June 5, 2025

**GFO-24-611**

**Implementation of Medium- and Heavy-Duty**

**Zero-Emission Vehicle Infrastructure Blueprints 2.0**

**Addendum 02**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-24-611.

The addendum includes revisions to the Solicitation Manual, Application Form (Attachment 16) and Scope of Work (Attachment 02). Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

**Solicitation Manual**

##  Section I.A. Purpose of Solicitation

This is a competitive grant solicitation. The California Energy Commission’s (CEC’s) Clean Transportation Program announces the availability of up to $20 million in grant funds for projects that will implement medium- and heavy-duty (MDHD) zero-emission vehicle (ZEV) charging or hydrogen refueling infrastructure projects developed and identified in the final blueprint planning documents resulting from GFO-20-601, “Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure.” This solicitation will focus on the deployment of electric vehicle supply equipment (EVSE) and hydrogen dispensers and will act as a model for replication among other blueprint recipients.

[~~Projects must fall within the following two Project Types:~~]

* [**~~Group 1: Small Project~~** ~~– install and deploy at least 10 new charging ports or at least 1 new hydrogen fueling position to support battery electric or hydrogen fuel cell MDHD vehicles, off-road equipment, or specialty vehicles.~~]
* [**~~Group 2: Large Project~~** ~~– install and deploy at least 20 new charging ports or at least 2 new hydrogen fueling positions to support battery electric or hydrogen fuel cell MDHD vehicles, off-road equipment, or specialty vehicles.~~]

##  Section I.E. HOW AWARD IS DETERMINED

Applicants passing administrative and technical screening will compete based on evaluation criteria and will be scored and ranked based on those criteria. The highest scoring, passing application [~~from each Project Type (Group 1: Small Project and Group 2: Large Project)~~] will be recommended for funding. The remaining funds will then be allocated to the next overall highest scoring application(s), [~~regardless of Project Type,~~] in ranked order until all funds available under the solicitation are exhausted. Unless CEC exercises any of its other rights regarding this solicitation (e.g., to cancel the solicitation or reduce funding), applications obtaining at least the minimum passing score will be recommended for funding in ranked order until all funds available under this solicitation are exhausted.

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

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

Projects are eligible for up to 75% of the total allowable project costs. See table below for more detail.

Minimum infrastructure requirements and maximum funding amounts [~~for each Project Type~~] are listed in the table below.

|  |  |  |  |
| --- | --- | --- | --- |
| **Maximum Award Amount** | **Minimum Award Amount** | **Total Funding Available** | **Match Share Requirement** |
| **Up to $4.0 million for infrastructure to support eligible entity fleets\*** | **At least $2.0 million** | **$20 million** | **25 percent of total allowable project costs** |

**\*Applicants must request a minimum award amount of at least $2.0 million.**

|  |  |
| --- | --- |
| **Infrastructure Type** | **Maximum Per Charger Port / Hydrogen Refueling Position Amount** |
| **60 - 149 kW EV Charging Port** | **$75,000** |
| **150+ kW EV Charging Port** | **$200,000** |
| **Heavy-Duty Hydrogen Refueling Position** | **$2 million** |

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| **Minimum Infrastructure Requirement** |
| **At least 10 EV charging ports or 1 heavy-duty hydrogen refueling position** |

**Each application must clearly identify which infrastructure type the proposed project will principally address. If the project includes both charging and hydrogen refueling infrastructure, only the infrastructure type identified in the Application Form (Attachment 16) will be eligible for CEC reimbursement. The secondary 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 provide the EV port charging power in kW, the number of EV charging ports or heavy-duty hydrogen dispenser(s)/refueling position(s) and the fueling capacity of the hydrogen refueling infrastructure that will be installed in the Application Form (Attachment 16) and in the Project Narrative (Attachment 1).**

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

**For example, if an Applicant is proposing to install only 60-149kW EV charging ports, the application may request a maximum award of $75,000 per port. In this scenario, the proposed project must install at least 27 new EV charging ports for a minimum award of $2.0 million (i.e., $2.0 million / $75,000 = 27 EV charging ports). In this same scenario, the proposed project must install at least 54 new EV charging ports for the maximum award amount of $4.0 million (i.e., $4.0 million / $75,000 = 54).**

**If an Applicant is proposing to install only 150+ kW EV charging ports, the application may request a maximum award of $200,000 per port. In this scenario, the proposed project must install at least 10 new charging ports for a minimum award of $2.0 million (i.e., $2.0 million / $200,000 = 10). In this same scenario, the proposed project must install at least 20 new EV charging ports for the maximum award of $4.0 million (i.e., $4.0 million / $200,000 = 20).**

