**GFO-23-606**

**Charging Infrastructure for Government Fleets**

**Addendum 1**

**March 26, 2024**

The purpose of this addendum is to notify potential applicants of substantive changes that have been made to GFO-23-606. The addendum includes new attachments for the Project Narrative (Attachment 11), Resumes (Attachment 12), Letters of Commitment (Attachment 13), Letters of Support (Attachment 14), and Operation and Maintenance Plan (Attachment 15), as well as minor formatting updates in and the following revisions to the Solicitation Manual. Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

**Solicitation Manual**

**1. Page ii, Attachments**

1 Scope of Work Template

2 Scope of Work Instructions

3 Schedule of Products and Due Dates

4 Budget Forms

5 Contact List

6 California Environmental Quality Act (CEQA) Worksheet

7 Localized Health Impacts Information

8 Past Performance Reference Form

9 Applicant Declaration

10 Special Terms and Conditions for California Native American Tribes and California Tribal Organizations Serving California Native American Tribes with Sovereign Immunity

**11** **Project Narrative**

**12** **Resumes**

**13** **Letters of Commitment**

**14** **Letters of Support (optional)**

**15** **Operation and Maintenance Plan**

**2. Page 1, Section I.A. Purpose of Solicitation**

This is a competitive grant solicitation. The California Energy Commission’s (CEC’s) Clean Transportation Program announces the availability of up to $30 million in grant funds for projects that will provide electric vehicle charging infrastructure for light-duty government fleets. The purpose of the Charging Infrastructure for Government Fleets Solicitation is to:

* + Support electrification of **light-duty** government fleets in California by providing reliable and readily accessible electric vehicle charging infrastructure dedicated for these fleets.
  + Support local government goals of sustainability and/or climate action plans.
  + Reduce vehicle emissions in disadvantaged and/or low-income communities.

**3. Page 2, Section I.D. Key Activities and Dates**

|  |  |
| --- | --- |
| **ACTIVITY** | **ACTION DATE** |
| Solicitation Release | December 21, 2023 |
| Pre-Application Workshop\* | January 10, 2024 |
| Deadline for Written Questions\* **by 5:00 p.m.** | January 26, 2024 |
| Anticipated Distribution of Questions/Answers | Week of **March 25** [~~February 5~~], 2024 |
| Support for Application Submission in the Energy Commission Agreement Management System (ECAMS) until 5:00 p.m. | Ongoing until April **30** [~~5~~], 2024 |
| **Deadline to Submit Applications by 11:59 p.m.\*** | **April 30 [~~5~~], 2024** |
| Anticipated Notice of Proposed Awards Posting | Q2\*\* 2024 |
| Anticipated CEC Business Meeting | Q3\*\* 2024 |

**4. Page 3, Section I.H. Maximum Number of Applications**

Applicants may submit multiple applications under this solicitation. Each application must be separate and distinct **(i.e. an applicant cannot submit multiple applications that serve the same fleet or fleets)** [~~serve a separate government entity~~], and adhere to all requirements contained in this solicitation. A single application may include multiple fleets **(e.g. Police Department fleets, Fire Department fleets, Parks and Recreation fleets, Waste Department fleets, etc.) owned, leased, and/or operated by** [~~under~~] the same government entity [~~(e.g. Police Departments, Fire Departments, Parks and Recreation, Waste Departments, etc.)~~]. **See Section II.B.1. for definitions of government fleets and government entities.**

1. **Page 10-11, Section II.B.1. Eligible Projects**

Eligible projects will deploy electric vehicle charging infrastructure to support a light-duty government fleet(s) **owned, leased, and/or operated by** [~~under~~] a single government entity.

