**Questions and Answers**

**Rural Electric Vehicle Charging 2.0 (REV 2.0)**

**GFO-24-608**

**May 13, 2025**

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

# Applicant Eligibility

**Q1:**  **Are entities allowed to be a subrecipient or vendor on multiple projects?**

A1: Yes, entities are allowed to be a subrecipient or vendor on multiple applications for REV 2.0. The entity applying to the Solicitation is known as the Applicant and will become the Recipient if awarded. The Applicant/Recipient is “only eligible to submit one application under this solicitation” (See Solicitation Manual, Sections I.H and II.A.1).

**Q2:**  **Can newly formed LLC partnerships between two companies participate in the solicitation? Will this affect the overall evaluation of the application?**

A2: All public and private entities aside from investor-owned utilities are eligible to apply for and receive funding from this grant. Corporations, limited liability companies (LLCs), limited partnerships (LPs) and limited liability partnerships (LLPs), are also required to be registered and in good standing with the California Secretary of State prior to its project being recommended for approval at a CEC Business Meeting (See Solicitation Manual, Sections II.A.1 and II.A.3.).

Please refer to the Solicitation Manual, Section IV.E, “Project Implementation” on how project teams will be evaluated and scored.

**Q3:**  **Can state agencies apply for this grant?**

A3: All public and private entities aside from investor-owned utilities are eligible to apply for and receive funding from this grant (See Solicitation Manual, Section II.A.1).

# Project Eligibility

**Q4:**  **Can applicants propose projects that install chargers across multiple sites to meet the 900kW minimum? For example, 600kW at one site and 300kW at another site?**

A4: Yes, projects can be comprised of installations at multiple project sites. Applicants must propose projects that will install a minimum of 50 charging ports or install charging stations that can simultaneously supply at least 900 kW to vehicles when requested (See Solicitation Manual, Section II.B.2).

**Q5:**  **Is off-grid charging at scale interesting to the CEC? Will there be bonus points awarded for this type of project?**

A5: As clarified in the addended Solicitation Manual, “mobile or moveable L2 chargers not permanently connected to the grid (such as chargers with solar and battery storage) shall be configured to deliver at minimum 3.3 kW to an EV and at minimum 30 kWh per day. For such chargers with multiple ports, each port shall be configured to deliver at minimum 1.9 kW to each EV when multiple ports are in use and at minimum 30 kWh per day across all ports” (Section II.B.5).

The scoring for REV 2.0 does not offer bonus points, please refer to the Sustainability and Innovation and Project Implementation Evaluation Criteria on how a project like this will be scored and evaluated (See Solicitation Manual, Section IV.E).

**Q6:**  **Can the minimum requirement of 50 EV chargers be met through a phased installation approach, adding chargers gradually as adoption and utilization rates increase over time?**

A6: No. As stated in the Solicitation Manual, “all work must be scheduled for completion by no later than January 31, 2031 to allow timely processing of final invoices before the liquidation date of CEC funds” (Section III.D.4.).

Q7: **Can a workplace charging project, which deploys chargers for employees, qualify for REV 2.0? The public will have access to the chargers but the primary intent is for employees and if we do have the adoption rate as anticipated the ports will be full at all times.**

A7: As stated in the Solicitation Manual, “eligible projects will demonstrate business and technology models for the deployment of public light-duty EV charging infrastructure to support rural communities and those that travel through rural communities” (Section II.B.1). “Project sites and chargers must be accessible to the public at least 18 hours per day" (Section II.B.3). If the primary intent of this project is for employee charging, this project would be considered ineligible under this solicitation. The chargers must be accessible to the public18 hours per day.

# Project Eligibility – Chargers

**Q8:**  **The J3400 EV charging receptacle standard allows the user to bring their own cord, and can support either J1772 or J3400 connector to the vehicle; does the grant support the use of the charging receptacle standard to accommodate either connector?**

A8: As clarified in the addended Solicitation Manual "all L2 chargers must be corded. “Bring Your Own Cord” charging equipment are ineligible" (Sections II.B.5 and II.B.10).

**Q9:**  **If the DC fast charging port is permanently off-grid, will the following aspect still apply: "Chargers not permanently connected to the grid (such as chargers with solar and battery storage) shall be configured to deliver at minimum 3.3 kW to an EV and at minimum 30 kWh per day. For such chargers with multiple ports, each port shall be configured to deliver at minimum 1.9 kW to each EV when multiple ports are in use and at minimum 30 kWh per day across all ports."**

A9: As clarified in the addended Solicitation Manual, “mobile or moveable L2 chargers not permanently connected to the grid (such as chargers with solar and battery storage) shall be configured to deliver at minimum 3.3 kW to an EV and at minimum 30 kWh per day. For such chargers with multiple ports, each port shall be configured to deliver at minimum 1.9 kW to each EV when multiple ports are in use and at minimum 30 kWh per day across all ports” (Section II.B.5).

