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.

Unless indicated otherwise, all section numbers identified are from the solicitation manual (for example, “Section II.B” refers to Section II.B of the solicitation manual) of Addendum 2. 

# ***Availability of Funds***

**Q1:** **Are the greenhouse gas reduction funds (GGRF) earmarked for this solicitation at risk?**

A1: This solicitation is funded by Clean Transportation Program funds, however if there are proposed awards for infrastructure funding for off-road vehicles or specialty vehicles, those would be funded by GGRF funds. All funding is contingent upon availability.

# ***Project Eligibility & Requirements***

**Q2: Can an organization that did not author an eligible blueprint apply to implement a project listed in it, with authorization from the original blueprint awardee? For example, if Entity A developed a blueprint under GFO-20-601 but does not intend to pursue implementation, can Entity B apply as the lead applicant for this solicitation, assuming the project scope remains largely unchanged?**

A2: Yes, an organization that did not author an eligible Final Blueprint awarded to those in the listing provided in Section II.A.1. may apply to implement a project identified in the completed, CEC-approved Final Blueprint provided the organization receives authorization from the original blueprint awardee and submits the approved letter with the application to this solicitation . (See Section II.A., Eligible Applicants in Addendum 2.) The scope of the project must also meet all of the requirements of Section II.B., Eligible Projects. The Applicant is responsible for managing and completing the scope of the project.

**Q3:** **If a project already received state funding from the California State Transportation Agency (CalSTA) and was credited for its greenhouse gas (GHG) reductions under the project, can the applicant also apply for Implementation 2.0 funding for the same project—even if the GHG benefits have already been counted under that other program? I.e., can we claim the same GHG reductions in multiple applications?**

A3: Applications submitted to GFO-24-611will be evaluated on the degree to which the proposed project cost effectively reduces GHG emissions, the dollars of CEC funding divided by the amount of GHGs reduced annually, and the need for state funding. See Section IV.E., Evaluation Criteria. A project that has received funding from another state agency may apply to this solicitation. An applicant may count full GHG benefits during the application process. However, the CEC will work with the Recipient to avoid double counting the GHG benefits across awarded projects upon award. Costs funded by the CEC must be actual costs incurred and not costs already funded by another agency or funding source, i.e., CalSTA and CEC cannot fund the same costs under a project.

**Q4:** **Is it possible for an entity to edit their Blueprint to include an additional project that they would like to apply for the Implementation of?**

A4: No, an entity may not edit their blueprint to include an additional project but may use Attachment 15 (Justification for Site Not Included in the Final Blueprint), to justify why it would like to include the additional project in the application and how it will conform to the recommendations in the Final Blueprint.

**Q5:** **Is a project defined as one application or one site? Is the project minimum of 10 (for small) and 20 (for large) required at the same site? Or can one small project application cover 5 chargers at two different sites?**

A5: Please see Addendum 2 for new requirements regarding minimum infrastructure and maximum award.   
  
An application is defined as one project, and the project may contain multiple sites. (See Section II.B of Addendum 2). Applicant must provide the site addresses in the Application Form (Attachment 16) and explain in the Project Narrative (Attachment 1) how the chargers will be distributed.

**Q6:** **Is it possible for an entity that does not have a pre-approved Blueprint to submit a Blueprint to the CEC in order to apply for this round of Implementation funding?**

A6: No.

**Q7: What’s the reasoning behind the minimum # of ports per project (Section B.2.)?**

A7: Requiring a minimum number of ports ensures that funded projects are of a sufficient scale to make a measurable impact on medium- and heavy-duty zero-emission vehicle deployment in California. Larger infrastructure deployments support scalability and improve the cost-efficiency of public investments. Additionally, the minimum infrastructure requirements align with the fleet transition needs identified in completed blueprints funded under GFO-20-601, many of which included plans for multiple vehicles, making multi-port infrastructure essential.

**Q8:** **Why are minimums on simultaneous power levels included in the solicitation? Many MDHD applications do not need more than Level 2, and this will inflate costs. Typical bidirectional equipment is 60kW as well, which makes this difficult for school districts. ￼**

A8: Please see Addendum 2 for new power level requirements. Each charging port must be capable of delivering at least 60 kW of power (Section II.B.2).

Additionally, minimums on simultaneous power levels are required if the electric vehicle charging station will be open-retail, and each charging station port must be capable of providing at least 200 kW (Section II.B.2.). 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. This requirement aims to provide sufficient charging speed for larger vehicles, facilitating efficient operations and reducing downtime. If the charging equipment is not for public use, the simultaneous power level minimums do not apply.

**Q9: Could an application be eligible if it makes the case that a per-port power capacity below 80kw is in the economic and operational interest of the project?**

A9: Please see Addendum 2 for new power level requirements. If the electric vehicle charging station will be private and not open retail, each charging port must be capable of at least 60 kW. (Section II.B.2). If the electric vehicle charging station will be open retail, each charging station port must be capable of providing at least 200 kW. This requirement is designed to ensure that the infrastructure supports the deployment of and performance needs of medium- and heavy-duty zero-emission vehicles.

