December 16, 2024

**GFO-24-603**

**California’s Electric Vehicle Charger Reliability and Accessibility Accelerator (EVC RAA) Program**

**Addendum 2**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-24-603.

The addendum includes revisions to the Solicitation Manual (Attachment 00), Scope of Work (Attachment 02), and Charging Station Application Template (Attachment 05). Added language appears in **bold underline**,and deleted language appears in [~~strikethrough~~] and within square brackets.

**Solicitation Manual**

The following edits are made to the Solicitation Manual (Attachment 00).

1. **Section I.D. Key Activities and Dates** (page 5)

D. Key Activities and Dates

Key activities including dates and times for this solicitation are presented below. An addendum will be released if the dates change for the asterisked (\*) activities. Times listed are Pacific Standard Time or Pacific Daylight Time, whichever is being observed.

|  |  |
| --- | --- |
| **ACTIVITY** | **ACTION DATE** |
| Solicitation Release | October 30, 2024 |
| Pre-Application Workshop\*  | November 12, 2024  |
| Deadline for Written Questions by 5:00 p.m.\* | November 22, 2024 |
| Anticipated Distribution of Questions/Answers | Week of December 16, 2024 |
| Support for Application Submission in the Energy Commission Agreement Management System (ECAMS) until 5:00 p.m. | **[~~Ongoing until January 9, 2025~~] Ongoing until January 23, 2025** |
| **Deadline to Submit Applications by 11:59 p.m.\*** | **[~~January 9, 2025~~]January 23, 2025** |
| Anticipated Notice of Proposed Awards Posting  | Week of [~~March 24~~] **April 7**, 2025 |
| Anticipated CEC Business Meeting  | [~~June 11~~] **July 9**, 2025 |

1. **Section II.B.5. Number of Charging Ports** (page 16)

5.  Number of Charging Ports

Per 23 CFR 680.106, AFC charging stations must have a minimum of four network-connected DCFC ports that have a continuous power delivery rating of at least 150 kW and supply power according to an EV’s power delivery request up to 150kW, simultaneously from each charging port, and be capable of simultaneously charging at least four EVs. Non-AFC charging stations must also have a minimum of four ports; these ports can be all DCFC, all Level 2, or a combination of DCFC and Level 2.

If the charging station does not have four ports that meet the federal NEVI standards in 23 CFR 680, Applicants must propose to install additional ports to meet the four-port minimum. For AFC charging stations, additional ports must be DCFC and meet the requirements stated in the paragraph above. For non-AFC charging stations, additional ports must be Level 2.

**Existing operational ports that are upgraded or replaced to comply with 23 CFR 680 at a charging station where non-operational ports from the FHWA’s Final List or Final List Addendum of Non-Operational Ports are repaired or replaced are considered additional ports. As additional ports, they must be included on the “Additional Ports” tab of the Charging Station Application Template (Attachment 5). Please see the instructions in the Charging Station Application Template (Attachment 5) for more information.**

Applicants may install extra ports beyond the four-port minimum, but these extra ports cannot be included in the proposed project, cannot use EVC RAA funding, and cannot count towards the Applicant’s Match funding.

1. **Section II.B.10. Charging Equipment Requirements** (pages 18-20)
2. **Charging Equipment and Network Requirements**

All of the following requirements must be met:

