) or ten ports (the total) towards the total charging port requirement?**

A37. Table 2 (Solicitation Manual Section II.B.) defines the total number of new CCS charging ports that must be installed. In this example, the charging station would count as six new charging ports if the existing four charging ports are not NEVI-compliant and are not being replaced or upgraded to be NEVI-compliant as part of the project. If the existing four charging ports are not NEVI-compliant and the project will replace or upgrade the ports to be NEVI-compliant, as well as install six new charging ports, then all ten ports would count toward the total charging port requirement. An upgrade may just update software or firmware in existing chargers, if that is all that is needed to make the existing charging ports meet all NEVI requirements under 23 CFR 680.

If the pre-existing four charging ports are already NEVI-compliant, meeting all requirements of 23 CFR 680 including already sending the required data to the Federal Highway Administration and meeting the 97% uptime requirement, then only the six new NEVI-compliant charging ports would be counted under this example project.

## Applicant Requirements

**Q38.**  **Can public entities apply to this solicitation?**

A38. Eligible applicants are private entities excluding investor-owned utilities, and California Tribal Organizations serving California Native American Tribes (Solicitation Manual Section II.A.). Public entities cannot apply but they can partner with an eligible applicant or be a subrecipient for a project under an eligible applicant’s application.

**Q39. Will more than one application for the same corridor be granted?**

A39. Possibly. If funds remain after funding one project for all corridor segments with passing applications, the CEC could continue funding passing applications such that second-ranked projects for corridor segments would also be awarded. See Solicitation Manual Section I.E, How Award Is Determined.

**Q40.**  **Could multiple applications for the same corridor be partially funded (i.e., selecting certain sites from different applications)?**

A40. It is not the intention to select some EV charging station sites from one application and other sites from another application to complete a corridor segment. Each application must propose to complete a corridor segment in full and proposals will be scored, ranked, and awarded as complete projects. The only anticipated case in which a project may not be fully funded, and therefore may only complete some of its proposed station sites, is if there is insufficient funding remaining to fully fund the project.

**Q41.** **Can Tribes apply?**

A41. As specified in Section II.A.1 of the solicitation manual, this solicitation is open to private entity applicants. Native American tribes therefore cannot be applicants. However, California Tribal Organizations serving California Native American Tribes are eligible to apply. Additionally, Native American tribes are welcome to participate in NEVI applications as project partners, site hosts, or subrecipients.

**Q42. Does a Tribal Enterprise corporation owned by a Tribal Government qualify for this NEVI Program Funding?**

A42. If a tribal enterprise corporation is a California Tribal Organization serving a California Native American Tribe, that entity would be eligible to apply. The solicitation defines a California Tribal Organization serving a California Native American Tribe as 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. Also, note that if a California Tribal Organization serving a California Native American Tribe has sovereign immunity and is proposed for a grant award, a waiver of sovereign immunity will be required. Please see the edits made in Addendum 1 of GFO-24-606 to Solicitation Manual Section II.A. to clarify this point and review the Special Terms and Conditions for California Tribal Organizations serving California Native American Tribes with Sovereign Immunity (Attachment 18) added to the solicitation in Addendum 1. Further, please note that as specified in Section II.A.3 of the solicitation manual, if the corporation conducts intrastate business in California, it will be required to be registered and in good standing with the California Secretary of State prior to a grant award being recommended for approval at a CEC Business Meeting.

**Q43. Is it possible to be the prime applicant without prior experience?**

A43. Yes, the Experienced Contractor that must be part of a project team does not need to be the prime applicant, it can be a subcontractor (Solicitation Manual Section II.B.10). The prime applicant also does not need to have previously received a CEC grant to apply. However, applications will be evaluated on criteria including Team Experience and Qualifications (Solicitation Manual Section IV.E.7), and therefore a team with less experience with the activities described in the Team Experience and Qualifications criterion may not be evaluated favorably in this criterion.

**Q44.** **Can a private non-profit organization apply?**

A44. Yes, if a non-profit organization is a private entity and meets all the Applicant Requirements (Solicitation Manual Section II.A.), it is eligible to apply.