**Q10:** **Is the ten-charger minimum requirement a firm threshold, or is there any flexibility for vessel chargers? The set number of chargers provision is not aligned with the inclusion of "marine" in the off-road category?**

A10: Yes, the charger minimum is the defined limit. The solicitation requires that at least 10 EV charging ports be constructed and operated (Section I.G.). An application is defined as one project, and the project may contain multiple sites. If a completed blueprint includes plans for marine applications, the project may be eligible provided it meets the minimum charging ports requirements of the solicitation.

**Q11: Is the minimum power capacity for public chargers a statutory requirement (Section B.2)?**

A11: No, the minimum power capacity requirement for public chargers specified in Section II.B. of the solicitation manual is a solicitation-specific requirement, not a statutory requirement.

**Q12:** **Can you clarify whether the lead applicant has to own and operate the charging infrastructure?**

A12: There can only be one applicant (we are making this clarification because the question asks about a “lead” applicant). If awarded a grant by CEC, the applicant is referred to as the recipient. If awarded, the recipient has to own charging infrastructure acquired with grant funds, which may be operated by that recipient or a key project partner. The recipient or a key project partner must operate each proposed station and ensure that it remains operational for a minimum of six years, whether the station is public or private. The CEC’s Terms and Conditions state: “Title to equipment acquired by the Recipient with grant funds shall vest in the Recipient. The Recipient shall use the equipment in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by grant funds, and the Recipient shall not encumber the property without CAM approval. When no longer needed for the original project or program, the Recipient shall contact the CAM for disposition instructions.”

**Q13: The lead applicant or key project partner can own and operate the charging infrastructure, but what about site ownership?**

A13: A project site may be owned or leased; however, the Applicant must demonstrate in the Project Narrative (Attachment 1) that the Applicant, or a key project partner can operate each proposed station and maintain its operational status for a minimum of six years. Applications will be evaluated on the degree to which the project site is secured. Site control includes, but is not limited to leases, ownership, or access rights. (See Section III.D.2.b.iii) Applications must include a letter of commitment from the current owner of the site for each proposed station location. If a proposed site is owned AND operated by the same entity or individual, the letter shall state so. (See Section III.D.8.)

**Q14:** **Is Section 2.C. in the solicitation manual the standard language for Open Retail across all CEC solicitations?**

A14: No. Section 2.C. “Minimum Technical Requirements for Open Retail Electric Vehicles Charging Stations” is not standard language across all CEC solicitations. Each CEC grant solicitation is tailored to specific objectives and technologies. While some CEC solicitations may include some version of the technical requirements found in Section 2.C., others may not. Applicants should refer to the specific solicitation manual of interest to understand the applicable technical requirements.

# ***Eligible Reimbursable and Match Share Costs***

**Q15:** **Could this grant funding opportunity provide additional funding for electrified charging floats (floating charging infrastructure for electric vessels) some of which have received Federal Transit Administration funding?**

A15: GFO-24-611 is offering funding for infrastructure supporting zero-emission, off-road equipment or specialty vehicles provided the proposed project meets the minimum requirements of the solicitation. 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. (See Section II.B.1.) Purchase of MDHD ZEVs, off-road equipment, or specialty vehicles is not eligible for reimbursement, but may be eligible as match share.

Please note, Applicants who previously received funding under the Implementation of MDHD ZEV Infrastructure Blueprints solicitation (GFO-23-603) are eligible to apply again, provided the proposed project pertains to a different site identified in the blueprint and supports infrastructure for a different fleet.

(See Section II.A.1.)

**Q16:**  **Can forklifts without dedicated charging be considered match or do they need to be brand new?**

A16: If the vehicles or equipment have already been purchased, they would not be considered eligible for match if acquired before the date of the Notice of Proposed Award (NOPA). If Greenhouse Gas Reduction Funds are used, match cannot be incurred until the date of agreement execution for those funds. (See Section II.F.1.h.) For CTP funds, purchases made after the NOPA and before agreement execution may be considered for match. (section II.F.1.h)

**Q17: If proof of MDHD vehicle purchases is required, would publicly accessible chargers still be eligible for funding?**

A17: Proof of purchase of MDHD ZEVs, off-road equipment, or specialty vehicles is not a requirement in the solicitation. MDHD vehicles must be used to demonstrate operationality. Vehicle purchase is an eligible match expense [VERIFY APP MANUAL SAYS THIS] and if this match expense is claimed then proof of purchase may be necessary to verify the cost incurred. In addition, in order for the project to provide the required operational data, the Applicant must be able to show that the infrastructure installed under the proposed project will be utilized by zero-emission MDHD vehicles, off-road equipment, or specialty vehicles. Also, publicly-accessible chargers are eligible for funding under this solicitation, provided they meet the minimum infrastructure requirements (Section II.C.), are consistent with the plans outlined in the approved blueprint, and a fleet operator letter of commitment is provided at time of application (Section III.D.8.c.).

