Implementation Manual for Golden State Priority Project

Application Window: September 13 – December 12, 2023

Northern and Southern Regions

February 14, 2024

***All amended or added text of this Implementation Manual (version 3) are added in RED text.**
This version supersedes all previous published editions.

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Implementation Manual for the Golden State Priority Project

A. INTRODUCTION AND OVERVIEW

In March 2012, Governor Edmund G. Brown Jr issued Executive Order B-16-2012 to help accelerate the market for zero-emission vehicles (ZEVs) in California and set a long-term goal of reaching 1.5 million zero emission vehicles on California's roadways by 2025. The executive order established milestones for three periods:

- By 2015, California's major metropolitan areas will be able to accommodate zero emission vehicles through infrastructure plans.
- By 2020, California's zero-emission vehicle infrastructure will be able to support up to 1 million vehicles.
- By 2025, 1.5 million zero emission vehicles will be on California's roadways with easy access to infrastructure.

In 2018, Governor Brown issued Executive Order B-48-18 directing all state entities to work with the private sector and all appropriate levels of government to reach a goal of 5 million ZEVs on California roads by 2030.

These milestones require mechanisms to install electric vehicle (EV) charging infrastructure quickly and effectively.

In 2021, the California Energy Commission (Energy Commission) approved a block grant recipient, the Center for Sustainable Energy (CSE), to design and implement electric vehicle charger incentive projects throughout California. The Golden State Priority Project (GSPP) is the first incentive project launching under the California Electric Vehicle Infrastructure Project's (CALeVIP) second block grant. The first funding round for GSPP was available to the central and eastern regions and closed on March 10, 2023. The second funding round for GSPP is available to northern and southern California as described further herein.

The goal of GSPP is to deploy rebates quickly and efficiently for the installation of EV chargers within California to help meet the State's zero-emission vehicle goals. GSPP provides rebates to qualified sites for the purchase and installation of eligible EV charging infrastructure equipment. GSPP benefits the citizens of California by providing air pollution emission reductions through the provision of adequate infrastructure to support plug-in electric vehicle growth through 2025. CSE implements GSPP through a partnership with the Energy Commission.

GSPP requirements identify criteria for applicant and site eligibility. The Implementation Manual for each GSPP funding round provides necessary definitions, explanations and processes associated with those minimum requirements. The Implementation Manual may be periodically updated as needed to clarify GSPP requirements and improve the effectiveness of GSPP. The Implementation Manual for the second funding round, including any updates, will be posted on the corresponding webpage at https://calevip.org/incentive-project/gspp-incentive-north-south.

Note to Applicants: At the time of application submittal, the most current GSPP Implementation Manual available, as well as the Terms & Conditions agreed to by the applicant, will apply.

This document constitutes the Implementation Manual for the second funding round of GSPP, for which eligible applicants can apply from September 13, 2023, to December 12, 2023. Definitions of key parameters can be found in Section D of this manual.

1. Project Overview

GSPP's second funding round provides rebates for the installation of new DC fast charger (DCFC) installations capable of at least a 150-kW guaranteed power output per charging port in the Northern and Southern Regions of California.

Eligible counties for the second GSPP funding round are identified in Table 1.

Table 1: Eligible Counties by Region

Northern Region Counties		Southern Region Counties
Butte	Plumas	Los Angeles
Colusa	Sacramento	Orange
Del Norte	Shasta	San Diego
El Dorado	Sierra	
Glenn	Siskiyou	
Humboldt	Solano	
Lake	Sonoma	
Lassen	Sutter	
Mendocino	Tehama	
Modoc	Trinity	
Napa	Yolo	
Nevada	Yuba	
Placer		

Funding for the GSPP in this application window is only available for sites located in disadvantaged community (DAC) or low-income community (LIC) census tracts. The installation address applied for must be in a DAC or LIC census tract as defined by the California Climate Investments Priority Populations Map.

Eligible rebate amounts are included in Section B of this Implementation Manual.

Table 2: Project Funding Allocations

Funding Region	Total
Northern Region	**$19,000,000**
Southern Region	**$19,000.000**

Potential applicants can determine their eligibility and submit an application for available rebate funds online at the webpage for this GSPP funding round, https://calevip.org/incentive-project/gspp-incentive-north-south

Individuals without computer or internet access can begin the application process by contacting CSE at (510) 519-8123.

Once submitted, all applications will be assigned a tier based upon the readiness of the proposed charging station installation (Proposed Installation) at the time of application and then assigned a processing queue position, or added to the Conditional Waitlist, based upon which tier was met. Rebate funding will be reserved in queue order, for all eligible applications, or until all the funding allocated for the Application Window is reserved, whichever occurs first.

Once the application is processed and funds are reserved, applicants have 450 days (15 months) to complete the Proposed Installation and provide all supporting documentation. Once all documents required to receive rebates are reviewed and approved, rebate funds are issued within fifteen (15) business days of notice of application approval. All final rebate amounts are calculated based on the total eligible project costs as discussed in Section 7.

Information about GSPP and its various funding rounds is available to the public and other interested parties via the GSPP webpage: https://calevip.org/find-project-2. CSE maintains and operates the GSPP webpage as well as the webpage for the second GSPP funding round: https://calevip.org/incentive-project/gspp-incentive-north-south, which includes an up-to-date list of eligible equipment models and network providers, online rebate applications, and all supporting documentation and forms. The website is intended to provide an easy, user-friendly experience while providing transparency for each funding round.

