**GFO-23-306**

**Grid-Supportive Transportation Electrification**

**Addendum 2**

**March 7, 2024**

Disclaimer: Textual content with strikethrough was removed. Textual content underlined and bolded was added.

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-23-306. Clarifying language was added in the solicitation manual consistent with written responses to questions asked during the pre-application workshop and written question submittal period.

## Attachment 00 GFO-23-306 SolicitationManual

### Page 5, Section I.B, under “Key Words/Terms”

Updated: Added **EVSE** and definition, ***Electric Vehicle Supply Equipment,* a unit controlling the power supply to one or more vehicles during a charging session**.

### Page 7, Section I.C, under “Project Focus”

Updated: **Demonstration or deployment length must be at minimum 6 months and meet all group data collection requirements.**

### Page 7, Section I.C, under “Project Focus”

Updated:

**The following minimum technical requirements apply to conventional AC and DC electric vehicle supply equipment (EVSE). Innovative charging solutions, such as those described as example innovations in Group 3 (for example, wireless solutions and battery swap stations), do not need to meet the minimum technical requirements unapplicable to the charging solution. All applicants are required to describe applicable standards and protocols used in the Project Narrative, including those under development.**

* **EVSE shall be safety certified by a Nationally Recognized Test Lab.**
* **AC EVSE shall include, at minimum, a J1772 connector. DC EVSE shall include, at minimum, a J1772/CCS1 connector. EVSE stations may exceed these requirements, for example by supporting additional connector types.**
* **EVSE shall be capable of connecting to a charging station management system using Open Charge Point Protocol (OCPP).**
* **EVSE with a J1772, CCS1, or J3400/NACS connector shall be ISO 15118 ready.**
* **Publicly available EVSE that require payment for use must be certified through the California Type Evaluation Program (CTEP)[[1]](#footnote-2) and support minimum payment methods as required by the CARB EVSE Standards.[[2]](#footnote-3)**

**The following minimum technical requirements apply to projects that would like to interconnect and demonstrate EVSE with bidirectional capabilities.**

* **EVSE must be compliant with Rule 21 as written. Exceptions to this are when the project is exempt from certain Rule 21 requirements (for example, if a temporary pathway is offered by the utility) and when the project is demonstrating non-grid interactive technologies for which Rule 21 is inapplicable.**
* **Bidirectional (V2G) EVSE shall be safety certified to the applicable UL standard for utility interconnection in California. As of January 2024, EVSE installations subject to a California IOU’s jurisdiction must be certified to UL 1741 Supplement B as a prerequisite for interconnection. Please refer to the applicable investor-owned utility’s interconnection tariff (Rule 21) for the latest requirements.**

### Page 9, Section I.C, under “Project Focus”

Updated: **Projects that integrate V2B/V2G management capabilities can decide the number of bidirectional-capable electric vehicles to include in the demonstration fleet and are not limited to a bidirectional-only demonstration fleet.**

1. Page 10, Section I.C, under “Project Focus”

Updated: Group 2 projects must develop and demonstrate DC hub architectures for high-power PEV charging where the AC-DC conversion is centralized (~~i.e.~~ **for example**, using a medium voltage converter, such as a solid state silicon carbide-based transformer, connected to utility distribution and a DC bus) to achieve higher efficiencies, a smaller equipment footprint, and streamlined DER integration compared to conventional AC hub architectures (~~i.e.~~ **for example**, using line frequency transformers to provide utility secondary service to the charging site).

1. Page 12, Section I.C, under “Project Focus”

Updated: Describe use cases (~~i.e.~~ **for example**, public transit, port drayage, construction equipment, ridesharing) that would benefit from the proposed opportunity charging solution and the reason(s) why.

1. Page 13, Section I.D.2, under “Match Funding Requirement”

Updated: The match funding requirement is reduced to at least 10% of the requested CEC funds for project **demonstration/deployment** sites located in and benefiting a California Native American Tribe, Disadvantaged Community, and/or Low Income Community.

1. Page 14, Section I.E, under “Key Activities Schedule”

Updated:

| ACTIVITY | DATE | TIME[[3]](#footnote-4) |
| --- | --- | --- |
| Solicitation Release | 01/02/2024 |  |
| **Pre-Application Workshop** | **01/18/2024** | **9:00 a.m.** |
| **Deadline for Written Questions** | **01/26/2024** | **5:00 p.m.** |
| Anticipated Distribution of Questions and Answers | **02/09/2024** |  |
| **Support for Application Submission in ECAMS** | **03/29/2024** | **5:00 p.m.** |
| **Deadline to Submit Applications** | **~~03/29/2024~~ 04/12/2024** | **11:59 p.m.** |
| Anticipated Notice of Proposed Award Posting Date | ~~05/09/2024~~ **05/23/2024** |  |
| Anticipated Energy Commission Business Meeting Date | 09/11/2024 |  |
| Anticipated Agreement Start Date | 10/01/2024 |  |
| Anticipated Agreement End Date | 10/01/2027 |  |

1. Page 40, Section IV.E, under “Stage One: Application Screening”

Updated: The Application includes Commitment Letters that total the minimum of ~~20%~~ **25*%***in match share of the total requested CEC funds **(10% of the requested CEC funds for project demonstration/deployment sites located in and benefiting a California Native American Tribe, Disadvantaged Community, and/or Low Income Community).**

Natalie Johnson,

Commission Agreement Officer

1. [California Type Evaluation Program](https://apps.cdfa.ca.gov/CTEP/default.aspx)  [↑](#footnote-ref-2)
2. [CARB EVSE Standards](https://ww2.arb.ca.gov/our-work/programs/electric-vehicle-supply-equipment-evse-standards) [↑](#footnote-ref-3)
3. Pacific Standard Time or Pacific Daylight Time, whichever is being observed. [↑](#footnote-ref-4)