**Q45.**  **What are the requirements related to subcontractors?**

A45. Please see the terms and conditions posted with this grant funding opportunity, which include flow down requirements for subcontractors. Applicants must make sure to follow all the Federal NEVI requirements (Solicitation Manual Section II.B.1.). Applicants should familiarize themselves with all federal requirements, including but not limited to labor laws, Davis-Bacon Act reporting, nondiscrimination, and procurement rules.

The Project Team requirements (Solicitation Manual Section II.B.10.) include that the applicant’s project team must have one member that meets the Experienced Contractor definition, whether that’s the applicant or a subcontractor. An Experienced Contractor 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.

The Electric Vehicle Infrastructure Training Program (EVITP) requirements (Solicitation Manual Section II.B.19.) state that at least 25% of the total electricians working on the crew for the project, at any given time, shall hold EVITP certification. In addition, 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. One member of each crew may be both the contractor and an EVITP certified electrician.

## Application Evaluation

**Q46. Are site host agreements required at the time of application?**

A46. No, but having site host agreements in place can make an application more competitive in evaluation criteria like Project Readiness. Applicants are required to explain their level of site control and provide supporting documentation (Solicitation Manual Section III.D.). The more secure a project’s sites, with backup documentation, the more favorably the project may be scored.

**Q47. What form of documentation does CEC need to confirm availability and timing of equipment delivery? Would an email from the sales team suffice?**

A47. Under the Project Readiness evaluation criterion (Solicitation Manual Section IV.E.), applications will be evaluated on the degree to which the timeline for obtaining EV chargers and other proposed equipment is minimized and supported by verifiable documentation from the manufacturer(s). Email from the equipment manufacturer’s sales team could serve as one form of verifiable documentation; the solicitation does not prescribe the form of verifiable documentation.

**Q48.** **This solicitation requires applicants to provide a letter from sources of match funding as part of the application. In cases where the applicant or the applicant's parent company is the source of the match funding (i.e., not a third party), what exactly would the CEC require the applicant or applicant's parent company to state in the letter? Would a letter even be required in such a case?**

A48. Yes, a match share contributor’s letter of commitment is required in the case wherein the applicant or applicant’s parent company is providing the match, as explained in Solicitation Manual Section III.D.9.b. Letters should be on company letterhead and 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. The letter must contain a telephone number and email address to allow the CEC to contact the match share representative to confirm their authority to commit matching funds to the proposed project. Letters are limited to two pages each.

**Q49. Would the CEC be open to applications in which the owner and operator are different entities? For example, Company A owns the charging station, but contracts with Company B to operate the station on its behalf. Would this arrangement be allowed under this solicitation?**

A49. Yes, the owner and operator of proposed EV charging stations may be different entities. However, there must be a single entity that is the applicant and grant recipient. For example, one entity could be the prime grant recipient and execute the application and agreement if one results, and subcontract with a second entity.

**Q50.** **Will an applicant lose points if it does not have an Experienced Contractor selected and named in the application, and instead does a competitive bid for an Experienced Contractor if awarded?**

A50. Applications will be evaluated by the information provided in the project narratives and the degree to which the applicant responds to each evaluation criterion (Solicitation Manual Section IV.E.). As part of the Team Experience and Qualifications evaluation criterion, applicants must state how they propose to meet or exceed the Experienced Contractor requirement. Applicants should explain who the Experienced Contractor will be on the project team, or how they will be chosen if not yet selected. The more detailed and credible the information provided, the more favorably the application may be evaluated.

**Q51.** **When should the project be open for operation? Will this aspect affect the competitiveness/scoring of the application?**

A51. The charging stationsshould be operational and open for public use within five years of the agreement execution date (Solicitation Manual Section III.D.5.). The Project Readiness evaluation criterion (Solicitation Manual Section IV.E.), which evaluates information applicants provide related to site control, available electrical capacity, and equipment timelines, among other items related to the proposed project schedule, is worth 45 out of the 200 possible points applications can receive. The more ready a project is to move forward, and the more quickly it is expected to open stations, the more favorably it is likely to be evaluated in relevant evaluation criteria.