Key dates for announcements and notifications related to the second GSPP funding round are identified in Table 3.

Table 3: Announcement and Notification Timeline

Action Item	Time Period
Initial Announcement	June 16, 2023
Webpage Available	July 14, 2023
Application Window Opens	September 13, 2023
Application Window Closes	December 12, 2023
Notification of Tier Status	By December 29, 2023
Funding Status Notification (Successful Applicants)	By March 4, 2024
Funding Status Notification (Unsuccessful Applicants)	By March 6, 2024

Note: CSE will notify applicants of Tier assignments and funding reservations related to their applications as soon as feasible, but no later than the dates identified in Table 3 above.

B. EQUIPMENT AND SITE ELIGIBILITY

1. Equipment Categories

This section discusses the specific criteria charging equipment must meet to attain eligibility for rebate funding through the second GSPP funding round. A list of eligible equipment and rebate amounts is maintained on the CALeVIP website.

DCFC are the only equipment eligible for grant funding under GSPP. To be an eligible DCFC, each charger must use Combined Charging System (CCS) connectors and/or CCS adapters that are fully integrated into the charger such that they cannot be removed from the site. Chargers must be capable of charging at 150kW or greater to be eligible, as determined by the DCFC rebate categories below:

- A DCFC charging port must be capable of delivering at least 150 kW-274.99 kW when all charging ports are in use to be eligible for the $55,000 per charging port rebate cap.
- A DCFC charging port must be capable of delivering at least 275 kW when all charging ports are in use to be eligible for the $100,000 per charging port rebate cap.

2. Equipment Eligibility Criteria

Proposed Installations must install eligible equipment per one of the following to be considered eligible installations: (1) Install eligible equipment on new EV charging infrastructure at an eligible site; (2) Install eligible equipment at an eligible site where EV charging infrastructure already exists but on which DCFC equipment was not previously installed (stub-out);or (3)

Install eligible equipment at an eligible site as a replacement for existing DCFC with a power output of below 40kW.

Charging equipment must meet the following criteria to be considered eligible equipment:

a. New equipment

- Must be new equipment installed for the first time. Units resold, rebuilt, rented, received from warranty insurance claims, or with new parts installed are not eligible for rebates. Equipment obtained as a gift or a prize is not eligible for rebates.

b. CCS Connectors

- Equipment must have CCS1 Connectors to be eligible for rebate. North American Charging Standard (NACS) and CHAdeMO connectors may be installed and will count toward the total project cost but will not be considered when determining the rebate cap for the installation.

c. Networked

- Equipment must be networked via Wi-Fi, ethernet, or cellular connection (4G and above), which is defined as a charger connected to a backend network operations center, which at a minimum enables remote diagnostics, remote start, utilization data collection, and “over-the-air" updates. Minimum six-year networking agreement required (eligible towards total project cost).

d. Power level requirement

- All eligible equipment models must be capable of delivering electricity of at least a 150-kW guaranteed power output at each charging port when requested by a vehicle.
    - Guaranteed output is defined as: the maximum power that can be provided per charging port when all charging ports are in use.
    - Charging Port is defined as: the number of DCFC connectors that can supply the rebated guaranteed output simultaneously.

e. Open Charge Point Protocol (OCPP)

- Eligible equipment must be capable of using an implementation of the Open Charge Point Protocol (OCPP) version 1.6 or later for purposes of network interoperability. The charger’s product specification sheet must show it is capable of using OCPP software.

f. Payment requirements

- The equipment cannot require a subscription or membership to dispense energy. If payment is required, the charger must comply with all relevant laws and regulations pertaining to payment accessibility.

g. **Be approved by a Nationally Recognized Testing Laboratory (NRTL) for electric vehicle supply equipment (EVSE) testing and certification to UL 2202 or UL 9741.**

- Equipment must be approved by a NRTL that is accredited to certify EVSE standards. Underwriter's Laboratory (UL), Intertek (ETL) and MET Laboratories, Inc. are all currently accredited NRTLs. A complete list of NRTLs can be found at https://www.osha.gov/nationally-recognized-testing-laboratory-program/current-list-of-nrtls.

h. **ISO 15118 Hardware-Ready, via manufacturer attestation on the product specifications sheet as a version of "ISO 15118" or as "ISO 15118 Hardware Ready", which includes:**

- Powerline carrier (PLC) based high-level communication as specified in ISO 15118-3.
- Secure management and storage of keys and certificates.
- Transport Layer Security (TLS) version 1.2; additional support for TLS 1.3 or subsequent versions recommended to prepare for future updates to the ISO 15118 standard.
- Remotely receiving updates to activate or enable ISO 15118 use cases.
- Connecting to a back-end network.

i. **Registered on the CALeVIP 2.0 Equipment Eligibility Dashboard as eligible for GSPP.**

j. **To list eligible equipment, manufacturers must submit a completed online equipment form to CSE through the EV Charger Eligibility Portal. If a company is not listed on the portal, or for any other questions, please contact evcharging@energycenter.org.**

k. **If Applicants change the equipment submitted on the Application after approved for Funds Reserved, the Applicant must adhere to the most current version of the Eligible Equipment list for the new equipment at the time they request the change.**

l. **Eligible equipment installed through GSPP must still comply with all applicable State requirements for publicly available charging stations. For guidance on some of the major EV charging station regulations in California, please refer to the Guide to California Regulations for Electric Vehicle Charging Stations.**

Note: The California Energy Commission has implemented new requirements as of January 1, 2024. Proposed Installations may continue with the equipment selected on their application but any changes in the equipment selection must adhere to the new requirements. See the CALeVIP 2.0 Equipment Eligibility Dashboard for more information.

