June 11, 2025

**GFO-24-610**

**Medium- and Heavy-Duty Zero-Emission Vehicle Port Infrastructure**

**Addendum 2**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-24-610.

The addendum includes revisions to the Solicitation Manual, Scope of Work Template (Attachment 02) and Application Form (Attachment 15). Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

**SOLICITATION MANUAL**

## Section I.D. 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.

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| **ACTIVITY** | **ACTION DATE** |
| Solicitation Release | March 27, 2025 |
| Pre-Application Workshop\* | April 8, 2025 |
| Deadline for Written Questions **by 5:00 p.m.**\* | April 14, 2025 |
| Anticipated Distribution of Questions/Answers | Week of May 26, 2025 |
| Support for Application Submission in the Energy Commission Agreement Management System (ECAMS) until 5:00 p.m. | **Ongoing until** [~~July 11, 2025~~] **July 25, 2025** |
| **Deadline to Submit Applications by 11:59 p.m.\*** | [~~July 11, 2025~~] **July 25, 2025** |
| Anticipated Notice of Proposed Awards Posting | Week of [~~August 25, 2025~~] **September 8, 2025** |
| Anticipated CEC Business Meeting | December 2025 |

## Section I.G. MINIMUM INFRASTRUCTURE REQUIREMENTS AND MAXIMUM AWARD AMOUNTS

Projects are eligible for CEC funds totaling up to 75% of 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. See table below for more detail.

The total maximum award amounts and minimum infrastructure requirements for each Applicant Group are listed in the table below.

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| **Applicant Group** | **Minimum # of new charging ports/ hydrogen fueling positions deployed** | **Total CEC Funding Available** | **Maximum Award Amount\*\*** | **Minimum Match Share Required** |
| **Group 1: Small Ports:**   * Seaports with less than 5 million tons of cargo transported annually; * Land ports of entry transporting less than $2 billion of freight annually | 20 charging ports or 2 hydrogen fueling positions\* | $20 million | $5 million | 25% |
| **Group 2: Large Ports:**   * Seaports transporting over 5 million tons of cargo annually; * Land ports of entry transporting over $2 billion of freight annually | 40 charging ports or 4 hydrogen fueling positions\* | $20 million | $10 million | 25% |

\*If the project includes both charging and hydrogen refueling infrastructure, only the [~~technology~~] **infrastructure** type identified as the principal [~~technology~~] **infrastructure type** in the application will be eligible for CEC reimbursement.

**\*\* Group 1 applications must request a minimum award of $4.0 million. Group 2 applications must request a minimum award of $8.0 million.**

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| **Infrastructure Type** | **Maximum Per Charger Port / Hydrogen Fueling Position Amount** |
| **150+ kW EV Charging Port** | **$250,000** |
| **Heavy-Duty Hydrogen Fueling Position** | **$2 million** |

**For both charging and hydrogen refueling infrastructure, the cost per port or cost per fueling position includes all CEC eligible reimbursable costs associated with capital expenditure required for the charging and refueling station(s).**

**Applicants must provide the EV port charging power in kW, the number of EV charging ports or heavy-duty hydrogen fueling position(s) and the fueling capacity of the hydrogen refueling infrastructure that will be installed.**

Applicants may submit an application for either charging infrastructure for MDHD battery electric vehicles (BEVs) and/or port equipment and/or off-road equipment (e.g. gantries, cargo handling equipment, etc.) or hydrogen refueling infrastructure for MDHD fuel cell electric vehicles (FCEVs) and/or port equipment and/or off-road equipment (e.g. gantries, cargo handling equipment, etc.). Each application must clearly identify which [~~technology~~] **infrastructure** type the proposed project will principally address. If the project includes both charging and hydrogen refueling infrastructure, only the [~~technology~~] **infrastructure** type identified as the principal [~~technology~~] **infrastructure type** in the application will be eligible for CEC reimbursement. The secondary [~~technology~~] **infrastructure** type may be used as match and would not be required to install the minimum infrastructure requirements listed in the table above.