**Q10:**  **Would you be able to confirm that the required certification is Open Charge Point Protocol (OCPP) 1.6 Core & Advanced Security, not Core and Safety as written in the solicitation manual. There is no such thing as an OCA Safety certificate. Can you please clarify if the GFO should say Security Certificate, instead of safety?**

A10: As clarified in the addended Solicitation Manual, all chargers must have “Certification for Open Charge Point Protocol (OCPP) 2.0.1 or later by the Open Charge Alliance” (Section II.B.5).

**Q11:**  **Will applicants need to provide a certificate to verify Open Charge Alliance OCPP 1.6 or newer? How will the CEC verify this status?**

A11: As clarified in the addended Solicitation Manual, “manufacturers must certify that the charger conforms to OCPP 2.0.1 or later by detailing it on a publicly available charger specification sheet” (Section II.B.5).

**Q12:**  **Do OCA OCPP certifications need to be obtained before application submission or before construction commences?**

A12: As stated in the addended Solicitation Manual, “Manufacturers must certify that the charger conforms to OCPP 2.0.1 or later by detailing it on a publicly available charger specification sheet.

General regulations for state and ratepayer-funded chargers are being developed and are expected to require compliance with OCPP 2.0.1 or later. However, that will be determined and finalized through the regulatory process. The general regulation requirements are anticipated to go into effect a given number of days after the effective date of the regulation, such as 180 days. Industry participants are encouraged to implement OCPP 2.0.1 or later.

If the regulation for state and ratepayer-funded chargers is not finalized and in effect before the execution of the Recipient’s agreement with the CEC, chargers will need to comply with OCPP 1.6 (Section II.B.5)." If the charger manufacturer is in the process of obtaining their OCPP certification, the Recipient of the grant must provide evidence of the certification prior to invoicing for the charging equipment.

# Site Eligibility

**Q13:**  **Could you please provide clarification on whether the City of Indio qualifies for this funding opportunity?**

A13: As stated in the Solicitation Manual, "all project sites must be located within California and in designated rural tracts or rural center tracts. Applicants should use CEC’s [REV 2.0 Eligibility Map](https://www.energy.ca.gov/data-reports/data-exploration-tools/rural-electric-vehicle-charging-20-rev-20-eligibility-map) at https://www.energy.ca.gov/data-reports/data-exploration-tools/rural-electric-vehicle-charging-20-rev-20-eligibility-map to identify eligible project sites for this solicitation" (Section II.B.3).

**Q14:**  **Regarding the requirement that at least 50% of a project’s charging ports or charger kW output be installed within DACs and LICs, does this requirement apply to each individual project site within a proposal, or can an applicant meet the 50% threshold by averaging across multiple sites in a single proposal?**

A14: As stated in the Solicitation Manual, "a minimum of 50 percent of a project’s charging ports or charger kW output must be installed within disadvantaged communities (DIC) and/or low-income communities (LIC)" (Section II.B.4). This requirement applies to the entirety of the Applicant’s proposed project.

**Q15:**  **Do charging sites need to be 100% in compliance with the “at least 18 hours per days publicly accessible” requirement? Can there be mixed sites with a partly fenced off sections to make V2G for last-mile delivery fleets etc. more plannable and hence attractive?**

A15: As stated in the Solicitation Manual, all "project sites and chargers must be accessible to the public at least 18 hours per day" (Section II.B.3).

**Q16:**  **Specifically, would the CEC permit a rural charging project to operate under a CaaS model, where chargers are primarily rented to light- and medium-duty fleets but also meet the program’s operational and accessibility requirements?**

**Additionally, how does REV 2.0 define "public access" in terms of reservation systems and session restrictions? For example, CARB LCFS considers a charger "public" if a session cannot be booked for more than 12 hours on a given day. Would a similar framework apply to this grant?**

A16: As stated in the Solicitation Manual, “eligible projects will demonstrate business and technology models for the deployment of public light-duty EV charging infrastructure” (Section II.B.1). Projects where chargers are primarily used by a private vehicle fleet are ineligible for this solicitation.

As stated in the addended Solicitation Manual, “for the purposes of this solicitation, to be considered publicly accessible, the project site and charger must not be located behind a fence or gated parking lot, such that the general public is unable to access or is deterred from accessing” (Section II.B.3). Charging stations and sites that require advanced reservation are not considered publicly accessible.