## Eligible Costs

**Q52. Can funds be used to create carport structures if a solar array is on those structures?**

A52. Yes, if carport structures are part of the electric vehicle supply equipment or part of planned onsite renewable distributed energy resources, they are eligible project costs (Solicitation Manual Section II.B.18.). Please note that onsite renewable distributed energy resources should only be considered for inclusion in projects 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 such systems must be interconnected to the charging system and must be separately metered from the site host's regular business meter.

**Q53. What expenses are covered for travel and indirect costs?**

A53. The [Budget Category Guidance](https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg) at https://www.energy.ca.gov/funding-opportunities/funding-resources/ecams-resources/budget-category-guidance?auHash=cEItgat6JNbO9BFGeVqe4E5T6koCOgTaqliFX6bmwtg, under ECAMS Resources on the CEC website, provides information related to budgeting for travel and indirect cost, as well as other budget categories. The NEVI Terms and Conditions (Attachment 16) also provides relevant information. In Attachment 16, Appendix 1, Section 5.B., options for indirect costs are explained, and Appendix 1, Section 5.C. explains travel and per diem. Costs must be allocable and necessary to completing the Scope of Work of the proposed project.

**Q54.** **Can we use utility rebates as match share? If not, what else can we use as match share aside from personal funds?**

A54. The Solicitation Manual Section II.C. explains match funding requirements. The sources of match share funding are up to applicants to determine and secure, and must not include sources listed as match share restrictions in Section II.C.4. Rebates, when applied, reduce the cost of the item being purchased, and cash match share may only be calculated on net expenses, with rebates or discounts already applied, as explained in Section II.C.2. Therefore, rebates are not considered match share, but they do reduce the cost of the corresponding item, reducing the overall project budget and the amount of match share needed to meet the required match share contribution.

**Q55. Can we combine this grant with any other grants or funding opportunities offered by PG&E? For example, PG&E offers financial incentives for electrical upgrades to the meter.**

A55. Please see the answer to the previous question if the incentives are in the forms of rebates. Generally, programs or tariff rules of electric utilities that cover utility upgrade costs needed at a project site can and should be used to reduce utility upgrade costs. The result is that those costs that the utility covers no longer need to be budgeted for the project, because the recipient does not need to seek reimbursement for or provide match share to cover those costs, because they will not be incurred by the recipient. As stated in Solicitation Manual Section II.D.5, utility-provided electrical upgrades and funding provided through a utility program, tariff, or other ratepayer funding, are not allowable items of cost. In other words, utility-provided electrical upgrades and funding are not reimbursable costs and may not be counted as match, but this does not bar the recipient from using such funding to cover project costs.

**Q56. Does property purchased for the project with private funds fall under the required match category? If so, can the property be purchased/financed prior to the grant application and still qualify?**

A56. No, purchase of real property is not an eligible project cost. All eligible project costs must be incurred during the agreement term and after E-76 approval (the Federal Highway Administration authorization) for the relevant project phase to be eligible for reimbursement and match (see Solicitation Manual Section II.C.1.h).

**Q57. Can an applicant include a project without asking for funding in order to build out a corridor segment? For example, in Segment 3A, 5 sites are required, could we request funding for 4, but still build all 5?**

A57. Yes, as long as the project meets all solicitation requirements, including building out the relevant corridor segment. In the example provided, the project Scope of Work would include five EV charging station sites along Corridor Segment 3A, but the budget would only request reimbursement for four of those sites. Eligible project costs for the fifth site could be claimed as match share or left out of the project budget entirely. The fifth site must be included in the grant agreement if the project is awarded and meet all requirements in 23 CFR 680.