Applicants must identify whether the proposed project will focus on Small Ports or Large Ports. Applicants in the Small Ports Applicant Group (Group 1) proposing to install charging infrastructure for at least 20 new charging ports or at least two new hydrogen refueling positions are eligible for up to $5 million per award. Applicants in the Large Ports Applicant Group (Group 2) proposing to install charging infrastructure for at least 40 new charging ports or at least four new hydrogen refueling positions are eligible for up to $10 million per award.

If an Applicant plans to submit an application for a Small Ports project that focuses on installing charging or hydrogen refueling infrastructure, and another separate and distinct application for a Large Ports project that focuses on installing charging or hydrogen refueling infrastructure, the Applicant may be eligible for the maximum award amount in both groups, totaling $15 million. Applicants may submit multiple applications for each Applicant Group as long as each application is separate and distinct **and each proposed project lists the specific site address where the charging ports or heavy-duty hydrogen fueling positions will be installed**; however, no Applicant will be eligible for more than a total of $15 million.

Please note that Applicants **must request a minimum award amount of $4.0 million for Group 1 and $8.0 million for Group 2. While Applicants** are not required to submit an application that requests the maximum award amount**, they must request at least the minimum award amount for their proposed project.** [~~Applicants may submit applications that request less funding.~~] Applicants must identify which Applicant Group the proposed project will address. The CEC expects to award at least four projects for Applicant Group 1: Small Ports and at least two projects for Applicant Group 2: Large Ports. Once the Applications achieving at least the minimum passing score in each Applicant Group are recommended for funding, if funding remains available, the CEC may shift remaining funds between Applicant Groups.

## Section I.L. CONTACT INFORMATION

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## Section II.A. APPLICANT REQUIREMENT

1. **Eligibility**

This solicitation is open to all California ports and all public and private entities serving or supporting a California port. Non-port applicants will be required to [~~either~~] provide a letter of support from a port **and** [~~or otherwise~~] describe in the project narrative how the project will support a port or ports.

## Section II.B. PROJECT REQUIREMENTS

1. **Eligible Projects**

All proposed projects must include the installation, deployment, and demonstration of electric vehicle charging or hydrogen refueling stations for MDHD vehicles, defined as Class [~~2b~~]**3**-8 on-road vehicles, and/or port equipment and/or off-road equipment (e.g. gantries, cargo handling equipment, etc.) at a seaport or land port of entry, and meet the minimum deployment requirements noted in Section I.G.

**For the purpose of this solicitation, an application is one project, and the project may have only one location.**

**For the purpose of this solicitation, medium-duty vehicles are defined as having a Gross Vehicle Weight Rating (GVWR) between 10,000 – 26,000 pounds and includes weight classes 3, 4, 5, and 6. Heavy-Duty vehicles are vehicles 26,001 pounds and above, and it includes weight classes 7 and 8.**

**For the purposes of this solicitation, off-road applications include vehicles or equipment that do not perform their primary operations on a road or highway. “Off-road” may include, but is not limited to, cargo-handling equipment, yard tractors, as well as marine or rail.**

The Applicant or a key project partner must operate each proposed station and maintain its [~~open~~] **operational** status for a minimum of six years **whether the station is public or private**. **If the current lease agreement for an eligible project site is valid for less than the required six years, the Applicant must commit to operating that station until the current lease ends and make a good faith effort to extend the lease to continue operation for the full six years. Applicants must submit a commitment letter as described in Section III.D. Application Content, to confirm their commitment to operate each eligible charging or refueling station included in the application and explain any lease agreement limitations**.