3. Eligible Project Costs

The following related project costs can be included in total project costs as part of a single charging station (site) installation. Any costs incurred at a different project site are ineligible. All costs can be incurred starting June 16, 2023, but are incurred at applicant's own risk prior to the funds reserved date (e.g., application may be determined ineligible, or funds may be fully reserved prior to the review of an application). For a Proposed Installation to remain eligible, construction cannot begin prior to December 12, 2023.

a. Equipment including EVSE, transformer, panels, advanced energy storage, all-inclusive solar EV charging systems

b. Installation, design, and associated costs (labor and materials).

- Installation costs may include, but are not limited to:
    - Contractor labor and materials for connecting the charger(s) to the electrical service;
    - Utility service order, if applicable for the installation site;
    - Planning and engineering design costs such as development of drawings and plans meeting the Americans with Disabilities Act requirements for charger(s); and
    - Necessary project signage
- Construction cannot begin prior to December 12, 2023.

c. Electric infrastructure related to EV charging upgrades.

- Site electrical infrastructure upgrades are often required to serve new EV charging load. Eligible costs may include, but are not limited to:
    - Necessary site transformer upgrades, servicing EV chargers and electric panel upgrades;
    - Stub-outs for make-ready charging stalls;
    - Design, engineering, and utility service costs; and
    - Any Proposed Installation that installs a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent (25%) of the total electricians working on the crew for the project, at any given time, hold valid EVITP certification.

d. Advanced energy storage equipment.

- Energy storage equipment is typically comprised of an inverter and battery pairing operated by an energy management and control system to charge and discharge as needed. Generally, energy storage is installed as a peak load shaving strategy and can be particularly effective in reducing instantaneous demand from the grid while chargers are in operation.

e. Service Level Agreements.

- The cost of an agreement for maintenance, remote monitoring, repairs, and any other general services that help ensure reliability of the installed equipment.

f. Network service agreements.

- The cost of an agreement with a CALeVIP eligible network provider.

g. All-inclusive solar EV charging systems.

- The cost of a dedicated EV charging system that solar panels are an integral part of.

h. Extended warranties

- Extended warranty agreements covering service and parts for protective and corrective maintenance and repairs. Extended warranty agreements must be purchased through the charger OEM. Any third-party warranty agreement will not be considered an eligible project cost.

i. ADA upgrades required to site due to Proposed Installation.

- Eligible costs may include, but are not limited to, upgrades of existing ADA non-compliance

j. Additional charging ports and connectors.

- Beyond the rebated charging ports, additional charging ports and connectors may be installed on a site and will count toward the total project cost used to calculate the final rebate amount. However, the rebate cap will be determined based solely on the number of charging ports that meet eligibility requirements (i.e., the rebated charging ports).

When categorizing costs during Final Verification invoice submission, please refer to the Project Cost Categories table in the CALeVIP 2.0 Rebate Invoicing Procedures and Sample Supporting Documents resource.

4. Ineligible Project Costs

Ineligible project costs may include, but are not limited to:

a. Permits required by the local authority having jurisdiction (AHJ).
b. Standalone solar panels.
c. Any project costs offset by other grants, incentive programs, or projects, including any project costs incurred for an installation receiving payment through another CEC-funded contract, grant, or incentives, including funding from any other CALeVIP incentive project or Communities in Charge incentive project.
d. Any travel costs including, but not limited to: mileage reimbursement; rental car expenses; airfare; hotels/lodging; or meal reimbursement.
e. Costs associated with developing an unpaved site or with construction of new buildings

or structures.

f. Costs associated with work that must be performed by an EVITP-certified electrician, per California Public Utilities Code § 740.20, and is not performed by an EVITP-certified electrician.

g. Any profit charged by an individual receiving the inventive rebate is prohibited and considered ineligible. Contractors to the incentive recipient are allowed to charge profit.

h. Any costs incurred prior to June 16, 2023.

5. Development of List of Eligible Equipment Models

For equipment rebate eligibility, the equipment manufacturer must register on the CALeVIP website and submit equipment information to CSE for determination. Manufacturers can use the Manufacturer Log In button on the CALeVIP website to create an account for the company and submit the equipment for verification. The equipment manufacturer must submit equipment information for each product that they would like to make eligible. CSE works with the equipment manufacturer to ensure that all the required information is received and request any additional information needed to make an eligibility determination.

If the equipment meets the eligibility requirements set forth in Section B (2) of this Implementation Manual, then CSE adds the equipment to the list of eligible equipment on the online dashboard. Once equipment is submitted to be verified, CSE will review provided documentation and inform the company whether the equipment is eligible for current CALeVIP rebates. Only equipment submitted by equipment manufacturers will be listed on the website.

All verified equipment will be displayed on the CALeVIP 2.0 Equipment Eligibility Dashboard.

