

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

General

Definitions/Clarification

1. QUESTION: Because of inconsistencies in the solicitation document and the bidder's conference, please reconfirm all deadlines for questions, answers, and submittals.

ANSWER: The deadlines are currently as stated in Addendum 1.. Any changes to the deadlines would be posted in an addendum to the solicitation.

2. QUESTION: If there are multiple sites of interest, should/can multiple applications be submitted?

ANSWER: Applicants may submit multiple applications. Applicants (except for EVSE applications) should have a site selected before submitting the application. Please also see the response to Question # 16.

3. QUESTION: Please provide a clarification on what is due to the CEC for CEQA approval by each of the following dates: March 14, April 16th, and final award agreement.

ANSWER: As part of your application(s), fill out the CEQA-readiness information on the application cover sheet (Attachment A) and the CEQA worksheet (Attachment L) by the application submission date. You also must submit documentation of contact with the local lead agency for CEQA purposes. A Notice of Exemption, a Notice of Determination, a letter from the lead agency, or a letter describing a phone conversation with the lead agency are acceptable documents. You must be able to provide complete CEQA documents (e.g., a notice of exemption or notice of determination) by April 16, 2012, in order to be eligible for first round funding. All CEQA approvals must be in place before the award can be approved at a business meeting, regardless of the round of scoring.

4. QUESTION: In reviewing Attachment F Exhibit B-1b Category Summary, it asks for "Reimbursable Costs" on the actual excel sheet. However, in the instructions on Pg. 1 of Attachment F, part III, it says "This sheet identifies costs by category and by the Recipient and major subcontractors for all tasks combined." Also, it says under the instructions for Sheet B-1a, part II, that the grand totals on both sheets must match. This suggests that Sheet B-1b should include all costs. Which is it – reimbursable costs only, or all project costs for Sheet B-1b Category Summary?

ANSWER: B-1a and B-1b should be Commission reimbursable expenses only. The instructions clarify that they need to be detailed by whether the Prime or Sub will incur the expense. Both the Task and Category Summary should detail all Commission Reimbursable expenses and Match/Leverage funds should only be indicated on the Match tab.

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

5. QUESTION: The PON asks for 12 months of data to be collected (p. 14, Paragraph 12D). Attachment D, Data Collection and Analysis Task, specifies 6 months for the listed data. Can you please clarify how much data collection is required to be completed before March 31, 2016? Also, is one of these the time period that needs to be included after construction to be completed by the end of the contract term in March 2016?

ANSWER: You are required to perform 6 months of data collection before March 31, 2016, and before the end term of the grant.

6. QUESTION: Attachment B, p. 2, states, "Fueling dispensers will be scored individually." Does this mean that if we are applying for a CNG station that will have three identical dispensers, we will need to describe them individually in terms of throughput, manufacturer, etc.?

ANSWER: In the above example, dispensers may be described once, as this is for a single station. The total number of dispensers must be included. If there are any differences between the dispensers at a site, the differences must be identified, e.g. dispensers have different fill rates.

7. QUESTION: Are private nonprofit entities (501(c)(3)) considered "private entities" for purposes of this solicitation? Note - in my understanding, "private nonprofit entities" - which are governed by a self-appointed board of private individuals, and have most of the rights and responsibilities of corporations - except for tax payment - are generally considered private entities. The exception is an explicitly public nonprofit, such as a public college or university (e.g. California Community College, CSU, etc.) where the board members are either elected directly by the public, or appointed by a publicly elected person, such as the Governor. These would be considered public entities.

ANSWER: Not-for-profit entities are considered private entities. All private entities (including non-profit entities) must have a business presence in California and must be registered with the California Secretary of State.

8. QUESTION: Please clarify the definition of "Fleet". Can vehicles be leased or shared and still qualify as a fleet, if they are used or operated specifically for a business' operations?

ANSWER: A vehicle fleet is a group of two or more vehicles owned or leased by the same entity.

9. QUESTION: Please clarify/define "workplace". Does a workplace' need to be located in a location zoned for mixed and commercial uses?

ANSWER: A workplace is where work is performed by employees. There is no zoning requirement stated in the solicitation.

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

10. QUESTION: The solicitation recommends; "Working with building departments to 'streamline the permit process". Please clarify what 'streamlining the permit process' means to the Commission and what the envisioned outcome of this would be.

ANSWER: For EVSE installations, we require that applicants "Coordinate with local agencies to streamline the permitting process and notify utilities prior to installation." This entails that applicants work actively with all affected local agencies in order to help ensure a quick process in obtaining the necessary permits. The Energy Commission recognizes that permitting tends to be one of the obstacles in timely infrastructure project implementation and therefore requires that applicants do everything in their power to ensure a swift permitting process.