1. **Charger Port/Hydrogen Refueling [~~Dispenser~~] Position Minimums**
   * Electric charging infrastructure for MDHD battery electric vehicles (BEVs) and/or port and/or off-road equipment:

* If applying as a Small Port, a minimum of 20 high-powered (at least [~~200~~] **150** kW) direct current fast chargers (DCFCs) or charging ports for simultaneous charging.
* If applying as a Large Port, a minimum of 40 high-powered (at least [~~200~~] **150** kW) direct current fast chargers (DCFCs) or charging ports for simultaneous charging.
* Each port must be capable of [~~200~~] **at least 150** kW.
* If **the electric vehicle charging station will be open retail, each charging station port must be capable of providing at least 200 kW. If** using Automated Load Management (ALM), which is not a requirement for this solicitation, the following applies:
* Each port would need to be capable of simultaneously delivering at least 150 kW when all ports are in use.[[1]](#footnote-2)
  + Hydrogen refueling infrastructure for MDHD fuel cell electric vehicles (FCEVs) and/or port or off-road equipment:
* If applying as a Small Port, a minimum of 2 heavy-duty hydrogen dispensing [~~platforms~~] **positions** for simultaneous refueling must be included in the proposed project. At least 1 of the [~~platforms~~] **positions** must dispense at 700-bar.
* If applying as a Large Port, a minimum of 4 heavy-duty hydrogen dispensing [~~platforms~~] **positions** for simultaneous refueling must be included in the proposed project. At least 2 of the [~~platforms~~] **positions** must dispense at 700-bar.
* **Hydrogen refueling position(s) must be capable of simultaneous refueling.**

1. **Project Location**

The project must be located on the port or at a location that directly serves the port. If not located at a port, the project narrative should describe how the location directly supports the port operations.

**Multiple project locations are not allowed within a single application. A project location is defined as a single project site address, however if the Port is the Prime Applicant and the project is located on-port, the application may include multiple sites within the port boundaries (e.g., across terminals), provided all sites collectively meet the minimum infrastructure deployment requirements and support the port’s operations.**

The project must also be able to demonstrate documentation from the utility showing adequate electrical capacity at the proposed site or a timeline for energization at the proposed site.

**Priority Populations: At least 50% of allocated funds shall directly benefit or serve residents of low-income communities and disadvantaged communities with the map provided at Priority Populations — California Climate Investments** [**https://www.caclimateinvestments.ca.gov/priority-populations**](https://www.caclimateinvestments.ca.gov/priority-populations)**.**

1. ***For Hydrogen Refueling Projects Only:*** 
   * + **[~~Priority Populations:~~** ~~At least 50% of the locations in the application must directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians in accordance with the map provided at Priority Populations — California Climate Investments https://www.caclimateinvestments.ca.gov/priority-populations.~~]

## Section II.C. MINIMUM TECHNICAL REQUIREMENTS FOR OPEN RETAIL ELECTRIC VEHICLE CHARGING STATIONS

**This section does not apply to behind-the-fence or private station infrastructure.**

## Section II.D. MINIMUM TECHNICAL REQUIREMENTS FOR OPEN RETAIL HYDROGEN REFUELING STATIONS

**This section does not apply to behind-the-fence or private station infrastructure.**

## Section II.E. ELIGIBLE PROJECT COSTS

The following are **not eligible** for CEC reimbursement but may be included as an Applicant’s match share.

* + - Level 2 or greater chargers for light-duty electric vehicle charging
    - Light-duty H70 dispensers for passenger FCEVs
    - Renewable hydrogen production equipment
    - Warranties for term of the agreement
    - Equipment maintenance for term of the agreement
    - Network agreement with network provider
    - Make-ready**9**~~[[2]](#footnote-3)~~equipment
    - Signage
    - Tests for regulatory compliance
    - Permitting, insurance, land purchases, and land leases
    - **Security fencing and other security measures**

1. Commercially available energy storage, renewable distributed energy resources (DER), and/or renewable energy generation equipment such as photovoltaic solar panels separately metered for electric charging **(match share only)**. Mobile refuelers and chargers and temporary power solutions, such as 100% renewable linear generators (a linear generator may use 100% renewable natural gas, 100% renewable hydrogen, or a combination of both totaling 100% renewable fuel)10 (match share only).
2. Zero-emission vehicles **(purchased, rented, or leased)** and vehicle modifications to support charging, i.e., pantograph and wireless/inductive charging applications   
   applicable to the project (match share only).
3. If both [~~technology~~] **infrastructure** types are installed at the location(s), the [~~technology~~] **infrastructure** type that is not applied for in this solicitation may be used as match. For example, if the Applicant submits a charging project, if hydrogen dispensers are included with that project, they may be eligible as match (match share only).