**Applicants may propose a mix of 60-149 kW and 150+ kW EV chargers, as long as all other requirements are met.**

**If an Applicant is proposing to install heavy-duty hydrogen refueling infrastructure for a minimum award of $2.0 million, the proposed project must install at least one heavy-duty hydrogen refueling position. If an Applicant is proposing to install heavy-duty hydrogen refueling infrastructure for a maximum award of $4.0 million, the proposed project must install at least two heavy-duty hydrogen refueling positions.**

**Although Applicants may submit multiple applications, no Applicant will be eligible for more than a total of $8.0 million. For the purposes of this solicitation, an application is one project, and the project may include multiple sites.**

**Please note that Applicants must request a minimum award amount of at least $2.0 million, but Applicants are not required to submit an application that requests the maximum award amount. Applicants may submit one or more applications that request less funding if that is all that is required.**

|  |  |  |  |
| --- | --- | --- | --- |
| [**~~Project Type~~**] | [**~~Minimum Infrastructure Requirement~~**] | [**~~Maximum Award Amount~~**] | [**~~Minimum Match Requirement~~**] |
| [**~~Group 1:~~** **~~Small Project~~**] | [~~At least 10 new charging ports or at least 1 new hydrogen fueling position~~] | [~~Up to~~ ~~$2.5 million~~] | [~~25%~~] |
| [**~~Group 2:~~** **~~Large Project~~**] | [~~At least 20 new charging ports or at least 2 new hydrogen fueling positions~~] | [~~Up to~~ ~~$5.0 million~~] | [~~25%]~~ |

[~~Applicants must identify whether the proposed project will focus on Group 1: Small Project or Group 2: Large Project. Applicants in Group 1: Small Project proposing to install at least 10 new charging ports for MDHD BEVs, off-road equipment, or specialty vehicles or at least one new~~~~hydrogen fueling position for MDHD FCEVs, off-road equipment, or specialty vehicles are eligible for up to $2.5 million per application award. Applicants in Group 2: Large Project proposing to install at least 20 new charging ports for MDHD BEVs, off-road equipment, or specialty vehicles or at least two new hydrogen refueling positions for MDHD FCEVs, off-road equipment, or specialty vehicles are eligible for up to $5.0 million per application award.~~]

[~~If an Applicant plans to submit an application for a Group 1: Small Project that focuses on installing charging infrastructure or hydrogen refueling infrastructure, and another separate and distinct application for a Group 2: Large Project that focuses on installing charging infrastructure or hydrogen refueling infrastructure, the Applicant may be eligible for the maximum award amount in both groups, totaling $7.5 million. Applicants may submit multiple applications for each Project Type as long as each application is separate and distinct, and each proposed project has a different location. No Applicant will be eligible for more than a total of $7.5 million.~~]

[~~Please also note that Applicants are not required to submit an application that requests the maximum award amount. Applicants may submit one or more applications that request less funding if that is all that is required.]~~

[~~Applicants must identify which Project Group and fueling type the proposed project will principally address.~~]

[~~The CEC expects to award at least one project for each Project Type. Once the highest ranked projects achieving at least the minimum passing score in each Project Type are recommended for funding, if funding remains available, the CEC will award the next highest-ranking project achieving at least the minimum passing score, regardless of Project Type~~.]

## Section I.H. Maximum Number of Applications

Applicants may submit multiple applications under this solicitation. Each proposed project must be separate and distinct and adhere to all requirements contained in this solicitation. Applicants must ensure they are prepared to complete their designated work if all projects in which they propose to be involved are awarded.

[~~Applicants must identify only one Project Type per the table in Section I.G that the proposed project in their application principally addresses~~.] A separate and distinct application means there is no overlap with respect to the tasks described in the Scope of Work (Attachment 2) of the application.

## Section II.A. Application Requirements

1. **Eligibility**

This solicitation is open to [~~both of~~] the following **three** categories of applicants:

1. All entities listed on the Notice of Proposed Awards (NOPA) for GFO-20-601 the “Blueprints for Medium and Heavy Duty Zero-Emission Vehicle and [~~Technology~~] Infrastructure” solicitation (see list below) that have completed and received CEC approval of their Final Blueprint. CEC approval of a submitted Final Blueprint means that the CAM has reviewed and verified that all due deliverables in the Final Blueprint have been submitted, and all requirements in the solicitation and agreement are met.