6. Eligible Site Types

Eligible sites must comply with the following requirements:

a. Installation Address is located within one of the following funding regions:

Table 4: Eligible GSPP Counties by Region

Northern Region Counties		Southern Region Counties
Butte	Plumas	Los Angeles
Colusa	Sacramento	Orange
Del Norte	Shasta	San Diego
El Dorado	Sierra	
Glenn	Siskiyou	
Humboldt	Solano	
Lake	Sonoma	
Lassen	Sutter	
Mendocino	Tehama	
Modoc	Trinity	
Napa	Yolo	
Nevada	Yuba	
Placer		

b. Installation Address does not have any other active EV infrastructure project with CALeVIP or Communities in Charge at the same address.

Installation addresses are not eligible if they have previously received any funding from prior CALeVIP 2.0 funding windows. Installation addresses that have received final payment of CEC-funded incentives from CALeVIP 1.0 or Communities in Charge may still be eligible if previously funded equipment is not being replaced in the Proposed Installation. If the installation address is on the same property as another active funded site, but has a different street address, such as a parking lot with multiple entrances, it will be considered a duplicate site.

c. Within Disadvantaged or Low-Income Communities

Installation Address is located in a DAC or LIC census tract, as defined by the California Climate Investments Priority Populations Map (as updated May 2022). The Low-Income Households category is not eligible for funding through GSPP.

d. Ensure safety and security.

Be well-lit, secure and in compliance with all federal, state, and municipal laws, ordinances, rules, codes, standards, and regulations.

e. Be Publicly Accessible

- Sites must be publicly available 24 hours per day, 365 days a year.
- Stand-alone parking lots or parking garages (i.e., those not dedicated to a particular business or property) are exempted from these requirements as long as the chargers remain accessible to the public for at least 18 hours a day, seven days a week, excluding holidays.

- To be considered publicly available, a charger must not be located behind a fence, or in a gated parking lot, such that the general public is unable to access or is deterred from accessing.
- Chargers cannot have any time restrictions for availability to the public to be considered available 24 hours per day, 365 days a year.

f. Be one of the following site types:

1. Airport: Parking facilities at airports that serve the public are eligible sites. Long-term parking uses are not allowed.
2. Business district: An area within a community that has a high concentration of businesses and average dwell times of 30 minutes or less. The site must have a direct line of sight to the major road. This is typically the central area or commercial center of a town, city, or unincorporated area, though many business districts may be present within these areas. Dealerships, office buildings, and warehouses are not eligible under this site type.
3. Casino: A building where gambling games of chance against the house/casino are played. Standalone poker rooms or card halls are ineligible.
4. Charging Hub: An existing paved site without a present or pre-existing site use that will be used exclusively to provide battery recharging services to electric vehicles. All development work that is not related to the charging installation must be completed before applying.
5. City/county/privately-owned parking lot or garage: A publicly or privately owned parking building or lot (i.e., parking is the primary use) that provides parking spaces to the public and is accessible at least 18 hours a day, seven days a week, excluding holidays. Workplace locations and long-term parking uses are not eligible. Pay-to-park is eligible.
6. College/university: Must be an accredited, nonprofit two- or four-year college or university.
7. Community center: A facility owned and operated by a public agency or a non-profit community organization. The primary purpose of the facility must be for recreation, social welfare, community improvement, or public assembly.
8. Gas station: Any facility that, as its primary use, serves as a motor vehicle fueling service station retailing petroleum-based automotive fuels (e.g., gasoline, diesel, E10/E15) to the general public and has additional complementary customer store(s) or service(s) located on-site.
9. Grocery store: A store that sells food and household supplies.
10. Hospital: A facility that provides any medical services. This includes clinics, dental offices, urgent cares and any other facility providing medical services.
11. Hotel: A hotel must meet the two criteria below:
    a. Is a permanent building for the primary purpose of short-term lodging.
    b. Provides access to dining, shopping, or entertainment options available to the general public OR is less than a quarter mile from another eligible site.
12. Large-format retail store: Large, free-standing, generally single-floor, retail stores over 80,000 square feet offering a variety of products to their customers.
13. Library: A place in which literary, musical, artistic, or reference materials (such as

books, manuscripts, recordings, or films) are kept for use but not for sale.

14. Place of worship: a building used for the gathering of a religious or faith-based organization for spiritual purposes.
15. Police or Sheriff station: Storefront police or sheriff substations that serve the surrounding community and adjacent areas. Proposed Installations at Police and Sheriff stations are still subject to public accessibility requirements and should not primarily be for fleet use.
16. Public transit hub: Centers for public transit, including light rail stations, train stations and bus stations. Does not include park and ride lots.
17. Restaurant: A business where meals and refreshments may be purchased.
18. Retail shopping center: A group of retail and other commercial establishments that is planned, developed, owned, and managed as a single property.

7. Rebate Amounts

Rebate amounts are based on actual eligible costs for DCFC. All final rebate amounts may equal up to 50% of the project's total approved costs subject to the rebate caps listed below. The amount of rebate funding reserved for an Eligible Application will be determined based on the rebate cap for the selected Eligible Equipment's guaranteed output and number of charging ports, for up to 20 charging ports, as identified in the table below:

Table 5: Rebate Amounts

Guaranteed Output per Charging Port	Rebate Cap per Charging Port
150 kW – 274.99 kW	$55,000
275 kW+	$100,000

Table 6: Quantity of Ports Eligible for Rebates per Site (min-max)

Minimum Charging Ports	Maximum Charging Ports
4	20

Applicants can apply for charging ports exceeding the maximum quantity but may only receive rebates for the quantity outlined in Table 6 above.