## 9. Section III.C. PAGE LIMITATIONS

### The total number of pages for an Application’s Project Narrative is limited to 20 pages. The Cover Page, Table of Contents, and Executive Summary do not count towards this page limitation. **However, the Executive Summary is limited to two pages.**

## 10. Section III.D. APPLICATION CONTENT

1. **Project Narrative (Attachment 1)**

The Project Narrative must include a cover page, table of contents, and an Executive Summary [~~(which will not count towards the page limitations)~~] and a detailed description of the proposed project, its operational goals and objectives, and an explanation of how these will be implemented through the tasks described in the Scope of Work.

The Executive Summary must identify the seaport or land port of entry that the infrastructure will serve and include the project location, what equipment/vehicles will be supported by the proposed infrastructure, proposed number of chargers or hydrogen refueling dispensers, number of charging ports or hydrogen refueling **positions** [~~nozzles~~], power level of each charging port or the dispensing pressure level of each hydrogen refueling **position** [~~nozzle~~] **and fueling capacity of hydrogen dispensers**, and the types of chargers or dispensers to be installed. The Executive Summary must also include a table summarizing the numbers of chargers or hydrogen refueling dispensers proposed, **the number of charging ports or hydrogen fueling positions proposed,** what fleet(s) or equipment the chargers **or hydrogen dispensers** are supporting, and the costs of the chargers **or hydrogen dispensers**. The Executive Summary must also state any existing infrastructure located on site.

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

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

1. **Project Readiness**
2. Describe the proposed project site and document site control. Site control includes, but is not limited to leases, ownership, or access rights. If the project site(s) have not been secured, describe the process for obtaining a host agreement or lease and provide an estimated timeline for securing all sites and how this process can be expedited.
3. Include information documenting progress towards achieving compliance under the California Environmental Quality Act (CEQA). If CEQA compliance has not been obtained, applications must include a schedule to complete CEQA activities for the proposed project, as well as discuss the results of communications or in-person meetings with the Lead Agency. Indicate current progress towards CEQA compliance and timelines for completion. **Projects recommended for funding must complete the CEQA process within 6 months of the release date of the NOPA. The CEC reserves the right to cancel proposed awards that do not meet this CEQA compliance deadline and recommend funding for the next, highest-scoring passing proposal submitted under this solicitation.**
   * + 1. **Project Budget**
4. Explain how the proposed budget is justifiable and reasonable relative to the project goals, objectives, and tasks defined in the scope of work.
5. **Discuss how the amount of CEC funding per port/refueling position is minimized and justified for the proposed infrastructure power level/refueling capacity.**
6. **Economic, Social, and Environmental Benefits**
7. Describe how the proposed project will support the larger economic and reduced emission goals of the port and compliance with state regulations.
8. Provide the total weight of CO2 displaced in metric tons resulting from the proposed project on an annual basis and substantiate calculations.
   * + Provide the source and carbon intensity of the project’s dispensed fuel in grams of CO2-equivalent per megajoule (gCO2e/MJ). Fuel dispensed must be calculated on an annual basis using a method that conforms to the California Air Resources Board’s (CARB’s) Low Carbon Fuel Standard (LCFS). Provide assumptions and calculations to substantiate claimed carbon intensities. The CARB [calculation methodology guidance](https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/lcfs-guidance-documents-user-guides-and-faqs) is available at: <https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard/lcfs-guidance-documents-user-guides-and-faqs>.
       - * If the carbon intensity pathway of the proposed project has already been calculated through CARB’s LCFS process, Applicant must so state and provide the carbon intensity of the project’s fuel and the pathway identifier(s) from the Low Carbon Fuel Standard [Reporting Tool and Credit Bank & Transfer System](https://ssl.arb.ca.gov/lcfsrt/Login.aspx) (LRT-CBTS) (<https://ssl.arb.ca.gov/lcfsrt/Login.aspx>), in lieu of the above.
         * For hydrogen projects, calculate and present the carbon intensity of the hydrogen fuel to be dispensed at the proposed station(s), measured well-to-gate, consistent with the clean hydrogen federal tax credit created by Section 45V of Title 26 of the United States Code.
         * Provide the estimated utilization rates of infrastructure on a daily and annual basis and substantiate calculations. Assumptions and calculations should include number of ZEVs utilizing infrastructure per day, average charging time, and average power utilized per sessions. For hydrogen refueling stations, provide average refueling time for an average fill.
         * If located in a community with a priority population, describe how the proposed project will provide direct, meaningful and assured benefits to priority populations and if the project will displace current sources of emissions. Describe how benefits to these communities will be evaluated. (NOTE: [~~For hydrogen refueling stations,~~ ] **at least** 50% of allocated funds shall directly benefit or serve residents of low-income communities and disadvantaged communities [~~as defined by CalEnviroScreen.]~~ **with the map provided at Priority Populations — California Climate Investments https://www.caclimateinvestments.ca.gov/priority-populations. Refer to Section II.B.3.**)
9. **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. Letters are limited to two-pages each.