Eligibility

11. QUESTION: Are engineering and design costs eligible for grant reimbursement?

ANSWER: It is the Energy Commission's intent to provide funds for the purchase of equipment and materials necessary to the project(s). The solicitation does not prohibit engineering and design costs, but they are not the Energy Commission's preference for funding. For DC Fast Charger Demonstration Project proposals, engineering and design costs would be allowable costs.

12. QUESTION: What stage of design should the project be in for this application? Since the timeline is fairly long (2015), can projects be in the design phase and cost and time estimates would be submitted in the application?

ANSWER: Projects may be in the design phase. However, projects must also be able to submit complete CEQA documentation (e.g., a notice of exemption or notice of determination) within 180 days of the Notice of Proposed Award (NOPA) and before the award can be approved at a business meeting.

13. QUESTION: Can a public utility apply for funds to build an alternative fueling station?

ANSWER: A public utility is eligible to apply.

14. QUESTION: If another agency may be contributing funds through a separate, local funding opportunity on a reimbursement basis, should they be included as matching partners? Should the CEC be notified if an additional local grant is applied for and received after this CEC funding opportunity is applied for or awarded?

ANSWER: It is up to the applicant to determine which match funds to include in the proposal in order to meet the match percentage requirements. Successful applicants will be required to notify the Commission of any increase or decrease in match funds from the amount committed in the application.

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

15. QUESTION: Can we submit a combined application for multiple fuel types, with a combined funding request? Ex: One application for multiple E85 stations, along with a DC Fast Charging demonstration at one of the sites, for a combined total of \$1,150,000.

ANSWER: No, as each DC Fast Charging project must be in its own application. An applicant could combine a multi-station E-85 project with an EVSE installation for a residence, workplace, or fleet. However, this is not recommended as it may make it more difficult to score or review for CEQA.

16. QUESTION: Will the CEC accept a list of additional site locations should a site described in the application be dropped due to future permitting hurdles? What will the process be for substituting stations?

ANSWER: The applicant may provide additional site locations in a single application for one station (or for multiple E-85 or EVSE stations). CEQA information should be provided for all stations included in the application. Station locations may be replaced if problems arise. This may be done through a formal or an informal amendment of a grant agreement, depending on the circumstances.

Natural Gas/Propane

17. QUESTION: Can funds be used to install maintenance equipment for servicing natural gas vehicles or are funds only for dispensing proposes?

ANSWER: This solicitation is for the installation of fueling infrastructure only.

18. QUESTION: What is the definition for publicly accessible retail station? The preferred definition is a CNG, LNG or LNG/LCNG station that is operating and publicly accessible and available for public use for a minimum of at least eight hours per day between the hours of 6 AM to 8 PM, Monday through Friday, and is equipped with a universal card reader system that accepts Visa, MasterCard, and/or American Express at a minimum.

ANSWER: The Energy Commission does not have a standard definition of a publicly accessible retail station. The expectation is that public access will be similar to what the consumer may expect from a gasoline or diesel fueling station, with full, non-constrained ingress and egress for all applicable vehicle types. The definition embedded in the question would denote one type of public retail station. Provide a description in the application of what type of public access the station will provide.

19. QUESTION: We are requesting clarification with regard to eligible programs and requirements of CNG/LNG Fueling Infrastructure. If the proposed fueling infrastructure was mobile (had the ability to be moved from one California location to another) and committed to use solely within the State of California, would this project be considered an eligible program?

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

ANSWER: Yes. However, the equipment would need to be committed to the site for the term of the agreement and the applicant will need to provide information in the application that the equipment serves an immediate fueling need until a permanent station is constructed. If equipment will be moved outside of California after the agreement ends, then the Commission will only fund a pro-rated share of the equipment costs or seek reimbursement of the residual value.

E85

20. QUESTION: The application manual states that E85 project funds are only available at existing gasoline stations. My question is, would an E85 installation at an existing biodiesel filling station qualify as well?

ANSWER: Yes. Please see Addendum #2.

21. QUESTION: Will the CEC consider raising the maximum award per application, in order to allow fewer application submissions for large projects? We believe that a maximum of \$2M per application for E85 infrastructure would be more appropriate.

ANSWER: The Energy Commission has raised the maximum to \$2 million per application for E85 in Addendum #2.

Electricity

22. QUESTION: In reviewing the guidelines it is not clear what the grant would be paying for if a fast charging demonstration project was sought, since it states in bold on page 2 that equipment and materials are not allowable costs for this type of project.

ANSWER: Section 8 on page 9 states that DC fast charge demonstration stations “may request funding for demonstration related activities.” This is intended to include the full range of costs associated with installing and demonstrating an eligible DC fast charger, including equipment and materials costs.