Example: An applicant will install eight (8) DC fast charger active connectors, capable of 175kW each, at a site in Los Angeles County within a DAC or LIC. The applicant is eligible for eight (8) $55,000 rebates for a total of $440,000 in rebates.

The applicant's total project cost is calculated on the installation costs for eight active connectors.

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a. Combining GSPP Funds with Other Funds

Once approved for payment, an applicant with funding reserved in this GSPP application window is eligible to receive a rebate covering up to 50% of eligible project costs incurred by the applicant organization. Applicants may use funding from other incentive or grant programs to cover the remaining 50% of eligible project costs (with the exception of any other incentives funded through the California Energy Commission, including funding from any contracts, grants, other CALeVIP incentive projects, or Communities in Charge incentive project). However, the total amount of incentive funding obtained to cover the costs of the project may not exceed total eligible project costs.

Revenue obtained from the Low Carbon Fuel Standard (LCFS) is excluded from this limitation. However, the application form includes one or more questions to collect information on planned LCFS designation.

b. Rebate Disbursement

Rebates will be issued to the Applicant Organization and may only cover costs incurred by the Applicant Organization.

Rebate amounts will be for **50% of the Proposed Installation's Total Approved Costs**, but not exceeding the rebate funding reserved for the Application. Disbursements will occur after the completion of the Proposed Installation and after CSE approves the corresponding Application for payment.

Applicant Organizations will have the option of receiving rebate funds through a check sent by mail or through an electronic funds transfer to an account under the Applicant Organization's name.

Checks must be cashed within six (6) months of the date on the check. Checks not cashed within this timeframe will be cancelled.

8. Maximum Rebate per Entity

There is no limit to the total amount of rebates an organization can receive if funding is available. However, each site is only eligible to receive a rebate for a maximum of twenty (20) charging ports.

9. Installation Requirements

An Installation must be completed in accordance with the following requirements to be eligible

for disbursement of reserved rebate funds:

a. All installations must be at existing structures or facilities and involve negligible or no expansion of existing or former use.

b. An Authorized Representative must obtain any required permits and comply with all applicable federal, state, and municipal laws, rules, codes, and regulations for work performed to complete the Proposed Installation.

c. The Proposed Installation and all work performed to complete the Proposed Installation must be carried out by a qualified and licensed contractor in accordance with all local, state, and federal codes, permitting, and inspection requirements.

d. All electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board, and at least one electrician on each crew, at any given time, who holds an Electric Vehicle Infrastructure Training Program (EVITP) certification. Per CA Public Utilities Code 740.20, the installation of EV chargers must be completed by EVITP certified electricians. Any Proposed Installation to install a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification.

e. All persons working to complete the Proposed Installation must be paid prevailing wage in compliance with California Prevailing Wage law.

f. All contractors shall comply with California Prevailing Wage law and pay prevailing wages accordingly.

g. A signed EVITP Requirements Affidavit that adheres to the requirements in Section IV (Post-Application Process) must be submitted.

C. APPLICANT DUTIES AND REQUIREMENTS

1. Applicant Requirements

The applicant is responsible for submitting the rebate application and providing all required documentation to CSE. The Applicant Organization (Rebate Recipient) must accept the rebate directly – GSPP does not provide an option to assign the rebate to an equipment seller (i.e., equipment manufacturer).

The Energy Commission reserves the right to limit eligibility of applicants with bankruptcies, threatened or pending legal actions, loan defaults or judgements as determined to protect the best interest of GSPP.

For a person to be eligible to submit an application and thus considered an Applicant, they must meet the following requirements:

a. Be an Authorized Representative of a commercial or public facility installation site. An authorized representative is defined as the owner of the site ("Site Owner") where the charging installation being incented will be installed ("Proposed Installation") or an individual that has received permission from the Site Owner, via the CALeVIP Site Verification Form, to apply on behalf of the Site Owner for the Proposed Installation.

b. Represent any of the following:

    - A Business that is based in California or has a California-based affiliate.
    - A Sole Proprietorship that is based in California or has a California-based affiliate.
    - A Non-Profit Organization that is based in California or has a California-based affiliate.
    - A government entity that is based in California or has a California-based affiliate.
    - A California Native American Tribe listed with the Native American Heritage Commission at the time of application.

c. Any threatened or actual legal action against the Applicant Organization cannot impact the completion or operation of the Proposed Installation or disbursement of the reserved rebate funds. Completion of the Proposed Installation must adhere to the Installation Requirements.

2. Research Participation

CSE reserves the right to request participation from rebate recipients in ongoing research efforts that support the CALeVIP and GSPP research goals. CSE shall distribute surveys to rebate recipients or use other research methods (e.g., focus groups, etc.) to collect data and other information pertaining to the charging station. CSE will identify research parameters and determine the most effective mechanism for obtaining information.

3. Application Process

Applications are only accepted during an open application window, which provides applicants the opportunity to thoroughly review application information prior to submission. All application information and application documents submitted during the applicable application window will be deemed as final and corrections to this information may not be permitted.