**Q58.**  **What utility upgrade costs are eligible?**

A58. Utility upgrade costs such as transformers, electric panels, conduit, wiring, meters that are billed to the applicant or subcontractor(s), and which fall under eligible project cost categories as specified in Solicitation Manual Section II.B.18, and which have not nor will be paid for through a utility program, tariff, or other ratepayer funding, may be eligible costs for NEVI reimbursement or match funds. Distribution grid or other equipment costs that are otherwise covered by programs or tariff rules of the electric utilities are not eligible for NEVI reimbursement or match funds (Solicitation Manual Sections II.B.18 and II.D.5).

## Application Submission

**Q59. Does CEC have specific naming conventions they would like applicants to follow?**

A59. While not required, it is appreciated if applicants number and name attachments consistent with how they are numbered and named in the templates provided, with the applicant name and corridor segment number added to the document titles.

**Q60. Can the CEC please clarify how applications should be organized for submission into the portal? Do applicants need to start a new application for each corridor segment in ECAMS?**

A60.Yes, each application should be for one corridor segment in Table 2 of the Solicitation Manual. If an applicant is applying for more than one corridor segment, they will need to submit one complete application per corridor segment in ECAMS.

**Q61.** **What if an applicant is submitting for Corridor Segment 10A? Would they need to submit information for a minimum of two distinct addresses.**

A61. Yes, each application should include information about all EV charging station addresses proposed for that corridor segment project.

**Q62.**  **Would Attachment 1, Part A, include information for all addresses being submitted in that corridor segment?**

A62. Yes, one Project Narrative Unique to Corridor Segment (Attachment 1, Part A) should be submitted per application and cover the entire project for the corridor segment, so it needs to list all EV charging station addresses proposed for the corridor segment and describe the overall project.

**Q63. The application for submission requires that you enter a project address but only allows for one address. What should applicants do to ensure all addresses related to a segment proposal are captured?**

A63. List all proposed EV charging station addresses clearly in the Project Narrative Unique to Corridor Segment (Attachment 1 – Part A).

**Q64.** **The attachments section of the Energy Commission Agreement Management System (ECAMS) only allows for one file upload. Would a site-specific attachment such as a utility form need to be bound with all other utility forms for that segment prior to upload?**

A64. Attachments that have multiple components, such as multiple Letters of Commitment or multiple Utility Verification Forms, should be combined into a single document, if possible. Doing so will reduce the number of documents applicants need to upload. However, if that is not possible for an applicant to do, applicants should be able to upload additional documents in ECAMS and have the chance to label those documents when uploading. Upload additional files by clicking on the “Upload Non-required Docs” button. For additional details, see the [Applying for a Solicitation](https://www.energy.ca.gov/sites/default/files/2023-03/ECAMS_Applying_for_a_Solicitation_ada.pdf) instructions found at https://www.energy.ca.gov/sites/default/files/2023-03/ECAMS\_Applying\_for\_a\_Solicitation\_ada.pdf. If applicants have issues using ECAMS, please email ECAMS.SalesforceSupport@energy.ca.gov for support. Also, please leave adequate time to upload all attachments before the submission deadline.

**Q65. Is it possible to change an application, including changing or adding proposed EV charging station addresses, after the application has been submitted in ECAMS?**

A65. Yes. As explained in the instructions for [Applying for a Solicitation](https://www.energy.ca.gov/sites/default/files/2023-03/ECAMS_Applying_for_a_Solicitation_ada.pdf) found at https://www.energy.ca.gov/sites/default/files/2023-03/ECAMS\_Applying\_for\_a\_Solicitation\_ada.pdf, applications can be “recalled” after submission. Recalling an application removes it from consideration for this solicitation until it is resubmitted. Applicants can make any type of changes or edits to their application once recalled. Resubmission of the application must happen by the solicitation’s submission deadline.

## Miscellaneous

**Q66. How long will the grant approval process take?**

A66. We expect this solicitation’s Notice of Proposed Awards (NOPA) to be published in June 2025. Approval of the resulting grant agreements at a CEC Business Meeting and grant agreement execution are expected to occur in September 2025. Projects are expected to begin in the fourth quarter of 2025. Federal funding for executed projects is contingent on federal funds being obligated by the Federal Highway Administration.