* 1. **Key Project Partners:** Key project partners identified in the application must provide letters demonstrating their ability to fulfill their identified roles.
  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.
  3. **Station Site Owner Letter of Commitment**: Applications must include a letter of commitment from the current owner of the site for each proposed station location. The letter must be signed and dated by the site owner or representative who is duly authorized to commit the site as a location of a station. The letter must also contain a telephone number and email address to allow the CEC to contact the site owner or representative to confirm the commitment and authority to commit to the proposed project. If a proposed site is owned AND operated by the same entity or individual, the letter shall state so.
  4. **Station Site Operator Letter of Commitment**: If a proposed site is operated by a different entity or individual than the site owner, applications must also include a letter of commitment from the current operator of the site for each proposed station location. The letter must be signed and dated by a representative of the site operator and must contain a telephone number and email address to allow the CEC to contact the site operator to confirm commitment and authority to commit to the proposed project.
  5. **Fleet Operator Letter of Commitment: If an Applicant does not own and will not be purchasing ZEV MDHD vehicles for the proposed project, applicants must include a letter of commitment from the fleet operator of vehicles that will be used to demonstrate the infrastructure. The letter must be signed and dated by a representative of the fleet operator and must contain a telephone number and email address to allow the CEC to contact the fleet operator to confirm commitment and authority to commit to the proposed project.**

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

**Non-port** Applicants [~~are encouraged to~~] **MUST** submit letter(s) of support, including letter(s) from the seaport or land port of entry being supported in the Application, that substantiate the estimated demand and/or the potential benefits of the proposed project. Third-party letters of support **are optional, and** 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)**

Applicants must include a completed CEQA Worksheet. CEC requires this information to assist it in making its own determination under the California Environmental Quality Act (Public Resources Code Section §§ 21000 et seq).

Applicants must complete the detailed CEQA Worksheet and submit it with their application. This worksheet will help Applicants and CEC to determine CEQA compliance obligations by identifying which projects may require more extensive CEQA review. Failure to complete the worksheet may lead to disqualification of the application.

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 and the CEC must approve proposed awards at a business meeting (usually held monthly) prior to those deadlines, in order to avoid expiration of the funds. Prior to approval and encumbrance, the CEC must comply with 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. **Projects recommended for funding must complete the CEQA process within 6 months of the release date of the NOPA. The CEC reserves the right to cancel proposed awards that do not meet this CEQA compliance deadline and recommend funding for the next, highest-scoring passing proposal submitted under this solicitation.**

**11. Section IV.A. APPLICATION EVALUATION**

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**, a subrecipient’s, or a vendor’s** financial condition may materially impact its ability to complete the proposed project.
5. **Technical Evaluation**