* Light-duty is defined in this solicitation as on-road vehicles with a gross vehicle weight rating of 10,000 pounds or less.
* **A government fleet refers to a fleet of vehicles used to directly or indirectly serve the public.**
* **A** [~~G~~]**g**overnment **entity** [~~fleet~~] refers to either a California county government [~~fleet~~], a California city government [~~fleet~~], and/or a tribal government [~~fleet~~] within California. **Special districts, such as water utility districts, sewer utility districts, sanitation districts or air districts are not considered government entities under this solicitation. Public school districts, including public colleges, public universities, and local education agencies are not considered government entities under this solicitation.**

1. **Page 11-12, Section II.B.3. Project Location**

All project locations must be identified at the time of application. All project locations must be at the domicile location/address of the government fleet or in locations where the government fleet vehicles are designated to dwell. The fleet “domicile” is defined as the vehicle’s “home base” or deployment location, where the vehicle normally stays overnight, returns after its route, or is parked when not in use. **If a site is not owned by the government entity that owns, leases and/or operates the fleet, a site-host agreement must be in place indicating the government fleet vehicles are designated to dwell at the site.**

Project chargers are **not** required to be made available to the public. If chargers are made available to the public, public charging must not limit the fleet’s ability to charge. Plans for ensuring public charging does not limit the fleet’s ability to charge should be explained in the Electric Vehicle Fleet Procurement and Charger Utilization Plan described in Section III.C.2.

**Fees for chargers made available to the public must be reasonable and may not exceed the costs of offering public charging.**

All deployments must be at existing structures or facilities [~~and involve negligible or no expansion of existing or former use~~].

**7. Page 12-13, Section II.B.6. Charging Equipment: Bullet 4, sub-bullet 4, and bullets 5 and 6**

All chargers available to the **public** must be networked. For the purposes of this solicitation, a networked charger is defined as a charger that has**/is**:

* + Network connectivity with one of the following:
    - IEEE 802.11n for high-bandwidth wireless networking, or
    - IEEE 802.3 for Ethernet for local- or wide-area network applications, or
    - Cellular network of 4G or newer
  + The ability to receive remote software updates, real-time protocol translation, encryption, and decryption, including:
    - Internet Protocol (IP)-based processor which must support multiple protocols, and
    - Compliance with Transmission Control Protocol (TCP)/IP and IPv6.
  + The ability to connect to a network’s back-end software.
  + **Certification for Open Charge Point Protocol (OCPP) 1.6 or newer by the Open Charge Alliance (Core and Safety certificates).**
  + **ISO 15118 ready.**
* ~~[Certification for Open Charge Point Protocol (OCPP) 1.6 or newer by the Open Charge Alliance (Core and Safety certificates).]~~
* ~~[ISO 15118 ready.]~~

1. **Page 14, Section II.B.7. Eligible Project Costs**

The following are not eligible for CEC reimbursement but may be included as an Applicant’s match share:

* + - Equipment warranties for a six-year period (pre-payment for warranties beyond the agreement term, up to six years from installation, is allowed)
    - **Networking fees**
    - **Renewable distributed energy resources capable of providing independent or supplemental power to the EV chargers. Eligible renewable distributed energy resources include photovoltaic solar photovoltaic and wind and if desired can be coupled with a battery energy storage system. Any of these systems must be interconnected to the charging system and must be separately metered from the site host's regular business meter.**
      * [~~Renewable distributed energy resources capable of providing independent or supplemental power to the EV chargers. Eligible renewable distributed energy resources include photovoltaic solar photovoltaic and wind and if desired can be coupled with a battery energy storage system. Any of these systems must be interconnected to the charging system and must be separately metered from the site host’s regular business meter.~~]

1. **Page 23, Section III.C. Application Content**

|  |  |
| --- | --- |
| **Item** | **Attachment Number (if applicable)** |
| Project Narrative | **Attachment 11** [~~N/A~~] |
| Scope of Work | Attachment 1 |
| Schedule of Products and Due Dates | Attachment 3 |
| Budget Forms | Attachment 4 |
| Resumes | **Attachment 12** [~~N/A~~] |
| Contact List | Attachment 5 |
| Letters of Commitment | **Attachment 13** [~~N/A~~] |
| Letters of Support (optional) | **Attachment 14** [~~N/A~~] |
| CEQA Worksheet | Attachment 6 |
| Localized Health Impacts Information Form | Attachment 7 |
| Past Performance Reference Form(s) | Attachment 8 |
| Applicant Declaration | Attachment 9 |
| Operation and Maintenance Plan | **Attachment 15** [~~N/A~~] |