Once the application period opens, navigate to the webpage for the second GSPP funding round at https://calevip.org/incentive-project/gspp-incentive-north-south to access the

application process information and start the application online.

4. Reservation of Rebate Funds

a. Application Processing Tiers

After the close of the application period, submitted Applications will be assigned a prioritization tier ("Tier") based on the documents submitted for the Permit/Utility Service Application Package document slot.

Tier 1: Ready to Build-Applications providing both: (1) an issued permit for the Proposed Installation; and (2) a final utility service design for the Proposed Installation or an official letter stating that no new or upgraded service is necessary for the Proposed Installation, through the Permit/Utility Service Application Package document slot will be placed in the highest Tier and then randomly assigned a place in the queue with eligible applications in Tier 1.

Tier 2: Utility Design Approved - Applicants providing: (1) a final utility service design for the Proposed Installation or official letter stating that no new or upgraded service is necessary for the Proposed Installation; and (2) a Permit Application, through the Permit/Utility Service Application Package document slot will be placed in the second-highest Tier and then randomly assigned a place in the queue *after* all Tier 1 Applications.

Tier 3: Utility Design in Progress - Applications providing: (1) a Final Utility Design in Progress; (2) Permit Application; and (3) a site plan though the Permit/Utility Service Application Package document slot will be placed in the lowest Tier and then randomly assigned a place in the queue *after* all Tier 1 and Tier 2 applications.

Rebate funding will be reserved in queue order, for all Eligible Applications, or until all the funding allocated for the Application Window is reserved, whichever occurs first. The date that an application is awarded Funds Reserved status is the Funds Reserved date.

Any unfunded applications in the queue will be retained for a maximum of 190 days after the application window closes in the event that reserved funding becomes available.

For any Installation Addresses receiving more than one (1) application, a single application will be randomly selected prior to a Tier being assigned. Only the single application that is randomly selected will be assigned a Tier and assigned a place in the queue.

Applicants will be notified of their tier within seven (7) business days after the application window closes. Successful applicants will be notified no later than March 4, 2024 of their funds reserved status. Unsuccessful applicants will be notified no later than March 6, 2024 that their application was not reserved.

b. Conditional Waitlist

Applicants who cannot meet the minimum Tier 3 requirements to be considered for funding can apply to the Conditional Waitlist with submission of the following documents through the Permit/Utility Service Application Package document slot:

1. Utility Design Application
2. Site Plan

If the project is oversubscribed, any remaining Tier 1-3 applicants on the queue will be funded in queue order if additional funds become available. Once all remaining queue applicants are exhausted, processing will open for the conditional waitlist. Conditional Waitlist applications must demonstrate adherence to Tier 1, 2, or 3 requirements to be eligible to receive funding. To begin the process for coming off the Conditional Waitlist, please email calevip@energycenter.org and include "Conditional Waitlist Submission" and the application number in the subject line and attach the corresponding Tier 1, 2, or 3 documentation. Applications coming off the Conditional Waitlist will be processed in order of documentation submission via email and will be pulled forward from the Conditional Waitlist only if funding remains and will be added to the end of the queue.

The Conditional Waitlist will be held active for 190 days after the application window closes in the event that reserved funding becomes available. After 190 days, all remaining queue applications and any applications in the Conditional Waitlist will be cancelled.

c. Submittal of Required Documents

After an application is accepted by CSE and deemed eligible for rebate funds, any additional required supporting documentation (outlined in Section C.4) must be submitted to CSE within the required timeframes (outlined in Section C.3 and C.4) and progress recorded in the Construction Progress Tracker (defined in Section C.5).

Applicants must upload and submit required Copy of Permit and Final Utility Service Design documents, as applicable, and Receipt of Equipment Purchase within sixty (60) calendar days of the Funds Reserved date.

If documents are not submitted within sixty (60) calendar days of the Funds Reserved date, the application will be cancelled, and the funds released back into the funding pool of the second GSPP funding round.

d. Installation Timeline and Extensions

Applicants have a total of **450 calendar days** (15 months) from the Funds Reserved date to complete installation and submit all required documents online**.** *Applicants without internet access may mail supporting documentation to CSE. If mailed, submittal date is determined by U.S. mail postmark.*

If a project is expected to exceed this time, an Extension must be requested and approved via the online Extension Request Form. All application extension requests must be made and reviewed according to the Extension Policy that is effective on the date the request is made.

e. Final Installation and Payment

Once all required documents are submitted CSE performs a review and, if documentation complete and meets all set requirements, an application is approved; applicant can expect final rebate check to be mailed within fifteen (15) business days of application approval.

Rebate checks must be cashed within six (6) months of the date on the check. Checks not cashed within this timeframe will be cancelled and the funds will be returned into the funding pool of the second GSPP funding round.