1. Power Requirements
	* DCFCs – Each DCFC charging port must support output voltages between 250 volts DC and 920 volts DC. DCFCs located at AFC charging stations must have a continuous power delivery rating of at least 150 kW and supply power according to an EV’s power delivery request up to 150 kW, simultaneously from each charging port at a charging station. Lower power DCFCs may be installed at non-AFC charging stations.
	* Level 2 – Each Level 2 charging port must have a continuous power delivery rating of at least 6 kW and the charging station must be capable of providing at least 6 kW per port simultaneously across all Level 2 ports.
	* AFC charging stations should be supported by a grid connection of at least 600 kW. For AFC charging stations not connecting to the grid with at least 600 kW, Applicants will need to justify how the charging station will still comply with the simultaneous supply of 150 kW per charging port requirement (Attachment 5).
2. Connectors
	* DCFCs - Each charging port must have at least one permanently attached CCS connector. Additional connector types such as SAE J3400 are allowed to be installed if the previous requirement is still met.
	* Level 2 – Each charging port must have at least one permanently attached SAE J1772 connector. Additional connector types such as SAE J3400 are allowed to be installed if the previous requirement is still met.
3. Energy Star Certification
	* The chargers must be Energy Star certified and listed on the [Energy Star Product Finder Page](https://www.energystar.gov/productfinder/product/certified-evse/results) at https://www.energystar.gov/productfinder/product/certified-evse/results. Chargers do not have to be certified at the time of submitting the proposal, but must be certified prior to submitting an invoice that seeks repayment for the chargers. Chargers over 350 kW are not required to be Energy Star certified.
4. Interoperability: Charger-to-EV Communication
	* The chargers must conform to ISO 15118-3, and hardware must be capable of implementing both ISO 15118-2 and ISO 15118-20.
	* The chargers must include all necessary software and hardware to perform Plug-and-Charge using ISO 15118-2.
	* Conformance testing for charger software and hardware should follow ISO 15118-4 and 15118-5, respectively.
5. Interoperability: Charger-to-Charger Network Communication
	* The chargers must conform to OCPP 2.0.1 or later. Manufacturers must attest that the charger conforms to OCPP 2.0.1 or later by detailing it on a publicly available charger specification sheet.
6. Interoperability: Charging-Network-to-Charging Network Communication
	* The charger’s networking software must connect to a central management system using OCPP 2.0.1 for the purposes of charger management and data reporting.
	* **The charging network must be capable of communicating with other charging networks in accordance with the Open Charge Point Interface (OCPI) 2.2.1.**
7. Interoperability: Network Switching Capability
* The chargers must be designed to securely switch network providers without any changes in hardware.
1. Cybersecurity
	* The chargers and charging software must meet all the NEVI cybersecurity requirements listed in the federal NEVI standards7
2. Charger Network Connectivity Requirements
* The chargers must be networked and must include the following three abilities:
	+ - * Have 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
			* Be able 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.
			* Be able to connect to a network’s back-end software
	+ Each charging port must be covered by and included in a networking agreement for at least five (5) years.
1. Safety and Weather Resistance
* The charging equipment must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
* The charging equipment must be able to withstand extreme weather conditions, including temperature extremes, flooding, heavy rains, and high winds.
* Display screens must be protected from malfunctions due to condensation and any local area weather conditions.
1. Compliance with State Requirements
* All chargers must meet applicable requirements, including those of Senate Bill 454 (Corbett, Chapter 418, Statutes of 2013), the California Air Resources Board Electric Vehicle Supply Equipment (EVSE) Standards, and the California Department of Food and Agriculture Division of Measurement Standards, for public chargers.

Applicants may use any EVSP and charging equipment that complies with these requirements and the requirements in Section II.B. in entirety, so long as they have consent from the site host to complete the work at the charging station. See Section III.D.10.a. for more information about the site host consent requirements.

1. **Section II.C.3. In-Kind Match Share** (pages 31-32)

3.  In-Kind Match Share

The balance of the total match share requirement beyond the cash match share requirement (if any) may be met through in-kind match share contributions.

Applications that move to an executed agreement will require FHWA approval for any in-kind match funding sources. Applicants may propose in-kind match funding in their proposal’s budget. If FHWA does not approve the in-kind match source(s), then the Applicant must replace the ineligible match sources and will still be liable for the total match funding in the grant agreement. Please reference Section 3.9 Flexible Match in the [Local Assistance Procedures Manual](https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm) at <https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm> for more information.

In-kind match share contributions are: 1) non-cash contributions provided by the Applicant; 2) cash or non-cash contributions provided by a subrecipient; and 3) cash or non-cash contributions provided by other third parties. Applicant in-kind match share can be in the form of volunteer labor,[~~real property,~~] existing equipment, existing supplies, **and** services provided by a third-party or subcontract[~~, and other expendable property~~]. The value of in-kind match is based on the fair market value of the goods and services provided at the time it is claimed as match. In-kind match share must be included in the agreement budget and supported with appropriate documentation. Cost allocations must be reasonable and allocable to the proposed project.

1. **Section II.C.4. Match Share Restrictions** (pages 32-33)

 4.  Match Share Restrictions

1. ***Other Sources of CEC Funding*** – Other sources of CEC funding may not be claimed as match share. This includes block grants funded by the CEC.
2. ***Other sources of Federal Funding*** - Other sources of Federal funding may not be claimed as match share, unless specifically allowed by law to be used as non-Federal match.
3. [***~~Property Not Owned by the Applicant~~*** ~~– Donated property may be claimed as match based on the fair market value of renting or leasing the property. Fair market value is based on rental costs of comparable property (if any), market conditions in the area, alternatives available and the type, life expectancy, condition, and value of the property.~~
4. ***~~Existing Property Owned by the Grant Recipient~~*** ~~– Applicants may use the property’s depreciation expense as a method to allocate the value of the property to the project. Valuation will need to be documented to support the initial acquisition costs as well as the method of depreciation.~~
5. ***~~Valuation of Land~~*** ~~–~~~~Land cannot be depreciated. If the value of land is claimed as match, the Applicant must provide documentation to support a fair market value for the use of the land (i.e., rent or lease cost) for the time period it is used. Appraised value of land cannot be used since this represents the full value of the land if it is sold which includes value beyond the term of the proposed project.~~
6. ***~~Property Owned by a Related Party~~*** ~~–~~~~Related parties are individuals or other entities that are able to control or substantially influence the actions of the Applicant and includes spouses, board members, family members of principals or employees of the Applicant as well as property owned by principals/employees of the Applicant. Because an agreement between an Applicant and a related party is a “less than arms-length” transaction, Applicants must disclose the relationship between the Applicant and the related party and be able to support the fair market value of property that is claimed as match.~~