1. **Page 25, Section III.C.2.a. Project Description**
2. Clearly describe the project and include project goals and objectives. Identify the government fleet being served and what public service the government entity provides. Describe how the light-duty fleet is used to support the needs of the government entity.
3. State the current number of electric vehicles and non-electric vehicles in the light-duty government fleet as well as the number and types of chargers currently supporting the fleet. Describe current charger utilization.
4. State the proposed number and types of chargers to be installed. State the number of proposed project sites and describe them, including existing charging infrastructure.
5. Include a table that shows the numbers and types of chargers being installed at each project site**, what fleet(s) the chargers are supporting,** and the costs of the chargers.
6. Include a map of the fleet’s service territory as well as a map of Disadvantaged and Low-Income Communities for the service territory.
7. **Page 31, Section III.C.8.a. Key Project Partners**

Key project partners identified in the application, including the government entity **that owns, leases, and/or operates the government fleet** being served (if not the primary applicant), must provide letters demonstrating their commitment or support to the proposed project and their ability to fulfill their identified roles.

1. **Page 36, Section IV.A.4. Applicant’s Past Performance Screening Criterion (Pass/Fail)**

An Applicant may be disqualified under this solicitation due to severe performance issues under one or more prior or active CEC agreement(s) within the last 10 years. **For purposes of this screening criterion, an**[~~An~~] Applicant is defined as **either (a) an entity, principal investigator, or lead individual acting on behalf of themselves, that received funds from the CEC (e.g. a contract, grant, or loan) and entered into an agreement(s) with the CEC; or (b) an entity, principal investigator, or lead individual that received a CEC-funded incentive** [~~at least one of the following: the business, principal investigator, or lead individual acting on behalf of themselves—received funds from the CEC (e.g., contract, grant, or loan) and entered into an agreement(s) with the CEC~~]. Any Applicant that does not have an active or prior agreement **and has not received a CEC-funded incentive** equates to no severe performance issues and therefore would pass this screening criteria.

1. **Page 43, Section V.A. Definition of Key Words**

|  |  |
| --- | --- |
| **Word/Term** | **Definition** |
| Applicant | Respondent to this solicitation |
| Application | Formal written response to this document from applicant |
| Awardee | An Applicant awarded a grant under this solicitation |
| California Native American Tribe | A Native American Tribe located in California that is on the contact list maintained by the Native American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004. |
| California Tribal Organization serving a California Native American Tribe | A corporation, association, or group controlled, sanctioned, or chartered by a California Native American Tribe that is subject to its laws, the laws of the State of California, or the laws of the United States. |
| CAM | Commission Agreement Manager |
| CAO | Commission Agreement Officer |
| CCS | Combined Charging System |
| CEC | California Energy Commission |
| Direct Current (DC) Fast Charger | Equipment that provides charging through a direct-current plug, typically at a rate of 50 kilowatts or higher. |
| Disadvantaged Community | Community disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution. Disadvantaged communities are census tracts that score within the top 25th percentile of California Environmental Protection Agency CalEnviroScreen 4.0 scores and include areas of high pollution and low population, such as ports. |
| **Electric Vehicle** | **A 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.** |
| Electric Vehicle Infrastructure Training Program (EVITP) | The Electric Vehicle Infrastructure Training Program provides training and certification for electricians installing electric vehicle supply equipment (EVSE). |
| Electric Vehicle Supply Equipment (EVSE)/Charger | Equipment designed to supply power to EVs. |
| Electric Vehicle Charging Station | A location where one or more EVSEs are installed to charge EVs. |
| eVMT | Electric Vehicle Miles Traveled |
| [] | [] |
| GFO | Grant Funding Opportunity |
| GHG | Greenhouse gas |
| kW | Kilowatts |
| Level 1 Charging | Electric vehicle charging at 110/120 volts |
| Level 2 Charging | Electric vehicle charging at 208/240 volts |
| Low-income Community | Census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits adopted under Section 50093. |
| NOPA | Notice of proposed award |
| OCA | Open Charge Alliance |
| [~~Electric Vehicles~~] | [~~Zero-emission vehicles that run on battery power and are recharged from the electricity grid.~~] |
| Recipient | An Applicant awarded a grant under this solicitation |
| Solicitation | Grant Funding Opportunity, which refers to this entire solicitation document and all its attachments and exhibits |
| State | State of California |

**Eilene Cary,**

**Commission Agreement Officer**