5. Required Documentation

For an application to be awarded a reservation of rebate funding ("Funds Reserved status"), an applicant must complete and submit an Eligible Application through the CALeVIP 2.0 Application Portal. To be considered an Eligible Application, an application must include the following:

a. A complete Application including, but not limited to:

- Applicant Organization's name, as registered in the State of California.
- Applicant Organization's address, as registered in the State of California.
- Applicant Organization's mailing address.
- Applicant Organization's Tax ID Number.
- Full name and contact phone number of the primary person responsible for managing the Application on behalf of the Applicant Organization.
- The address of a site identified as eligible for the second funding round of GSPP, and where the Proposed Installation will be installed.
- Selection of charging equipment identified as eligible for GSPP, for a total of at least four (4) charging ports.
- Selection of a network provider identified as eligible for GSPP.

b. A completed Site Verification Form ("SVF") providing confirmation that the Applicant Organization is the Site Owner OR that the Site Owner authorizes the Applicant Organization to install the charging equipment at the site.

c. A completed Permit/Utility Application Package verifying the permit and utility progress made for the Proposed Installation. Documents provided in the Permit/Utility Service Application Package document slot will be used to determine tier status.

- A complete **Tier 1 package** ("Ready to Build" tier) includes:

- Copy of the final utility service design OR an official letter stating that no new or upgraded utility service is necessary for the Proposed Installation; AND
- Copy of the issued permit.

- A complete **Tier 2 package** ("Utility Design Approved" tier) includes:
  - Copy of the final utility service design OR an official letter stating that no new or upgraded utility service is necessary for the Proposed Installation; AND
  - Copy of the permit application, including a receipt showing paid plan check fees OR other verification of submission of permit application to the AHJ OR communication from the AHJ showing no fees due for permit application.
- A complete **Tier 3 package** ("Utility Design in Progress" tier) includes:
  - Copy of the final utility service design in progress documents, including a copy of the plan set for the Proposed Installation, AND
  - Copy of the permit application, including a receipt showing paid plan check fees OR other verification of submission of permit application to the AHJ OR communication from the AHJ showing no fees due for permit application.
- If an application fails to meet Tier 3 (minimum) requirements before closing of the Application Window, applicants can apply to the Conditional Waitlist. A complete **Conditional Waitlist** package includes:
  - Copy of the new/upgraded utility service design application, including a copy of the plan set for the Proposed Installation and a receipt showing paid engineering advance; OR
  - Copy of other verification of submission of utility application to the utility service provider; OR
  - Copy of communication from the utility service provider showing no fees due for new/upgraded utility service application.

d. Sixty (60) calendar days from Funds Reserved date, applicants must submit for each application:

- Copy of an issued permit, if not submitted at time of application; AND
- Copy of the final utility service design, if not submitted at the time of application; AND
- Copy of the equipment order.
- If documents are not submitted within sixty (60) calendar days, the application may be cancelled.

- It is the responsibility of the Applicant Organization to contact CSE to request an extension for the sixty (60) day Checkpoint Milestone Deadline to avoid auto-cancellation of the Application.

e. During the final verification phase, prior to the funding reservation expiration date:

- Submit a complete response to the Installation Progress Questionnaire at 120 calendar days, 210 calendar days, 300 calendar days, and 390 calendar days from the Funds Reserved date. Applicant Organizations will have a grace period of up to fourteen (14) calendar days to complete responses to each Installation Progress Questionnaire.
- Complete an Installation Data Form online within 450 calendar days from the Funds Reserved date.
- Submit Supporting Documentation within 450 calendar days from the Funds Reserved date. Supporting Documentation must be scanned and submitted through the CALeVIP 2.0 Application Portal. Supporting Documentation must include the following that adhere to the Quality Submittal Standards:
    - A signed Electric Vehicle Infrastructure Training Program (EVITP) Requirements Affidavit.
        - EVITP Requirements Affidavit must include:
        - Project description matching that of the application.
        - Verifiable EVITP certification number.
    - Completed Invoice Form.
        - Invoice Form must include:
            a. Matching invoice date and invoice number for each corresponding invoice; and
            b. Unit Cost, Quantity, and Tax Designation for each invoice line item.
    - Copy of paid design/engineering invoice(s), if costs are being submitted for review.
        - Invoice must include:
            a. Contractor/engineer name, contractor/engineer license number, business address, phone number, itemized costs, and payment terms (paid in full – cash, check, credit card, etc.); and
            b. Date of payment.
    - Copy of paid equipment receipt/invoice, if costs are being submitted for review.
        - Receipt/Invoice must include:
            a. At a minimum: purchase date, retailer name, business address, phone number, equipment make and model number(s), equipment serial number(s), and payment terms (paid in full – cash, check, credit card, etc.); and
            b. Equipment order quantity is at minimum equal to the

quantity applied for within the application.

- Copy of paid installation receipt/invoice(s), if costs are being submitted for review.
  - Receipt/Invoice must include:
    a. Contractor name, contractor license number, business address, phone number, itemized costs, and payment terms (paid in full – cash, check, credit card, etc.)
    b. Date of payment; and
    c. Description of installation work,
- A signed Network Agreement Acknowledgement form and a copy of the executed network service agreement or contract.
- Copy of final inspection card, including inspector sign-off.
- At least two (2) photographs of installed and operational charger(s) at the Installation Address.
  - Photographs must include:
    a. Clear, legible photographs of installed and operational equipment; and
    b. Have CALeVIP labeling visible in each photo.

