



California ZEV Investment Plan: Cycle 2 Errata

November 12, 2018

Errata

On October 3rd, 2018, Electrify America submitted to the California Air Resources Board the *Cycle 2 California ZEV Investment Plan*. The document is hereby corrected as presented below.

1) In the *Executive Summary*, Table 2 is replaced by Table 2 as follows:

Table 1: Cycle 2 California Preliminary Infrastructure Deployment Schedule – All Sites

Cycle 2 Infrastructure Investments ¹			
Quarter	Pre-site selection	In development	Operational
Q4 2019	1,920 – 2,600	680 - 850	5 - 10
Q2 2020	1,300 – 1,730	670 - 850	635 - 880
Q4 2020	620 - 890	670 - 850	1,315 – 1,720
Q2 2021	0 - 0	670 - 850	1,935 – 2,610
Q4 2021	0 - 0	0 - 0	2,605 – 3,460

¹Excludes Bus and Shuttle Chargers, see section 3.8 Infrastructure Investment Timeline and Milestones for detail.

2) In section 3.8. *Infrastructure Investment Timeline and Milestones*, Table 11, 12, and 15 are replaced by the Table 11, 12, and 15 as follows:

Table 2: Cycle 2 California Preliminary Infrastructure Deployment Schedule – All Sites

Cycle 2 Infrastructure Investments ¹			
Quarter	Pre-site selection	In development	Operational
Q4 2019	1,920 – 2,600	680 - 850	5 - 10
Q2 2020	1,300 – 1,730	670 - 850	635 - 880
Q4 2020	620 - 890	670 - 850	1,315 – 1,720
Q2 2021	0 - 0	670 - 850	1,935 – 2,610
Q4 2021	0 - 0	0 - 0	2,605 – 3,460

¹Excludes Bus and Shuttle Charging schedule, see table below

Table 3: Cycle 2 California Preliminary Infrastructure Deployment Schedule - Metro Community Charging and Regional Route and Highway Sites

Cycle 2 Metro Community Charging and Regional Route and Highway Investments			
Quarter	Pre-site selection	In development	Operational
Q4 2019	40 - 50	10 - 20	5 - 10
Q2 2020	35 - 40	10 - 20	10 - 20
Q4 2020	15 - 20	10 - 20	30 - 40
Q2 2021	0 - 0	10 - 20	45 - 60
Q4 2021	0 - 0	0 - 0	55 - 80

Table 4: Cycle 2 California Preliminary Infrastructure Deployment Schedule - Rural Community Charging Sites

Cycle 2 Rural Community Charging Sites			
Quarter	Pre-site selection	In development	Operational
Q4 2019	26 - 38	9 - 12	0 - 0
Q2 2020	17 - 26	9 - 12	9 - 12
Q4 2020	8 - 14	9 - 12	18 - 24
Q2 2021	0 - 0	9 - 14	26 - 36
Q4 2021	0 - 0	0 - 0	35 - 50

3) In section 3.10. *Pricing, Interoperability, and Open Access*, text in paragraph 2 is corrected as shown below with added language underlined:

“In addition, Electrify America’s public stations will be equipped with back end systems that can use Open Charge Point Interface (OCPI) 2.1 to communicate with other networks and Open InterCharge Protocol (OICP) to be able to connect to roaming platforms, when a business agreement is secured.”

4) In Appendix 3. *ZEV Glossary*, text in paragraph 6 is corrected as presented below with added language underlined and deleted language ~~stricken~~:

“Open Charge Point Protocol (OCPP), ~~and~~ Open Charge Point Interface (OCPI), and Open InterCharge Protocol are communications standards that have been developed by numerous public and private ZEV infrastructure leaders. OCPP enables standardized communication between charging hardware and the charging station networks that support them, while OCPI enables communication between different charging station networks. OCPP makes it possible to change the network supporting an individual charging station at some future time if desired. OCPI on the other hand is the communications standard that enables commercial entities such as charging networks or automotive OEMs to transfer charging station data between each other, such as charger availability or customer information, to enable roaming. Finally, OICP is the communication standard transfer of data between electric mobility providers and charge point operator systems via a central roaming platform.”

5) Consistent with Cycle 1 practice, Electrify America plans to post quarterly reports on progress implementing this Cycle 2 California ZEV Investment Plan.