Applications that result in proposed awards and executed agreements will be required to collect data from the project and perform recordkeeping and reporting on operations and reliability as specified in the Scope of Work (Attachment 2).

**Q18: Under what circumstances would the application need to show proof of an MDHD purchase?**

A18: Proof of MDHD purchase is not required. All proposed projects must be installed in California for public and/or private use and are required to demonstrate that the proposed infrastructure will support the deployment of medium- and heavy-duty zero-emission vehicles (MDHD ZEVs). While proof of vehicle purchase may not be required, Applicants must be able to demonstrate that the project aligns with the strategies and infrastructure plans outlined in the original blueprint for the fleet or case study participant identified in the completed blueprint.

**Q19: Are Applicants eligible to apply for open-retail charging if they do not own any vehicles? If so, is there a proof of vehicle purchase and/or commitment requirement?**

A19: Yes, Applicants are eligible for an open-retail charging option if they do not own any vehicles. Applicants would still be required to submit a fleet commitment letter. Refer to Section III.D.8.c. of the solicitation manual (Addendum 2).

**Q20:**  **What is the CEC’s definition of a Class 2b zero-emission Vehicle? Can you please clarify if the F150 Lightning counts as a Class 2b Medium Duty vehicle, and if so, what is the gross vehicle weight rating (GVWR) that can be applied to assess other medium-? Ford F150 lightning is usually GVWR 8,850-10,000 lbs.**

A20: For the purpose 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. Section II.B. in the manual has been updated to reflect this definition in Addendum 2.

**Q21: If an approved eligible Applicant submits a request for funding under GFO-24-611, but the request is not a significant component of their approved blueprint funded under GFO-20-601, would that be a potential issue for a potential award?**

A21: CEC cannot advise in this Q&A on whether this would or would not be a potential issue for a potential award as not all factors are known.

Applications will be scored on the degree to which the proposed project demonstrates strong alignment with the strategies and infrastructure plans outlined in the original blueprint for the fleet or case study participant identified in the completed blueprint. While the proposed project is not required to implement the entire blueprint, the requested funding for infrastructure must correspond to components identified in the blueprint and meet the minimum infrastructure requirement outlined in the solicitation. Applicants are not required to submit an application that requests the maximum award amount and will be scored on the degree to which the CEC funding per port/refueling position is minimized and justified for the proposed infrastructure power level/refueling capacity.

# ***Miscellaneous***

**Q22:**  **Is there a teaming list available for this solicitation?**

A22: Prospective Applicants looking for partnering opportunities for this grant funding opportunity should register on the CEC’s [Empower Innovation](http://www.empowerinnovation.net) website at [www.empowerinnovation.net](http://www.empowerinnovation.net). Once registered, click “Find a Partner” at the top of the page to show your interest in this opportunity, as well as view and message other interested members. This [specific grant funding opportunity](https://www.empowerinnovation.net/en/custom/funding/view/46697) can be found at the following link: <https://www.empowerinnovation.net/en/custom/funding/view/46697>.

**Q23:**  **Will a list of attendees to this webinar be provided?**

A23: No. Please submit a Public Records Act Request to the CEC (https://www.energy.ca.gov/contact/public-records-act-requests) or reach out to the assigned Commission Agreement Officer (CAO) on this solicitation [enrico.palo@energy.ca.gov](mailto:enrico.palo@energy.ca.gov) for more information.

**Q24:** **Is there a public resource where we can access the completed blueprint project documents submitted from GFO-20-601 blueprint awardees?**

A24: Yes, the CEC’s [Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure "Blueprint" Planning Documents](https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/medium-and-heavy-duty-zero-emission) webpage is live; however, not all approved blueprints are currently posted due to ongoing ADA compliance efforts. Completed blueprints can be accessed at the following link:

<https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/medium-and-heavy-duty-zero-emission>. Reach out to the Commission Agreement Officer identified in Section I.L. Contact Information to request any blueprint not currently posted.

**Q25: What is the required performance period for grant recipients?**

A25: As stated in Section III.D.4., all work must be scheduled for completion by no later than March 31, 2029, to allow timely processing of final invoices before the liquidation date of CEC funds. Projects proposed for an award in the Notice of Proposed Awards will need to go to a CEC Business Meeting for approval, anticipated to be in late 2025, followed by agreement execution. The effective date of this Agreement is either the start date listed on form CEC-146 or the approval signature date on the grant agreement by the California Energy Commission representative, whichever is later. No work is authorized, nor shall any work begin, until on or after the effective date..

**Q26: Would it be possible for the CEC to consider a two-week extension to allow for a more robust and complete application?**

A26: Yes. Please see Addendum 1 for the new application deadline.