**GFO-24-607**

**FAST 2.0 - Fast and Available Charging for All Californians**

**Addendum 01**

**February 20, 2025**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-24-607. The addendum includes 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 8, Section II.A.1. Eligibility**

This solicitation is open to all public and private entities with a business presence in California, including California Native American Tribes, and California Tribal Organizations serving California Native American Tribes.

Ineligible applicants include investor-owned utilities.

**For an Applicant to receive grant funding, the Applicant must have less than or equal to fifty (50) active projects across all the CEC funded light-duty EV grants, including block grants (CALeVIP 1.0, CALeVIP 2.0, or Communities in Charge) at the time of agreement execution. A project is considered “active” if it has been awarded under one of CEC’s grants, construction has not finished on the project, and a request for final reimbursement has not been submitted.**

1. **Page 12, Section II.B.4. Charging Equipment**

Only direct current fast chargers (DCFC) are eligible for funding. Level 1 and Level 2 chargers are not eligible for funding.

Each site must include a minimum of **ten** **new** DCFC ports. **Replacing or upgrading existing chargers is not allowed under this solicitation.**

1. **Page 13, Section II.B.4. Charging Equipment**

ALM and similar systems are optional. ALM systems manage load across multiple Electric Vehicle Supply Equipment (EVSE) or charging ports to share electrical capacity and/or automatically manage power at each EVSE or charging port. In some cases, ALM may enable installation of EVSE at sites that would otherwise require significant electrical upgrades. For [~~sites~~] **chargers** that actively utilize automated load management (ALM), charging ports must:

* Be capable of supplying 150 kW
* Supply a minimum of 100 kW to a vehicle when requested
1. **Pages 35-36, Section IV.A.6. Technical Evaluation**

Applications passing all screening criteria will be submitted to the Evaluation Committee to review and score based on the Evaluation Criteria using the Scoring Scale described below.

The Evaluation Committee reserves the right to schedule a clarification interview with an Applicant to clarify and/or verify information submitted in the application. However, these interviews may not be used to change or add to the contents of the original application. Applicants will not be reimbursed for time spent answering clarifying questions.

The total score for each application will be the average of the combined scores of all Evaluation Committee members. A minimum score of 70 percent is required for the application to be eligible for funding.

**CEC will recommend awards to the highest ranked projects (according to final overall application score) until available funding under this solicitation has been exhausted.**

**If the scores for two or more applications are tied, the application with the higher port count will be ranked higher. If still tied, an objective tiebreaker (such as a random drawing) will be utilized.**

[~~CEC will recommend awards to eligible applications with the highest number of ports per project, until available funding under this solicitation has been exhausted.~~

~~Eligible applications will be ranked in order of the number of ports per project, starting with the eligible application that contains the highest number of ports.~~

~~If two or more eligible applications are tied for the number of ports, the application with a higher total score will be ranked higher. If still tied, the application with a higher Project Readiness score will be ranked higher. If still tied, an objective tiebreaker (such as a random drawing) will be utilized.~~]

**Kevyn Piper,**

**Commission Agreement Officer**