July 10, 2023

**GFO-22-614**

**Reliable, Equitable, and Accessible Charging for Multi-family Housing 2.0 (REACH 2.0)**

**Addendum 1**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-22-614. The addendum includes the following revisions to the Solicitation Manual and Scope of Work Template (Attachment 1). Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

***Solicitation Manual***

1. **Page 3, Section D. Key Activities and Dates**

|  |  |
| --- | --- |
| Support for Application Submission in ECAMS until 5:00 p.m. | Ongoing until August [~~2~~] **16**, 2023 |
| **Deadline to Submit Applications by 11:59 p.m.\*** | **August [~~2~~] 16, 2023** |

1. **Page 4, Section I.G. Minimum and Maximum Award Amounts**

Funding eligibility will be as follows:

* All projects are eligible for up to 100 percent of the total project costs or up to $5,000,000, whichever is less. See section II.C-D for details on match share requirements. **In no case may the total grant funds and any applicable incentives exceed the total project cost**.
	+ There will be no minimum project award. However, projects are expected to meet the minimum [~~charger~~] **charging port** count of 100 and serve at least 100 MFH units.
1. **Page 8, Section II.A.1. Eligibility**
	* **The entity applying to the Solicitation (the Applicant) will become the Recipient, if awarded.**
2. **Page 10, Section II.B.1. Eligible Projects**
	* **A project that receives incentive funding from another CEC grant funding opportunity (GFO) or block grant incentive project is not eligible for this GFO.**
3. **Page 11, Section II.B.1. Eligible Projects**
	* Level 1 Chargers: Projects [~~should~~] **may** average no more than $6,250 in CEC funds per Level 1 charging [~~station~~] **port** installed. This cost cap includes all CEC funded costs associated with installing a charging station.
	* Level 2 Chargers: Projects [~~should~~] **may** average no more than [~~$25,000~~] **$12,500** in CEC funds per **charging port** [~~Level 2 charging station~~] installed. This cost cap includes all CEC funded costs associated with installing a charging station.
4. **Page 12, Section II.B.2. Project Size**
	* Projects must install a minimum of 100 [~~chargers~~] **charging ports** (can include L1 or L2 chargers).
	* For the purposes of this solicitation, serving a MFH residential unit means that at least one resident in the unit can access and use a charger with regular frequency to meet reasonable travel needs. For the purposes of this solicitation, a public or shared-private Level 2 [~~charger~~] **charging port** can be assumed to serve up to three MFH residential units **in unassigned parking spaces or up to three assigned parking spaces if the equipment, including the cord, can reach and serve those assigned spaces**.
5. **Page 12, Section II.B.3. Serving Underserved Communities**
	* A minimum of 50 percent of a project’s EV [~~chargers~~] **charging ports** must be installed within disadvantaged communities and/or low-income communities.
6. **Page 14, Section II.B.5. Charging Equipment**
	* Networked EVSE installed prior to [~~July 1, 2023~~] **January 1, 2024**, shall support Open Charge Point Protocol (OCPP) 1.6 or newer. EVSE installed after [~~July 1, 2023~~] **January 1, 2024**, shall be certified for OCPP 1.6 or newer by the Open Charge Alliance (Core and Safety certificates)**, or have OCPP 2.0.1 certification proof of payment, or have an OCPP 2.0.1 test tool report showing compliance for Core and Security.**
7. **Page 17, Section II.B.12. Eligible Project Costs**
	* Equipment warranties for [~~during the term of the agreement~~] **up to six years following the beginning of operation.**
	* **Data collection and analysis**
	* Engagement and outreach to property owners, residents, and potential users. The following restrictions apply to funds applied towards engagement and outreach:
		1. Costs are limited to $300 per [~~residential unit to be served~~] **charging port**, as described in the Project Narrative (Section III.D.2).
8. **Page 18, Section II.B.12. Eligible Project Costs**
	* Outreach [~~should~~] **is encouraged** [~~to be conducted~~] prior to submitting an application in order to understand the anticipated number of residential units that either have an EV or plan to obtain an EV with increased access to at-home or near-home charging.
9. **Page 23, Section III.B. Method for Delivery**
	* **If an Applicant uploads the Budget Template (Attachment 4) and keys Major Recipient budget information into ECAMS and there are discrepancies between the Major Recipient budget information, the Budget Template (Attachment 4) will be used in scoring.**
10. **Page 26, Section III.D.2.a.2. Project Implementation**
	* Clearly describe how many [~~chargers~~] **charging ports** and the types of chargers that will be installed (100 **ports** or greater).
11. **Page 27, Section III.D.2.b.4. Project Location and Benefits**
	* Describe the project plan to meet or exceed the requirement that 50 percent of [~~chargers~~] **charging ports** be installed within disadvantaged communities or low-income communities as defined in Section II.B.3 of this solicitation.
12. **Page 29, Section III.D.2.e.4. Project Budget**
	* Explain how the costs for engagement and outreach (maximum [~~10 percent of overall project costs and~~] $300 per [~~charger~~] **charging port**) were budgeted and how they will benefit the project.
13. **Page 42, Section IV.E.1. Project Implementation**
	* The project will install more than the minimum number of [~~charging stations~~] **charging ports** (100).
14. **Page 43, Section IV.E.2. Project Location and Benefits**
	* The project will exceed the required minimum of 50 percent of [~~chargers~~] **charging ports** installed in disadvantaged communities or low-income communities and maximize project benefits to these communities.
15. **Page 44, Section IV.E.5. Project Budget**
	* Costs of engagement and outreach support successful project completion and fall within the $300 per [~~charger~~] **charging port** cost cap.
16. **Page 46, Section V.A. Definition of Key Words**

