**GFO-20-304**

**Evaluating Bi-directional Energy Transfers and Distributed Energy Resource Integration for Medium and Heavy-duty Fleet Electrification**

**Addendum 2**

**November 12, 2020**

After holding a pre-application workshop for GFO-20-304 on October 14, 2020 and receiving questions from interested parties (due on October 21, 2020), the below amendments to the solicitation have been made. Please see Addendum 2 to the Solicitation Manual posted along with this document for the full version of changes summarized below.

**Solicitation Manual Amendment Summary**

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| --- | --- | --- |
| **Pg. #** | **Subject/**  **Reason** | **Change Made** |
| 9 | Requirement for EVITP certification for charging infrastructure and equipment installation | **As per AB 841 (Ting, 2020), which added Public Utilities Code section 740.20, all electrical vehicle charging infrastructure funded or authorized, in whole or in part, by the CEC must be installed by someone with an Electric Vehicle Infrastructure Training Program (EVITP) certification. While this requirement is not legislatively mandated for work performed before January 1, 2022, the CEC is applying this requirement to all project work resulting from this GFO, regardless of when it is installed. Therefore, all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors’ State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Projects that include installation of a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. The requirements stated above do not apply to any of the following:**  **(1) Electric vehicle charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.**  **(2) Electric vehicle charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).**  **(3) Single-family home residential electric vehicle chargers that can use an existing 208/240-volt outlet.** |