23. QUESTION: The funding table is confusing. Under the DC fast charger Demo it states there is no match requirement, but under the Max. Award per station it states only 50% of the cost. Furthermore, this same category states under max award per station not to exceed \$150,000, but the Max award per application is \$75,000.

ANSWER: Please see Addendum #2, which states that the match share for a DC Fast Charger Demonstration project is 50%.

24. QUESTION: Please clarify \$75K vs. \$150K for DC Fast Charger max. The solicitation variously refers to the dollar cap for a DC Fast Charger project to be \$75,000 or \$150,000. Please confirm the correct dollar amount.

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

ANSWER: Please see Addendum #2, which states that the maximum award per station for DC Fast Charger Demonstration is up to 50% of total cost, not to exceed \$150,000, and the maximum award per application is \$150,000.

25. QUESTION: The stated goal of the PON is to streamline the awards by providing funds for the purchase of equipment. However, if CEC funds cannot be released until the required match share (50%) is expended, equipment receipts will have to be held until an equal (or larger) amount has been spent on installation costs. This could prevent any streamlining of the project. Would the CEC consider lifting the equipment limitation, or reimbursing at any date that equipment receipts are submitted?

ANSWER: The Energy Commission pays grant funds upon receipt of invoices, which must include documentation of match funds expended to date. Each invoice must show the appropriate percentage of match relative to the amount of reimbursement requested from the Energy Commission. Match funds do not have to be cash or within the same budget category as the requested reimbursement. As stated on page 9 of the solicitation, an applicant may count as match those project costs incurred after the Energy Commission notifies the applicant that its project has been proposed for an award and before execution of our agreement. The Commission may consider paying equipment costs up front without the required match expenditure on a case-by-case basis, and on a showing that the match expenditure is imminent or committed (e.g., through a subcontract).

26. QUESTION: If an EVSE project can be identified whose scope would be greater than \$75K and it meets all other solicitation criteria, can it be proposed as if it were bundled sub-\$75K projects, or must it be broken into separate proposals?

ANSWER: The maximum amount per application is as shown in the table on page 10 of the solicitation package, so it would have to be broken into separate applications, or the applicant can cover the remainder of the costs and count it as match share.

Definitions

27. QUESTION: I am applying for a grant to install an EV multi unit charging station at my business for use by employees and clients. I am planning to contract with either AeroVironment <http://evsolutions.avinc.com/> or Clean Fuel Connection <http://cleanfuelconnection.com/> to do the installation. I believe they are both approved vendors for the DOE and CEC.

ANSWER: The Energy Commission does not maintain a list of approved subcontractors. Any subcontractor that can meet the technical and performance standards in the solicitation would be appropriate.

28. QUESTION: What information should I supply regarding prevailing wage and benefits at the time of application?

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

ANSWER: Attachment J, Information on Compliance with Prevailing Wage, provides information on compliance with prevailing wage requirements under California law. The budget submitted in the application should reflect payment of prevailing wage where applicable.

29. QUESTION: Can you clarify what level, if any, of documentation we would need to submit to satisfy the CEQA requirement under the Electricity Category for Residential EVSE installations? We're not sure which agency would qualify as lead agency for this unless it's CEC. We believe residential EVSE installations may not require any CEQA documentation. If so, can you confirm they would qualify for a categorical exemption? Will the Commission expect to see specific locations for residential and/or commercial EVSE installations detailed in proposals? Or, will general locations (city or county) be sufficient? Given the complexity of siting EV charging stations and the long lead-times needed to identify and confirm installations, Ecology Action would recommend allowing as much flexibility in this category as possible.

ANSWER: Applicants should specify in Attachment L the type of work that will be performed (new installation or upgrade), the type of locations (e.g., garage, driveway, parking lot, curbside), and the type of equipment (e.g., size, shape) that will be installed for residential, workplace, and fleet EVSE. Applicants should also identify any discretionary permits (e.g., conditional use permits) that will be needed. Applicant should contact at least one local permitting agency for an opinion on CEQA. The Commission does not expect to see specific locations in the proposals for Level 1 and 2 EVSE.

30. QUESTION: Please clarify DC Fast Charger technology specifications, including minimum kW requirements per charging port, as well as type and number of charging ports.

ANSWER: DC Fast Charger specifications have been modified in Addendum #2. The minimum kW remains at 30 kW power rating, sequential charging is no longer required, and a minimum of one charge port is required per charger. In addition, if a protocol other than CHAdeMO is co-located at the site, there must be an equal number of CHAdeMO chargers as there are those of other protocols at the same site.

31. QUESTION: Please clarify: Do 'workplace' charging locations have to be publicly accessible? And further, what constitutes 'publicly accessible'? (24/7 access? During business hours?) If the CEC is considering opening up Level 1 and 2 EVSE applications to public entities would this mean that these types of installations could be used by the public?