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| --- | --- |
| Electric Vehicle Charging Station | [~~A location where one or more EVSEs are installed to charge EVs~~] **The area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. A charging station could comprise only part of the property on which it is located.** |

***Scope of Work Template (Attachment 1)***

1. **Page 2-3, Glossary**

|  |  |
| --- | --- |
| Charger | [~~Any connector that can independently provide charge regardless of whether the other connectors associated with a Charge Point are simultaneously charging.~~] **A device with one or more charging ports and connectors for charging EVs. Also referred to as Electric Vehicle Supply Equipment (EVSE).** |
| [~~Central System~~] **Charger Network** | [~~Charge Point Management System: the central system that manages Charge Points and has the information for authorizing users for using its Charge Points~~] **A collection of chargers located on one or more property(ies) that are connected via digital communications to manage the facilitation of payment, the facilitation of electrical charging, and any related data requests.** |
| [~~Chare Point~~] | [~~The Charge Point is the physical system where an electric vehicle (EV) can be charged. A Charge Point has one or more connectors.~~] |
|   |   |
| [~~Connector~~] **Charging Port** | [*~~The term “Connector”, as used in this specification, refers to an independently operated and managed electrical outlet on a Charge Point. This usually corresponds to a single physical connector, but in some cases a single outlet may have multiple physical socket types and/or tethered cable/connector arrangements to facilitate different vehicle types (e.g. four-wheeled EVs and electric scooters).~~*]**The system within a charger that charges one EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time.** |
| Charging Session | Part of a transaction during which the EV is allowed to request energy.  |
| Charging Station | [*~~A physical location with any number of Charge Point(s) and Connector(s) with a unique address. For a charger to be part of a charging station, it must not be further than 0.125 miles (660 feet) from any other charger that is also considered to be part of the same charging station.~~*] **The area in the immediate vicinity of a group of chargers and includes the chargers, supporting equipment, parking areas adjacent to the chargers, and lanes for vehicle ingress and egress. A charging station could comprise only part of the property on which it is located.** |
| Connector | [~~The term “Connector”, as used in this specification, refers to an independently operated and managed electrical outlet on a Charge Point. This usually corresponds to a single physical connector, but in some cases a single outlet may have multiple physical socket types and/or tethered cable/connector arrangements to facilitate different vehicle types (e.g. four-wheeled EVs and electric scooters).~~]  **The device that attaches an EV to a charging port in order to transfer electricity.** |
| **Electric Vehicle (EV)** | **A motor vehicle that is either partially or fully powered on electric power received from an external power source. For the purposes of this solicitation, this definition does not include golf carts, electric bicycles, or other micromobility devices.** |

1. **Page 13, Task <Third to Last>.1 Operations**
* **The Recipient shall:**
	+ Operate the installed chargers during the term of this agreement.
	+ For any charging station with fewer than 40 [~~chargers~~] **charging ports** at which chargers are installed and operated under this agreement, ensure that the charger uptime for each [~~charger~~] **charging port** installed in the project is at least 97 percent of each year for six years after the beginning of operation.
	+ For any charging station with 40 or more chargers at which chargers are installed and operated under this agreement, ensure that the charger uptime for each [~~charger~~] **charging port** installed in the project is operational at least 80 percent of a charging site’s standard hours of operation of each year for six years after the beginning of operation, and ensure that station uptime is at least 97 percent.
1. **Page 14, Task *<Third to Last>*.2 Recordkeeping**
	* **The Recipient shall collect records for each charger installed and operated as part of this agreement for six years after the chargers begin operation.**

**Eilene Cary,**

**Commission Agreement Officer**