**Q17:**  **Do all of the chargers need to be publicly accessible 18 hours per day, or could some be private with the others publicly accessible? Most fleets have security concerns with parking their fleet in areas that are publicly accessible.**

A17: As stated in the Solicitation Manual, all "project sites and chargers must be accessible to the public at least 18 hours per day" (Section II.B.3).

As stated in the Solicitation Manual, “eligible projects will demonstrate business and technology models for the deployment of public light-duty EV charging infrastructure” (Section II.B.1). Projects where chargers are primarily used by a private vehicle fleet are ineligible for this solicitation.

**Q18:**  **Are charging ports in deeded or assigned parking spaces within multifamily homes eligible?**

A18: No, as stated in the Solicitation Manual, all "project sites and chargers must be accessible to the public at least 18 hours per day" (Section II.B.3).

**Q19:**  **Are we allowed to construct the eligible charging station from scratch on a vacant plot of land?**

A19: No, as stated in the Solicitation Manual "all deployments must be at existing structures or facilities and involve negligible or no expansion of existing or former use" (Section II.B.3).

**Q20:**  **Can you clarify what constitutes “existing structures”?**

A20: The CEC cannot give advice as to whether or not a particular project or project site is eligible for funding, because not all proposal details are known. As stated in the Solicitation Manual, "all deployments must be at existing structures or facilities and involve negligible or no expansion of existing or former use" (Section II.B.3). New construction sites are not eligible. Project sites must be located at existing facilities as that is interpreted under the California Environmental Quality Act (CEQA). For purposes of eligibility under this solicitation, partially-built structures or facilities (at the time of application) are not considered “existing.” See Section III.D.10 of the Solicitation Manual and Attachment 10 for more details of the requirements needed to complete the CEQA Worksheet.

**Q21:**  **It lists that applications must include a minimum 20% total match share for this solicitation, however, on page 17, the document references a 50% cash match share requirement. Hypothetically, if we were to propose a project that was $1,000,000, what would our minimum match amount be? Any guidance you can provide is much appreciated.**

A21: The match share requirements as stated in the Solicitation Manual, Section II.C.1 require at least a 20% applicant match share of the total allowable project cost. 50% of that match share would need to be in the form of a cash match (Section II.C.2) and the remaining 50% could be in the form of a cash match or in-kind match (Section II.C.3). Please be sure to review the sections on match share restrictions (Section II.C.4) and unallowable costs (Section II.D).

From this example, if the total allowable project cost is $1,000,000, the minimum match share would be $200,000 (20% of the total allowable cost), and of that $200,000, at least $100,000 (50% of the required match) would need to be a cash match. The remaining $100,000 of the required match can be a cash match or in-kind match.

**Q22:**  **Can our applicants stack local funds for the balance that CEC will not cover?**

A22: Applicants are encouraged to utilize any available local funds/incentives to help reduce project costs. However, please review Section II.D in the Solicitation Manual regarding Unallowable Costs (Reimbursable or Match Share). Local funds that are "expenses that are already paid or to be paid for through a utility program, tariff, or other ratepayer funding are not an allowable item of cost. Ratepayer-funded enrollment incentives” (Section II.D.5) cannot be used as part of an Applicant’s match share contribution.

**Q23:**  **I am wondering whether acquisition of a parking lot and installation of charging ports by a City would be considered an eligible project under this solicitation? I am not finding whether property acquisition as part of the project is an eligible cost. Will you please confirm whether property acquisition of an existing parking lot is either eligible for CEC reimbursement or eligible as a matching cost?**

A23: No, the acquisition of a property cannot be used for CEC reimbursement, all reimbursable costs can be found in the Solicitation Manual, Section II.B.10. The valuation of property can be used as an Applicant's in-kind match share, please review the Solicitation Manual, Section II.C.4 for additional details.

**Q24:**  **I was wondering if any cost such as site predevelopment cost incurred before the grant award can be used towards match funding for REV 2.0 funded projects?**

A24: As stated in the Solicitation Manual, "all reimbursable expenditures must be expended within the approved term of the grant agreement. Expenditures may be counted as match share only after CEC notifies the Applicant that its project has been proposed for an award through the release of a Notice of Proposed Awards (NOPA). However, match expenditures incurred after release of the NOPA but prior to the execution of a grant agreement are made solely at the Applicant’s own risk" (Section III.D.5).

# Application Requirements

**Q25:**  **For the 1,500 character limit is that for the entire "Project Implementation" section or each question in that section?**

A25: The 1,500 character limit applies to each individual evaluation criteria in the Project Narrative, not the entire section (Attachment 1).