**12. Section IV.E. EVALUATION CRITERIA**

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| 1. **Project Budget**   Applications will be evaluated on the degree to which:   * The proposed budget is justifiable and reasonable relative to the project goals, objectives, and tasks defined in the scope of work. * **The amount of CEC funding** **per port/refueling position is minimized and justified for the proposed infrastructure power level/refueling capacity.** * Administrative and overhead expenses are minimized. * The proposed project cost effectively deploys ZEV infrastructure. * The proposed project cost effectively reduces GHG emissions. * The proposed match funding commitments are documented and verifiable. * The Applicant demonstrates the need for state funding for the proposed project. | **20** |

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| 1. **Economic, Social, and Environmental Benefits**   Applications will be evaluated on the degree to which:   * The proposed project supports the larger economic and reduced emission goals of the port and compliance with state regulations. * The proposed project reduces carbon intensity relative to the relevant fossil fuel baseline as measured in gCO2e/MJ. * The proposed project reduces total GHG emissions (metric tons). * The infrastructure installed under the proposed project will be utilized by MDHD vehicles. Estimated utilization rates are provided and calculations are substantiated. * The proposed project provides air quality benefits, as well as health and safety, access, education, financial benefits, economic development, and consumer protection to California’s priority populations or adjacent communities. **(NOTE: at least 50% of allocated funds shall directly benefit or serve residents of low-income communities and disadvantaged communities with the map provided at Priority Populations — California Climate Investments https://www.caclimateinvestments.ca.gov/priority-populations. Refer to Section II.B.3.)** * The proposed project addresses resiliency in order to carry out the goals of the project during an emergency. * The proposed project engages regional community-based organizations, community leaders, and potentially affected local residents in the planning process and education on the benefits of ZEV transportation. * The proposed project expands certified businesses and California supply chains for California-based businesses, result in high-quality jobs in terms of compensation, duration, and related project payroll, and increase state and local tax revenues. | **25** |

**13. Section V.A. DEFINITION OF KEY WORDS**

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| **Hydrogen Dispenser** | **A dispenser that supplies hydrogen to a fuel cell electric vehicle and may have multiple positions, hoses, or nozzles for simultaneous refueling.** |
| **Hydrogen Refueling Position** | **Refers to a unique physical location in which an FCEV can fuel from a hose/nozzle simultaneously with other vehicles from other hoses/nozzles/dispensers.** |
| **Hydrogen Refueling Station** | **A hydrogen refueling station has equipment such as dispensers, hoses, nozzles, hydrogen storage tanks, compressors, chillers, cryogenic pumps, and point of sale (POS) systems.** |

**14. Section V.K. AGREEMENT REQUIREMENTS**

The content of this solicitation shall be incorporated by reference into the final

agreement. See the standard terms and conditions on the [CEC Funding Resources](https://www.energy.ca.gov/funding-opportunities/funding-resources) page at: https://www.energy.ca.gov/funding-opportunities/funding-resources. This information is also in Section II.A.2.

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 in the same Applicant Group. The CEC may shift remaining funds to the other Applicant Group if funding remains available.

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**, subrecipients, and vendors** prior to approval of a grant award. If CEC, in its sole discretion, determines that a proposed awardee’s**, a subrecipient’s, or a vendor’s** financial condition may materially impact its ability to complete the proposed project, CEC reserves the right to cancel the proposed award.

## SCOPE OF WORK (Attachment 2)

1. **TASK *<Second to Last >*.1 Utilization**

**The Recipient shall:**

* Collect and provide to the CAM, **12 months of** [~~at minimum, quarterly~~] utilization data **(reporting, at minimum, quarterly)** from the project for all installed chargers in an *EV Utilization Data Report* and/or hydrogen refueling stations in the NREL Data Collection Tool, in the format of the CEC’s choosing, including, but not limited to:

1. **TASK *<Second to Last>.4* Data Sharing Agreement [This task is only used when an EVSP / network provider is NOT the Recipient.]**

The goal of this task is to ensure a data sharing agreement with the parameters outlined below, is in place for the purposes of facilitating data collection and reporting.

