

Light-Duty Electric Vehicle Infrastructure Program, Addendum 1 June 22, 2021

The purpose of this addendum is to make the following revisions to the Solicitation Guidance. **Bold underlined text** reflects new language in the solicitation. Deleted language from the solicitation appears in ~~strikeout text~~.

Page 7, Section II.D.1.d.

d. Must fill geographic gaps ~~not met by SB350, Electrify America and California Energy Commission Programs.~~ **Applicants are required to describe how the proposed stations are filling a gap (e.g., physical or capacity gap) and to provide any supporting evidence that substantiates the need of the proposed stations in the narrative.**

Page 7, Section II.D.2., DC Fast

DC Fast: Must be able to deliver electricity to EVs at a minimum rate of 50 kW and must have a standard connector such as CCS, CHAdeMO, or Tesla connector. Equipment and network must have remote diagnostics, ~~and be capable of “remote start.”~~ Must also be capable of ~~usage data collection~~ **collecting and reporting usage data**, and have a minimum five-year networking agreement (~~eligible towards total project cost~~ **The cost of the five-year networking agreement is considered an Eligible Cost, if paid upfront**).

Page 10, Section III.C., Match Funding Requirements

Applicants are encouraged to pursue co-funding opportunities; ~~h~~ **However, note the following:**

1. All match and co-funding sources must be disclosed in the application and the reimbursement request. Trust funding and other co-funding sources may not exceed the total eligible costs.
2. Unallowed Sources: Match/co-funding may NOT include ~~other California Air Resources Board funding or Electrify America, including but not limited to the Clean Off Road Equipment Voucher Incentive Program, Carl Moyer Program, AB 923 (Firebaugh, Chapter 707, Statutes of 2004), and AB 617 (C. Garcia, Chapter 136, Statutes of 2017).~~ **SB350, and California Energy Commission Programs.**
3. Allowable Sources: Subject to any limitations from the co-funding source, ~~California Energy Commission funding,~~ Utility programs (**that are not related to SB 350**), and Congestion Mitigation Air Quality may be used as match. Funding from other State, local, federal, non-profit, or private revenue sources ~~that do not claim or require NOx reductions~~ may also be used as match. Additionally,



Contractors/Project Beneficiaries may claim Low Carbon Fuel Standard credits earned by the chargers funded through this Program.

Page 10, Section III.D., Eligible Costs

Only costs incurred during the term of the Funding Agreement for items on the list below are considered Eligible Costs. Grantees can request Trust Funds for reimbursement for Eligible Costs or use Eligible Costs towards match requirements. ~~Program funds awarded may be used to reimburse eligible costs incurred.~~ The following is a list of eligible costs:

- Electric vehicle charging equipment, including tax and shipping fees.
- Equipment used to record the kWh dispensed to electric vehicles (e.g., separate meter, data logger).
- Materials for installation (e.g., signage, conduit, including costs associated with necessary electrical upgrades to meet the demands of the chargers such as electrical panels, and transformers).
- Labor for installation.
- Permit fees.
- Maintenance agreement and network fees that are paid upfront