**ii. An organization that is not the entity that authored an eligible Final Blueprint awarded to those in the listing above may apply to implement a project identified in that completed, CEC-approved Final Blueprint, provided that the organization receives authorization from the original blueprint awardee, and provides infrastructure which supports a case study participant and/or fleet included in the Final Blueprint developed under GFO-20-601 “Blueprints for Medium and Heavy Duty Zero-Emission Vehicle and Infrastructure”. To prove authorization is received from the original blueprint awardee, Applicant must submit a letter of support (Attachment 9) from the entity that authorized the completed, CEC-approved Final Blueprint.**

## 6. Section II.B. Project Requirements

1. **Eligible Projects**

All proposed projects must include the installation, deployment, and demonstration of electric vehicle (EV) charging or hydrogen refueling stations for MDHD vehicles, defined as Class [~~2b~~]**3**-8 on-road vehicles, or off-road equipment, or specialty vehicles, that have been identified in a completed, submitted and CEC-approved Final Blueprint developed under GFO-20-601.

**For the purposes of this solicitation, an application is one project, and the project may include multiple sites.**

**For the purposes of this solicitation, medium-duty vehicles are defined as having a Gross Vehicle Weight Rating (GVWR) between 10,001 – 26,000 pounds and include weight classes 3, 4, 5, and 6. Heavy-duty vehicles are defined as having a GVWR of 26,001 pounds and above and include 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, rail, or aviation. A specialty vehicle is a vehicle that performs a specific function beyond general transportation. Examples include construction equipment, industrial equipment, agricultural equipment, street sweepers, refuse trucks, and fire trucks.

Applicants may submit an application for either (1) charging infrastructure for MDHD battery electric vehicles (BEVs), off-road equipment, or specialty vehicles, or (2) hydrogen refueling infrastructure for MDHD fuel cell electric vehicles (FCEVs), off-road equipment, or specialty vehicles. 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 in the Application Form (Attachment 16) 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~~] **in Section I.G.**

**Minimum infrastructure requirements and maximum funding amounts are listed in the table below.**

|  |  |
| --- | --- |
| **Infrastructure Type** | **Maximum Per Charger Port / Hydrogen Refueling Position Amount** |
| **60 - 149 kW EV Charging Port** | **$75,000** |
| **150+ kW EV Charging Port** | **$200,000** |
| **Heavy-Duty Hydrogen Refueling Position** | **$2 million** |

|  |
| --- |
| **Minimum Infrastructure Requirement** |
| **At least 10 EV charging ports or 1 heavy-duty hydrogen refueling position** |

**Applicants may propose a mix of 60-149 kW and 150+ kW EV chargers, as long as all other requirements are met.**

**If an Applicant is proposing to install heavy-duty hydrogen refueling infrastructure for a minimum award of $2.0 million, the proposed project must install at least one heavy-duty hydrogen refueling position. If an Applicant is proposing to install heavy-duty hydrogen refueling infrastructure for a maximum award of $4.0 million, the proposed project must install at least two heavy-duty hydrogen refueling positions.**

Applicants may also propose a project site not included in the blueprint; however, the application must provide justification for the site and how it will conform to the recommendations of the Final Blueprint (Attachment 15).

All proposed projects must be installed in California for public and/or private use. The proposed project site must either have or acquire new MDHD ZEVs, off-road equipment, or specialty vehicles, **or identify a fleet** that will utilize the new charging or hydrogen refueling equipment proposed to be installed. The purchase**, rent, or lease of** MDHD ZEVs, off-road equipment, or specialty vehicles is not eligible for reimbursement but may be eligible as match share.