**The Recipient shall:**

* Enter into a data-sharing agreement with a charging network provider that shall include the following:
  + Recipient maintains responsibility for ensuring all data collection and reporting requirements of this agreement are met.
  + Recipient designates the charging network provider to fulfill the data collection and reporting responsibilities related to TASK <Fourth to Last> Recordkeeping and Transmittals.2 (excluding Maintenance Records), Task <Fourth to Last>.3 Reporting, TASK <Third to Last> SEMI-ANNUAL ELECTRIC VEHICLE CHARGER INVENTORY REPORTS, and TASK <Second to Last >.1 Utilization on behalf of Recipient.
  + The charging network provider submits all required reports, per the requirements stated, from TASK <Fourth to Last> Recordkeeping and Transmittals.2 (excluding Maintenance Records), Task <Fourth to Last>.3 Reporting, TASK <Third to Last> SEMI-ANNUAL ELECTRIC VEHICLE CHARGER INVENTORY REPORTS, and TASK <Second to Last >.1 Utilization directly to the CEC.
  + The charging network provider’s reports adhere to CEC-approved formatting, report templating, and delivery methods.
* Submit the *dually signed data-sharing agreement* to the CEC within 30 calendar days of selecting a charging network provider.
* Notify the CEC within 30 calendar days if Recipient changes its selected charging network provider.
* If a new charging network provider is selected, the new dually signed data-sharing agreement shall be submitted to the CEC within 30 calendar days of the charging network provider’s hiring.
* Collect and provide [~~at least 6 years of~~ ]throughput, usage, and operations data from each charging port, including but not limited to the requirements stated in TASK <Fourth to Last> Recordkeeping and Transmittals.2 (excluding Maintenance Records), Task <Fourth to Last>.3 Reporting, TASK <Third to Last> SEMI-ANNUAL ELECTRIC VEHICLE CHARGER INVENTORY REPORTS, and TASK <Second to Last >.1 Utilization. **Data should be provided according to the details specified in each referenced task.**

**APPLICATION FORM (Attachment 15)**

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| **Project Site Address(es) (must be in California)** |
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| **Applicant Group** | |
| **Applicant Groups** *(Place a check in the box applicable to the proposed applicant group. Select only* ***one*** *group per application. See Section I.G of the solicitation manual for an explanation of each project group.)*  **Group 1: Small Ports**  **Group 2: Large Ports**  **What seaport or land port of entry will be supported?** | |
| [**~~Fueling Type~~** *~~(Place a check in the box applicable to the proposed technology and indicate proposed number of charging ports / hydrogen refueling positions. Select only~~* ***~~one~~*** *~~fueling type per application. See Section I.G of the solicitation manual for an explanation of each and minimum number of charging ports / hydrogen fueling positions required.)~~*  **~~Electric Charging (# of ports proposed \_\_\_\_\_\_\_)~~**  **~~Hydrogen Refueling (# of refueling positions proposed \_\_\_\_\_\_\_)~~]** | |
| **\*Fueling Type**  **(check only one box)** | **EV Charging**  **Hydrogen Refueling** |
| **# of new charging ports or new hydrogen fueling positions planned for this project to support medium- and heavy-duty zero-emission vehicles (class [~~2b~~] 3 – 8), off-road equipment, or specialty vehicles:** |  |
| **EV port charging power in kW**  **Fueling capacity of the hydrogen refueling station** |  |

**Natalie Johnson**

**Commission Agreement Officer**

1. For example, at a site with 20 chargers, if only five chargers are actively in use, those five chargers would each need to deliver 200 kW output if requested by the vehicle. However, if all 20 chargers are in use, all chargers must simultaneously be capable of 150 kW output. [↑](#footnote-ref-2)
2. **9 Make-ready equipment includes installation of wiring, conduit, etc. for a charging or refueling site without installing the actual charging system or dispensing platform.** [↑](#footnote-ref-3)