**Q67.** **Is utility energization a priority for NEVI projects?**

A67. The CEC is partnering with utilities to support EV charging installations, including NEVI-funded projects, and will assist in expediting utility energization as much as possible. In addition, utilities are responsible for implementing EV charging station permit streamlining, as required by Assembly Bill 1236 (Chiu, Chapter 598, Statutes of 2015) and Assembly Bill 970 (McCarty, Chapter 710, Statutes of 2021). The California Governor’s Office of Business and Economic Development (GO-Biz) provides [Plug-in Electric Vehicle Charging Station Readiness](https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/) information at: https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/.

**Q68.**  **Is there a map of current NEVI-compliant charging stations?**

A68. Yes, the CEC provides [California's NEVI Funding Program Map](https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program-0) at: https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program-0.

This map includes a layer for “Planned EV Charging Stations Awarded in NEVI Round 1.” These stations, while not yet constructed, can be considered valid NEVI-compliant station locations. Once there is a list of awarded locations under GFO-24-603, California’s Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA) Program, these locations will be added to the map and also considered NEVI-compliant. However, these awards are not expected until after this solicitation’s application due date.

There is also a map layer for “EV Charging Stations” within California’s NEVI Funding Program Map that shows existing EV charging stations that appear to meet power, port, and location requirements of the NEVI program; however, these stations should not be considered NEVI-compliant without verification from the station operator that the station meets all 23 CFR 680 requirements. This is an available map layer because these stations are potential candidates for station upgrades, for applicants to bring these stations up to 23 CFR 680 compliance.

**Q69.** **Can other government funds, such as funds from another California department, be used for match?**

A69. The Solicitation Manual Section II.C.4 explains the limitations on match funding sources. Other CEC and federal funds cannot be used as match, unless specifically allowed by law. Funding from other California state government departments, except the CEC, can be used as match share.

**Q70.** **Is Empower Innovation the best place for subcontractors to sign up to find prime applicant partners?**

A70. Yes, [Empower Innovation](https://www.empowerinnovation.net/) at https://www.empowerinnovation.net/ is currently the best resource of which CEC is aware for identifying prospective application partners.

**Q71. Is a recording of the workshop available to the public?**

A71. Yes, the recording has been posted on the [Pre-Application Workshop webpage](https://www.energy.ca.gov/event/funding-workshop/2025-01/pre-application-workshop-gfo-24-606-californias-national-electric) at: https://www.energy.ca.gov/event/funding-workshop/2025-01/pre-application-workshop-gfo-24-606-californias-national-electric.

**Q72.** **Utilities are facing a lot of challenges, especially now with the wildfires. Does the CEC offer any guidance with respect to timely utility engagement?**

A72. We will work with utilities to expedite awardees' EV charging station projects as much as possible. If you are having issues with reaching out to a utility, please send an email explaining the problem to the solicitation’s Commission Agreement Officer (CAO), Marissa Sutton, at marissa.sutton@energy.ca.gov. The Utility Verification Form (Attachment 11) provides contact information for many of the state’s utilities, as well as links to publicly available information that can be used to complete the form.

**Q73. Where do you find information about the awardees under the NEVI Solicitation 1 (GFO-23-601)?**

A73. Awardees under NEVI Solicitation 1 (GFO-23-601) can be found on the [GFO-23-601 Solicitation webpage](https://www.energy.ca.gov/solicitations/2023-10/gfo-23-601-californias-national-electric-vehicle-infrastructure-formula) at: https://www.energy.ca.gov/solicitations/2023-10/gfo-23-601-californias-national-electric-vehicle-infrastructure-formula.

Look for the "Results Table" under the Solicitation Status heading at the top of the page, or find the associated Excel file at the bottom of the listed solicitation files. See the answer to Q68 in this Q&A for information on how to see the sites awarded.