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 Position Minimums**
	* Electric charging infrastructure for MDHD BEVs, or off-road or specialty vehicles:
		+ **If the electric vehicle charging station will be private and not open retail, each charging port must be capable of at least 60 kW.**
		+ [~~If applying as a Group 1: Small Project, a minimum of 10 new direct current fast chargers (DCFCs) or charging ports for simultaneous charging.~~]
			- [~~Each port must be capable of at least 80 kW.~~]
		+ [~~If applying as a Group 2: Large Project, a minimum of 20 new DCFCs or charging ports for simultaneous charging.~~]
* [~~Each port must be capable of at least 80~~].
	+ - If the electric vehicle charging station will be open retail, each charging station port must be capable of providing at least 200 kW. If Automated Load Management (ALM) is being utilized, each charging station port must be capable of simultaneously providing at least 150 kW when all ports are in use. Refer to Section II.C. for additional requirements for open retail electric vehicle charging stations.
	+ Hydrogen refueling infrastructure for MDHD FCEVs, off-road or specialty vehicles:
		- **A minimum of 1 new heavy-duty hydrogen refueling position must be installed in the proposed project.**
		- **Hydrogen refueling position(s) may have a dispensing pressure level of 350 bar or 700 bar, whichever is compatible with the FCEVs that the Applicant plans to use.**
		- **Hydrogen refueling position(s) must be capable of simultaneous refueling.**
		- [~~If applying as a Group 1: Small Project, a minimum of 1 new heavy-duty hydrogen dispensing platform for simultaneous refueling must be included in the proposed project.~~]
		- [~~If applying as a Group 2: Large Project, a minimum of 2 new heavy-duty hydrogen dispensing platforms for simultaneous refueling must be included in the proposed project.~~]
1. **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**](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~~](https://www.caclimateinvestments.ca.gov/priority-populations)~~.~~]

## Section II.E. Eligible Project Costs

1. The following are **not eligible** for CEC reimbursement but may be included as an Applicant’s match share.
* Make-ready equipment**8**[[1]](#footnote-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).

## Section II.F. Match Funding Requirements

1. **Cash Match Share Requirement**

A table providing examples of how to calculate total project costs, total match share, cash match, and match share percentage is included below.

|  |  |  |  |
| --- | --- | --- | --- |
| **Total Project Funds** | **CEC Funds Requested** | **Minimum Match Required per the Solicitation** | **Minimum Cash Match Required** |
| **$2,666,666** | **$2,000,000** | **$666,667** | **$333,333** |
| $3,000,000 | $2,250,000 | $750,000 | $375,000 |
| $3,333,333 | $2,500,000 | $833,333 | $416,666 |
| [~~$6,000,000~~ | ~~$4.500,000~~ | ~~$1,500,000~~ | ~~$750,000~~] |
| [~~$6,666,666~~ | ~~$5,000,000~~ | ~~$1,666,667~~ | ~~$833,333~~] |
| **$5,333,333** | **$4,000,000** | **$1,333,333** | **$666,666** |

## Section III.D. Application Content

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

The Project Narrative must include a cover page and table of contents (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 detailed description of the proposed project must include the relevant sections and pages of the Final Blueprint that the proposed project will implement with zero-emission vehicle infrastructure. The project description must include the project location, what equipment and 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 project description 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 refueling dispensers are supporting, and the costs of the chargers or hydrogen refueling dispensers. The project description must also state any existing infrastructure located on site.

1. **Project Budget**
2. **Discuss how the amount of CEC funding per port/refueling position is minimized and justified for the proposed infrastructure power level/refueling capacity.**
3. **Environmental and Economic Benefits**
4. 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 emission. Describe how benefits to these communities will be evaluated. (Note: [~~For Hydrogen refueling stations,~~] 50% of allocated funds shall directly benefit or serve residents of low-income communities and disadvantaged communities as defined by CalEnviroscreen.
5. **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. **Fleet Operator Letter of Commitment: If an Applicant does not own and will not be purchasing MDHD ZEVs for the proposed project, the Applicant 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)**

Applicants are encouraged to submit letter(s) of support that substantiate the estimated demand and/or the potential benefits of the proposed project. Third-party letters of support**, and any authorization letters if applicable** 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.

15. **Application Form (Attachment 16)**

Applicants must complete an Application Form. This form requests the Applicant provide the following: [~~project type,~~] fueling type, title of project, site address, brief project description, requested amount of CEC-funding, match funding amount(s), and additional information about the charging ports or hydrogen fueling positions, MDHD vehicle population, project benefits, CEQA compliance information, key partners and other project information needed to evaluate the proposal.

## Section IV.A.3. 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 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.

## Section IV.A.4. Technical Evaluation

The highest scoring, passing application [~~from each Project Type (Group 1: Small Project and Group 2: Large Project)~~] will be recommended for funding. The remaining funds will then be allocated to the next overall highest scoring application(s), [~~regardless of Project Type,~~] in ranked order until all funds available under the solicitation have been exhausted.

