**GFO-24-608**

**Rural Electric Vehicle Charging 2.0 (REV 2.0)**

**Addendum 1**

**May 13, 2024**

The purpose of this addendum is to notify potential applicants of changes that have been made to GFO-24-608. The addendum includes the following revisions to the Solicitation Manual (Attachment 00) and Project Narrative (Attachment 01). Added language appears in **bold underline**, and deleted language appears in [~~strikethrough~~] and within square brackets.

#  Solicitation Manual (Attachment 00)

1. **Page 2 Section I.D Key Activities and Dates**

|  |  |
| --- | --- |
| **ACTIVITY** | **ACTION DATE** |
| Solicitation Release | February 21, 2025 |
| Pre-Application Workshop\*  | March 12, 2025 **10 a.m.- 12 p.m.** |
| Deadline for Written Questions\* **by 5pm** | March 28, 2025  |
| Anticipated Distribution of Questions/Answers | Week of April 14, 2025 |
| Support for Application Submission in the Energy Commission Agreement Management System (ECAMS) until 5:00 p.m. | Ongoing until [**~~May 23, 2025~~] June 20, 2025** |
| **Deadline to Submit Applications by 11:59 p.m.\*** | **[~~May 23, 2025~~] June 20, 2025** |
| Anticipated Notice of Proposed Awards Posting  | Q3\*\* 2025 |
| Anticipated CEC Business Meeting  | Q4\*\* 2025 |

1. **Page 10, Section II.B.3 Project Location**

Project sites and chargers must be accessible to the public at least 18 hours per day. **For the purposes of this solicitation, to be considered publicly accessible, the project site and charger must not be located behind a fence or gated parking lot, such that the general public is unable to access or is deterred from accessing.**

## Page 11-12, Section II.B.5. Charging Equipment

* Project sites with L2 chargers must have at least 50 percent of the connectors be SAE standard J1772; SAE standard J3400 connectors are optional and eligible. Each L2 port must be capable of outputting at least 6.2 kW of power. L2 dual-port chargers must be capable of outputting at least 6.2 kW of power from each port simultaneously.
	+ **All L2 chargers must be corded. “Bring Your Own Cord” charging equipment are ineligible.**
* **Mobile or moveable L2 chargers** [~~Chargers~~] not permanently connected to the grid (such as chargers with solar and battery storage) shall be configured to deliver at minimum 3.3 kW to an EV and at minimum 30 kWh per day. For such chargers with multiple ports, each port shall be configured to deliver at minimum 1.9 kW to each EV when multiple ports are in use and at minimum 30 kWh per day across all ports
* Certification for Open Charge Point Protocol (OCPP) **2.0.1 or later** [~~1.6 or newer~~] by the Open Charge Alliance. [~~(Core and Safety certificates)~~]
	+ **Manufacturers must certify that the charger conforms to OCPP 2.0.1 or later by detailing it on a publicly available charger specification sheet.**
	+ **General regulations for state and ratepayer-funded chargers are being developed and are expected to require certification with OCPP 2.0.1 or later. However, that will be determined and finalized through the regulatory process. The general regulation requirements are anticipated to go into effect a given number of days after the effective date of the regulation, such as 180 days. Industry participants are encouraged to implement OCPP 2.0.1 or later.**
	+ **If the regulation for state and ratepayer-funded chargers is not finalized and in effect before the execution of the Recipient’s agreement with the CEC, chargers will need to comply with OCPP 1.6**

## Page 15, Section II.B.7. Payment Options

* All installations must comply with any applicable local, state, or federal requirements for payments, including applicable regulations by the California Air Resources Board and Division of Measurement Standards. Charging equipment must be capable of supporting multiple point-of-sale methods, such as pay-per-use and subscription methods, including the ability to accept a credit or debit card without incurring any additional fees. Applicants may offer additional payment mechanisms, such as ISO 15118 Plug-and-Charge, a device which accepts RFID or Smart cards, or payment through mobile apps. The point-of-sale and supporting network must be compliant with OCPP **2.0.1** [~~1.6~~] or later to allow subscribers of other EV charging system networks to access the charging station.

## Page 16, Section II.B.10. Eligible Project Costs

Costs other than those listed as eligible for CEC reimbursement or as match share, are not eligible as reimbursement or match share. This includes but is not limited to:

* + **“Bring Your Own Cord” charging equipment**

## Page 44, Section V.A. Definition of Key Words

|  |  |
| --- | --- |
| Word/Term | Definition |
| OCPP | Open Charge Point Protocol. For purposes of this solicitation, OCPP Certificate 2.0.1 or later [~~1.6 or newer~~] by the Open Charge Alliance [~~(Core and Safety certificates)~~] is required for networked chargers. |

# Project Narrative (Attachment 01)

## Page 1, Directions

Complete the following Project Narrative for Rural Electric Vehicle Charging 2.0 (REV 2.0), GFO-24-608. Reference the REV 2.0 Solicitation Manual Section III.D.2 for Narrative Details and Section IV.E for Evaluation Criteria. Limit responses to each of the **individual** criteria to 1,500 characters (including spaces).

## Page 9, Priority Population kW Weighted Average

Priority Population Weighted kW Average Score – Divide the Weighted kW Total by the kW Total, **then divide by 10.**

[~~(Weighted kW Total / kW Total)~~]

$$\frac{(Weighted kW Total / kW Total) }{10}$$

## Page 21, Acknowledgements

Network chargers must have a certification for Open Charge Point Protocol (OCPP) **2.0.1 or later** [~~1.6 or newer~~] by the Open Charge Alliance [~~(Core and Safety certificates)~~] and be ISO 15118 ready.

**Natalie Johnson**

**Commission Agreement Officer**