**GFO-22-610**

**Convenient, High-Visibility, Low-Cost Level 2 Charging (CHiLL-2)**

**Addendum 1**

**May 26, 2023**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-22-610. The addendum includes the following revisions to the Solicitation Manual and Scope of Work (Attachment 2). Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

**Solicitation Manual**

1. **Page 10, Section II.B.1. Eligible Projects**

Eligible projects will demonstrate replicable and scalable business and technology models to deploy Level 2 charging infrastructure and improve public awareness of and confidence in Level 2 charging access through high-density, high-visibility installations within a 1.5-mile radius of the project area central point (see Attachment 01 Application Manual, Proposed Project Location). **Only** **Level 2 chargers may be installed.** Direct Current Fast Chargers (DCFCs) and Level 1 chargers are not allowed. Each charger must be capable of outputting at least 6.2 kW of power. The project area central point for installations must be within the limits of a city or Tribal Lands, but all installations do not necessarily need to occur within the city’s/Tribal Lands’ limits. **Replacement of “paddle chargers” or non-networked chargers is eligible for funding and will count toward the minimum charger requirement. Replacement of broken chargers or old networked J-1772 chargers is not eligible for funding under this solicitation and will not count toward the minimum charger requirement.**

1. **Page 12, Section II.B.5 Charging Station Accessibility and Safety**

Charging stations shall be publicly accessible and accommodate safety

requirements of EV drivers. The following requirements apply:

* Chargers must be publicly available and accessible at least 18 hours per day. **Chargers that are restricted to paying customers (e.g. within a tolled parking garage) are eligible if the site is available to the public at least 18 hours per day.**
* Charging locations and parking areas must be well-lit. The charger user must be able to easily read any instructions on the charger and the area around the vehicle must have adequate lighting to allow the driver to safely move from the charger to the charging port on the vehicle.
* Sites must incorporate signage as required by any applicable laws, ordinances, regulations, and standards.

**Scope of Work (Attachment 2)**

1. **Page 2, Glossary**

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| Charger | Any connector that can independently provide charge **to an on-road electric vehicle (EV)** regardless of whether the other connectors associated with a Charge Point are simultaneously charging. |
| Charging Session | Part of a transaction during which the [~~electric vehicle (~~]EV[~~)~~] is allowed to request energy. |

**Eilene Cary,**

**Commission Agreement Officer**