##  Section IV.E. Evaluation Criteria

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| --- | --- |
| **Criterion** | **Possible Points** |
| 1. **Team Experience and Qualifications**

Applications will be evaluated on the degree to which:* The project team’s qualifications (including relevant expertise, experience, and skill sets) are suitable to the tasks described in the proposed Scope of Work.
* The project team has members with at least three (3) years of experience designing, planning, constructing, testing, operating, or maintaining electric vehicle or hydrogen refueling stations, and qualifications, skills, abilities, and relevant technical and business experience align with the needs and successful completion of the proposed project.
* The project team has verifiable experience working with AHJ and utility personnel to overcome permitting and planning barriers.
* The project team has sufficient personnel and organizational capacity to complete the project given its other project commitments.
* The Applicant and project team have demonstrated exceptional administrative and technical performance under existing or prior funding agreements (CEC and/or other public agencies), if the Applicant or project team worked on such projects, including:
	+ Adherence to schedules and due dates.
	+ Effective and timely issue resolution.
	+ Quality of deliverables.
	+ Objectives of past projects have been attained.
	+ Honest, timely, and professional communication with staff from the funding entity.
	+ Effective coordination with project partners, subrecipients, vendors, and other stakeholders.
	+ Timely and accurate invoicing.
 | [~~20~~]**15** |
| 1. **Project Readiness**

Applications will be evaluated on the degree to which:* Required permitting for the proposed project has been completed.
* The proposed project has achieved compliance under the CEQA.
* Site control is secured.
* Coordination with the respective utility provider for utility connection demonstrates accelerated timeline to energize the sites.
* The equipment to be deployed meets the Charger Port/Hydrogen Refueling Dispenser Minimums and accelerates project timelines.
* The timeline for charger or hydrogen refueling dispenser installation and commissioning is expedited.
* A clear and realistic timeline is provided for the acquisition of MDHD ZEVs. Strategies to expedite the vehicle acquisition process are identified.
* The project will effectively deploy renewable DERs and/or renewable energy generation equipment to accelerate timelines. A clear plan is provided for the use, management, and long-term commitment to zero-emission and/or renewable fuel equipment beyond project completion.
* If solar or storage equipment is included in the project, the equipment to be deployed will lower the cost of electricity for charging or hydrogen fuel for customers.
* The tasks in the Scope of Work contribute to the successful and timely completion of the proposed project.
* Planned community outreach is appropriate and comprehensive and contributes to the overall success of the proposed project.
* Major risks and barriers to successful project completion are identified and mitigated.
* The project team demonstrates it has the resources to operate each charging port and/or hydrogen refueling position for at least six years.
* The ZEV infrastructure to be deployed is appropriate for the project’s vehicle population and leads to successful deployment of zero-emission MDHD vehicles.

**NOTE: Project Readiness must obtain a minimum passing score of 24.5 points (70% percent) within this evaluation criterion to be eligible for funding.** | [~~25~~]**35** |
| 1. **Blueprint Project Implementation and Infrastructure Deployment**

Applications will be evaluated on the degree to which:* The Project Narrative clearly and thoroughly identifies the specific section(s) of the CEC-approved Final Blueprint that will be implemented with infrastructure to support MDHD ZEVs, off-road equipment or specialty vehicles. Note: The Evaluation Committee may refer back to the CEC-approved Final Blueprint to confirm alignment.
* The Project Narrative demonstrates strong alignment between the proposed project and the recommendations in the Final Blueprint.
* The level of detail provided supports feasibility, showing a clear pathway from planning to execution.
* Equipment and infrastructure to be deployed at the proposed site align with what was identified in the Final Blueprint in terms of type, scale, and location.
* Site information aligns with the approved Final Blueprint.
	+ If the proposed site for the proposed project is not included in the approved Final Blueprint, the new site location and justification for the proposed change are clearly described and identified in the Project Narrative and Attachment 15, Justification for Site Not Included in the Final Blueprint, has been completed and submitted.
	+ The justification for the site change clearly demonstrates how the site change conforms to the Final Blueprint recommendations.
* If the Applicant received funding under GFO-23-603:
* The proposed project pertains to a different site from the site funded under GFO-23-603.
* The new infrastructure supports a different fleet than the previous award.
* The proposal clearly demonstrates how the proposed project is distinct from the prior award under GFO-23-603 and contributes to advancing California’s decarbonization goals.
 | 25 |
| 1. **Project Budget**

Applications will be evaluated on the degree to which:* The proposed budget implements cost-saving strategies that reduce the amount of CEC funding necessary for project completion.
* Administrative and overhead expenses are minimized and are less than 7.5 percent of total requested CEC-funds.
* **The amount of CEC funding per port/refueling position is minimized and justified for the proposed infrastructure power level/refueling capacity.**
* 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.
 | 15 |
| 1. **Environmental and Economic Benefits**