ANSWER: The solicitation states that DC fast chargers provide "unlimited public PEV access for fast charging." There is no public access requirement for Level 1 and 2 EVSE applications.

32. QUESTION: Can one interpret the requirement to use the CHAdeMO protocol to mean that the charger must be CHAdeMO capable, e.g. with the required firmware installed,

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

such that adding a CHAdeMO connector will enable CHAdeMO vehicles, but that the charger may not be equipped with a CHAdeMO connector unless the owner/operator chooses to do so?

ANSWER: No, it means that there must be a CHAdeMO connector installed. If a protocol other than CHAdeMO is co-located at the site, there must be an equal number of CHAdeMO chargers at the same site as there are those of other protocols.

33. QUESTION: Does the solicitation regarding Level 2 EVSE intend to be for EVSE equipment and materials only, or does it also include in its intent to address installation of the units also?

ANSWER: As stated on page 2 of the solicitation, "it is the Energy Commission's intent to provide funds for the purchase of equipment and materials necessary to the project(s) (with the exception of fast charger demonstration projects)".

34. QUESTION: Could you please clarify the sequential and number of ports aspects to the DCFC demonstration?

ANSWER: According to Addendum #2, one port is required per charger and no sequential charging is required.

35. QUESTION: What is the definition of a distributor? In my experience, there are some nonprofit entities currently functioning in a de facto distributor relationship in the sense of placing EV charging products, negotiating with site owners, specifying products, and overseeing installation. They may or may not have a distribution agreement with the manufacturer as such, but they are accessing wholesale pricing in some cases and doing virtually all the functions of a formal, for-profit distributor.

ANSWER: A distributor is an agent or business that distributes goods to consumers or dealers. A non-profit entity may qualify as a distributor. Please also see Addendum #2, which expands eligibility to public and private entities, including non-profit entities.

Eligibility

36. QUESTION: Can you tell me why fast charger demo projects are excluded from this PON?

ANSWER: DC Fast Charge Demonstration projects are included.

37. QUESTION: We are considering applying for funding for EVSE; however, in reviewing the guidelines it would appear that local public agencies are not your target applicant. Please advise if this a program that a city could apply to for Level 2 charging stations or demonstrate fast charging.

ANSWER: According to Addendum #2, public as well as private entities are eligible to apply for funds for residential, workplace and fleet EVSE.

Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals

38. QUESTION: I was wondering why residential grant applications only considered the installation of Level 2 EVSE. In many multifamily situations an argument can be made to deploy a mixture of both Level 1 and Level 2 charge stations. Is it possible that you can amend the solicitation to include Level 1?

ANSWER: According to Addendum #2, applicants may consider the installation of Level 1 and Level 2 EVSE for multi-unit dwellings. Residential installations for single unit housing or semi-detached dwellings are for Level 2 EVSE only.

39. QUESTION: In addition to public entities, can the fleet and workplace hosts be allowed to apply directly for charging sites they will be hosting and potentially incurring a cost to develop?

ANSWER: Yes. Please see Addendum #2, which expands eligibility to public and private entities, including businesses.

40. QUESTION: What infrastructure is considered eligible equipment? Will signs, canopies, and access improvements be eligible for reimbursement?

ANSWER: All equipment, materials, and supplies associated with constructing and installing the fueling infrastructure are eligible for funding. The Energy Commission defines equipment as items that cost at least \$5,000 and have a useful life of more than one year. If the signs, canopies, and access improvements cost less than \$5,000, they are considered to be materials and/or supplies, but are still eligible for funding.

41. QUESTION: Will Fast Chargers (FC) with batteries be eligible for funding – despite higher pricing than regular FC's? There are many significant benefits associated with linking Fast Chargers to storage, however, they will be at least double the cost of a regular Fast Charger or more, depending on the size of the battery. The question is whether the unique benefits of storage-linked FC will be considered on its own merits, and not compared against pricing for a regular standalone charger.

ANSWER: As stated in Attachment B (Scoring Criteria), higher scores will be given for DC Fast Charge Demonstration projects that “include battery storage and/or renewable energy (e.g. photovoltaics) on site. Cost-effectiveness is based on the project’s public and private benefits, including greenhouse gas emissions benefits, relative to its cost, not on cost-competitiveness.

42. QUESTION: Could local transit funds be used for EVSE match and vice versa?

ANSWER: Yes, if the funds are used for the proposed project.

43. QUESTION: Regarding the DC fast charging requirements, have you discussed reducing the minimum power rating from 30kW to below 20kW. Some products are

**Questions and Answers
March 9, 2012
for PON-11-602
Alternative Fuels Infrastructure:
Electric, Natural Gas, Propane, E85 & Diesel Substitutes Terminals**

currently being developed that have a lower power rating to mitigate the impact of demand charges.

ANSWER: The minimum power rating is 30kW.