**Q74. Can local public agency utilities (non-investor-owned utilities) offer match funding?**

A74. If the funding is for an upgrade paid for by the public agency utility under a utility program, tariff, or other ratepayer funding, then no, the utility’s contribution is not eligible for reimbursement or match share as explained in Solicitation Manual Section II.D.5. If the public agency utility is providing funds through some other funding source that it is not obligated to provide under program or tariff rules, then it may be eligible match share. Specific details about the source of match funding are needed to verify eligibility conclusively.

**Q75.** **Are awarded application submissions available to review?**

A75. Yes, NEVI Solicitation 1 (GFO-23-601) awarded submissions are public and available upon request. Applications for this solicitation, NEVI Solicitation 2 (GFO-24-606), are confidential until publication of the Notice of Proposed Awards (NOPA).

**Q76. Does the solicitation allow for different EV charging station models that are not listed in the solicitation manual?**

A76. Projects are eligible as long as they meet the project requirements specified in Section II.B. of the Solicitation Manual. Particular charger makes and models are eligible as long as they meet the technical requirements also listed in Section II.B.

**Q77.** **Are the Caltrans review periods (e.g., Environmental, Right of Way) presented in the Pre-Application Workshop concurrent?**

A77. Currently, the review periods of the different project phases are sequential, not concurrent.

**Q78. Is there any way to find out about future events related this solicitation and other NEVI solicitations?**

A78. Yes, please join the listserv located on the [CEC's NEVI webpage](https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program) at https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program. There is a box to subscribe, along the right column, near the bottom of the page.

**Q79. Is this a reimbursable grant? If the applicant is providing a cash match, will grant money be provided in reimbursable cycles or at the project completion date?**

A79. Yes, this is a reimbursable grant. Once authorization has been given by the Federal Highway Administration for the project phase under which costs are being incurred, then applicants can submit invoices as frequently as once a month to ask for reimbursement for eligible incurred expenses.

**Q80.** **What is the rationale behind the $200,000 per port cost cap, and does it impact budget template requirements?**

A80. The per port cost cap is the CEC’s estimate of what the maximum cost per CCS port should be, given the costs submitted in applications to NEVI Solicitation 1 (GFO-23-601). Applicants need to ensure that they do not request grant funds in excess of the maximum reimbursable amount per CCS port in their proposed projects.

**Q81. How will the program move forward after the recent “Unleashing American Energy” Executive Order?**

A81. The CEC and Caltrans are monitoring the situation and will respond to federal guidance, when available.

**Q82.**  **Are NEVI funds committed to California payable to awarded vendors of NEVI Solicitation 2 (GFO-24-606)?**

A82. The federal government has paused disbursements on a temporary basis for the NEVI program.

**Q83.** **Can the CEC provide Shapefiles?**

A83. The Geographic Information Systems (GIS) Shapefiles used to create California’s NEVI Formula Program Map are available on the [NEVI GIS Data](https://cecgis-caenergy.opendata.arcgis.com/search?q=NEVI) page at https://cecgis-caenergy.opendata.arcgis.com/search?q=NEVI. Additional information about [California’s NEVI Formula Program Map](https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program-0) is available at https://www.energy.ca.gov/programs-and-topics/programs/national-electric-vehicle-infrastructure-nevi-formula-program-0.

**Q84.** **Would the provisions under Southern California Edison (SCE)’s Rule 29—particularly regarding utility cost responsibility for EV charging infrastructure—affect an applicant’s ability to qualify for grant funding under this solicitation?**

A84. The CEC understands that, under Rule 29, SCE will coordinate and pay for the design and deployment of eligible electrical service extension work from SCE’s electrical distribution line facilities to the customer-installed meter panel or meter pedestal on the utility side of the meter, for separately-metered EV charging station projects. This rule should not affect an applicant’s ability to qualify for grant funding under this solicitation, but it could affect eligible project costs. The costs covered by SCE under Rule 29 and any other rules should be paid by SCE and are not eligible CEC project costs. Therefore, these costs should not be claimed as reimbursable or match share expenses, as explained in Solicitation Manual sections II.B.18, II.C.4, and II.D.5.