Applications will be evaluated on the degree to which:* 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: 50% of allocated funds shall directly benefit or serve residents of low-income communities and disadvantaged communities as defined by CalEnviroScreen.)**
* The proposed project reduces carbon intensity relative to the relevant fossil fuel baseline as measured in gCO2e/MJ.
* The proposed project leads to strategic, scalable, and cost-effective solutions for future deployment of electric and/or hydrogen infrastructure for MDHD vehicles, off-road vehicles, or specialty vehicles.
* The proposed project reduces total GHG emissions in metric tons.
* The infrastructure installed under the proposed project will be utilized by zero-emission MDHD vehicles (class 2b-8), off-road equipment or specialty vehicles.
* The proposed project incorporates resiliency measures, ensuring the goals of the project will continue to be carried out during an emergency.
* The proposed project engages regional community-based organizations, community leaders, California Native American Tribes, 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.
 | ~~[15]~~**10** |
| **Total Possible Points** | 100 |
| **Minimum Passing Score (70%)** | 70 |

## SECTION V. A. Definition of Key Words

 Important definitions for this solicitation are presented below:

|  |  |
| --- | --- |
| **Hydrogen Dispenser** | **A dispenser supplies hydrogen to a fuel cell electric vehicle and may have multiple hoses/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.** |

##  SECTION V.K. AGREEMENT REQUIREMENTS

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.

## Application Form (Attachment 16)

This document provides the California Energy Commission (CEC) with basic information about the Applicant and Proposed Project. Each Applicant must complete and sign this form. Each Applicant must complete and include this Application Form in its application. **Each Application Form must clearly identify which infrastructure type the proposed project will principally address.** [~~Each Application Form may address only one Project Type (Group 1: Small Project or Group 2: Large Project). If an Applicant submits multiple applications that address the same Project Type Group, each application must be for a distinct project (i.e., no overlap with respect to the tasks described in the Scope of Work, Attachment 2)~~.]

|  |
| --- |
| **Eligibility Requirements (See Section II.A and II.B of the solicitation manual)** |
| **Did you receive an award from GFO-20-601 or were you** [~~/~~] **the fleet or case study identified within the Final Blueprint deliverable from an awardee of GFO-20-601? (check only one box)**[ ]  Yes [ ]  No |
| **What is the CEC Agreement Number?**       |
| **Was the Final Blueprint completed, submitted, and approved by a CEC Commission Agreement Manager?**[ ]  Yes [ ]  No  |
| **Did you receive an award from** [~~GFO-20-603~~] **GFO-23-603? (check only one box)**[ ]  Yes [ ]  No  |

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| **Project Category (See Section I.G of the solicitation manual)** |
| **[~~Project Type~~****~~\*(Check only one box)~~]** | [[ ]  ~~Small Project (install and deploy~~ **~~at least 10 new~~** ~~charging ports or~~ **~~1 new~~** ~~hydrogen fueling position);~~][[x]  ~~Large Project (install and deploy~~ **~~at least 20 new~~** ~~charging ports or~~ **~~at least 2 new~~**~~hydrogen fueling positions)~~] |
| **\*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** |            |

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| **Project Description (brief summary)** |
| [**~~What is the lead time for acquiring the MDHD ZEVs?~~** ] |

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| **Certifications** |
| **ECAMS will require Applicants to provide the required authorizations and certifications listed below prior to final submission of their application:****All Applicants must certify under penalty of perjury under the laws of the State of California that:*** **I am authorized to submit this application on behalf of the Applicant.**
* **I authorize the CEC to make any inquiries necessary to verify the information presented in this application.**
* **I authorize the CEC to obtain business credit reports and make any inquiries necessary to verify and evaluate the financial condition of the Applicant.**
* **I have read and understand the terms and conditions contained in this solicitation. I accept the terms and conditions contained in this solicitation on behalf of the Applicant and the Applicant is willing to enter into an agreement with the CEC to conduct the proposed project according to the terms and conditions without negotiation.**
* **I certify that (1) this application does not contain any confidential or proprietary information, or (2) if confidential information is allowed under the solicitation it has been properly identified.**
* **I certify under penalty of perjury under the laws of the State of California that, to the best of my knowledge, the information contained in this application is correct and complete.**
* **I am authorized to agree to the above certifications on behalf of the Applicant.**
 |
| **Print Name of Authorized Representative:** |
| **Signature of Authorized Representative:****Date:** |

## Scope of Work (Attachment 2)

**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:

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

* 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.**

**Enrico Palo**

**Commission Agreement Officer**

1. **8 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-2)