~~If CEC funds are used to reimburse lease/rental payments for property owned by a related party, the Applicant can only claim the~~ ***~~lesser~~*** ~~of fair market value or actual lease payments, regardless of lease agreement terms.~~

1. ***~~Prorated Value of Property~~*** ~~– The allowable claimed value of property must be prorated based on the percentage the property is used for the proposed project. For example, if only half of a building is being used for the proposed project, then only 50% of the monthly fair market value of the entire building can be claimed as match while the building is being used for the project.~~]
2. ***Documentation*** – If selected for an award, all claimed match share expenditures must be adequately documented to CEC during the agreement invoicing process [~~which may include but is not limited to: the fair market value of existing property, methodology to allocate existing property on a prorated basis, lease agreements, and other appropriate documentation~~].

i. ***Funds already expended (or otherwise encumbered)*** – Applicants cannot claim funds that have already been expended or otherwise encumbered as match share. Match share expenditures are only allowable if they are incurred after an agreement is fully executed with the CEC and after FHWA’s authorization of the project.

**Scope of Work**

The following edits are made to the Scope of Work (Attachment 02).

## TASK 5 CHARGING STATION REPAIR, REPLACEMENT, AND/OR INSTALLATION AND COMMISSIONING (page 22-24)

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* + Ensure charging equipment **and network** meets the following specifications:
1. Power Requirements
	* DCFCs – Each DCFC charging port must support output voltages between 250 volts DC and 920 volts DC. DCFCs located at AFC charging stations must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV’s power delivery request up to 150 kW, simultaneously from each charging port at a charging station. Lower power DCFCs may be installed at non-AFC charging stations.
	* Level 2 – Each Level 2 charging port must have a continuous power delivery rating of at least 6 kW and the charging station must be capable of providing at least 6 kW per port simultaneously across all Level 2 ports.
	* AFC charging stations should be supported by a grid connection of at least 600 kW. For AFC charging stations not connecting to the grid with at least 600 kW, Recipients will provide the CAM *justification* on how the charging station will still comply with the simultaneous supply of 150 kW per charging port requirement.
2. Connectors
	* DCFCs - Each charging port must have at least one permanently attached CCS connector. Additional connector types such as CHAdeMO and SAE J3400 are allowed to be installed if the previous requirement is still met.
	* Level 2 – Each charging port must have at least one permanently attached J1772 connector. Additional connector types such as SAE J3400 are allowed to be installed if the previous requirement is still met.
3. Energy Star Certification
	* The chargers must be Energy Star certified and listed on the [Energy Star Product Finder Page](https://www.energystar.gov/productfinder/product/certified-evse/results) at https://www.energystar.gov/productfinder/product/certified-evse/results. Chargers do not have to be certified at the time of submitting the proposal, but must be certified prior to submitting an invoice that seeks repayment for the chargers. Chargers over 350 kW are not required to be Energy Star certified.
4. Interoperability: Charger-to-EV Communication
	* The chargers must conform to ISO 15118-3, and hardware must be capable of implementing both ISO 15118-2 and ISO 15118-20.
	* The chargers must include all necessary software and hardware to perform Plug-and-Charge using ISO 15118-2.
	* Conformance testing for charger software and hardware should follow ISO 15118-4 and 15118-5, respectively.
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	* The charger’s networking software must connect to a central management system using OCPP 2.0.1 for the purposes of charger management and data reporting.
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1. Cybersecurity
	* The chargers and charging software must meet all the NEVI cybersecurity requirements listed in the federal NEVI standards.
2. Charger Network Connectivity Requirements
* The chargers must be networked and must include the following three abilities:
	+ - * Have 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
			* Be able 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.
			* Be able to connect to a network’s back-end software
	+ Each charging port must be covered by and included in a networking agreement for at least five (5) years.
1. Safety and Weather Resistance
* The charging equipment must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
* The equipment must be able to withstand extreme weather conditions, including temperature extremes, flooding, heavy rains, and high winds.
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1. Compliance with State Requirements
* All chargers must meet applicable requirements, including those of Senate Bill 454 (Corbett, Chapter 418, Statutes of 2013), the California Air Resources Board Electric Vehicle Supply Equipment (EVSE) Standards, and the California Department of Food and Agriculture Division of Measurement Standards, for public chargers.

**Charging Station Application Template**

The following edits are made to the Charging Station Application Template (Attachment 05).

1. **“Instructions” Tab - “Additional Ports” Instructions** (Cell D72)

Please fill out the “Additional Ports” tab for each port that you are applying to add. **Existing operational ports that are upgraded or replaced to comply with 23 CFR 680 at a charging station where non-operational ports from the FHWA's Final List or Final List Addendum of Non-Operational Ports are repaired or replaced are considered additional ports. As additional ports, they must be included on the “Additional Ports” tab.**

\*\*Important: Enter one row for each port you are applying to add.

**Eunice Lemos-Adair**

**Commission Agreement Officer**