- Submit station information to the Alternative Fuels Data Center station locator tool for all charging stations incentivized through GSPP.
- Attest to the energization and operational status of the chargers.
- Complete and submit the Project Installation Data form.

f. Ensure the charger(s) shall remain in service, in compliance with the Operational Requirements, and at the project site address, for a minimum of six (6) years.

g. Maintain a 6-year network service agreement immediately after the equipment installation.

h. Be available for follow-up inspection if requested by CSE or Energy Commission; or either entities designated contractor or representative.

i. Energy Commission reserves the right to request voluntary participation from rebate recipients in ongoing research efforts that support the goals of CALeVIP.

j. Through submission of an application to GSPP, agree to allow the California Energy Commission to utilize your application data for publicly available data tools, included, but not limited to, the Energy Commission's Cost Transparency Tool.

k. The applicant is responsible for ensuring the accuracy of the information on all rebate applications and required documentation submitted to CSE. Submission of false information on any required documents may be considered a criminal offense and is punishable under penalty of perjury under the laws of the State of California.

6. Construction Progress Tracker

Application Managers are required to sign up for the Construction Progress Tracker ("CPT") by creating an account in Teamwork (at cptbg2.teamwork.com) and accepting the invitation for each Eligible Application that has rebate funding reserved within five (5) calendar days of emailed invitation.

Application Managers are required to update, on the Applicant Organization's behalf, construction tasks and milestones in the tool once completed in the field.

- If responses to CPT notifications or surveys are not received within fourteen (14) calendar days of each CPT notification or survey being received, applications are at risk of losing their Funds Reserved status and being cancelled, or of having extension requests denied.

7. Installation and Operation Provision

Applicants participating in GSPP are required to keep the equipment operational and meet all applicable GSPP requirements for a minimum of six (6) years for DCFC equipment.

8. Operational Requirements

a. Uptime Requirements

The Applicant Organization is required that each charger in a Proposed Installation is "up" **at least 97%** of a site's standard hours of operation and that the chargers shall remain in service at the Installation Address for a minimum of seventy-two (72) months.

The Proposed Installation is "up" when its hardware and software are both online and available for use, or in use, and the charging connector successfully dispenses electricity as expected. The Proposed Installation's Uptime will be calculated by CSE, as follows, on an annual basis:

- **Uptime** = ((Total Standard Hours of Operation – Downtime + Excluded Downtime) / (Total Standard Hours of Operation)) $*$ 100%
- **Downtime** is defined as any 15-minute interval within the standard hours of operation in which a charger is not operational.

Excluded downtime is defined as a period of downtime, within the standard hours of operation, caused by any of the following:

- Electric Grid Power Loss: Power supplied by the electric utility for a site is not supplied at levels required to for minimum function of the Proposed Installation. This may include, but is not limited to, service outages due to utility equipment malfunction or public safety power shut-offs.

- Accident, Vandalism or Theft: Physical damage to the Proposed Installation for events such as vehicle collision with a charger, theft of charging cables, damage to

connectors from mishandling, and damage to screens. Excluded downtime is limited to a maximum of five (5) days for each event.

- Telecommunication Network Outages: Loss of communication between a charger and a central system due to cellular or internet service provider system outages that are beyond the control of the Applicant Organization. Downtimes caused by cellular communication chips that are no longer compatible with existing cellular networks do not count as excluded downtime.

- Planned Outage for Maintenance or Upgrade: Any planned maintenance.

- Extraordinary Events: Unforeseeable events that would have been impossible to plan for using commercially reasonable methods.

A change in ownership of the Proposed Installation site does not relieve the Applicant Organization from the uptime requirements described above.

b. Uptime and Charging Session Data Requirements

Applicants are required to Grant CSE and the CEC direct access to EV charger utilization data for six (6) years through the applicant's selected Eligible Network Provider.

If the Applicant's selected Eligible Network Provider does not provide the Required Data to CALeVIP on an annual basis, the Applicant Organization will be responsible for providing the Required Data within ninety (90) days of being notified by CALeVIP, and then thereafter on an annual basis. A change in ownership of the Proposed Installation site does not relieve the Applicant Organization from the charging session data requirements described above.

Network Provider Requirements

All Network Providers must submit an intake form for CSE to review compliance with minimum requirements and begin the data sharing agreement process. All Network Providers must meet the following requirements to participate in the Golden State Priority Project:

1. Provide networking services for EV charging stations;
2. Be capable of processing payments through a toll-free number option and initiating a charging session remotely;
3. Have a signed data sharing agreement in place with CSE;
4. Be capable of obtaining and providing the charging session data identified in each network provider's data sharing agreement (Required Data) using 15-minute intervals. At minimum, data fields in the Required Data should include the following :
    - EVSE ID
    - Port ID

- Port Maximum kW
- Connection Start Date
- Connection Start Time
- Connection End Date
- Connection End Times
- Charge Session Start Date
- Charge Session Start Time
- Charge Session End Date
- Charge Session End Time
- Energy Consumed
- Interval ID
- Interval Peak Demand
- Interval Start Date
- Interval Start Time
- Interval End Date
- Interval End Time
- Interval Energy Consumed
- Interval Peak Demand
- Interval Average Demand
- Idle Duration
- Downtime Reason
- Event Start Date
- Event Start Time
- Event End Date
- Event End Time

5. Provide the Required Data on at least an annual basis

Note: Data requirements may change, subject to changes in state regulation such as those triggered by California Assembly Bill 2061 (Chapter 345, Statutes of 2022), which is further detailed below.

If applicants change the Network Provider submitted on the application after approved for Funds Reserved, the applicant must adhere to the most current version of the Eligible Network Provider list at the time they request the change.

If a Proposed Installation fails to contract with an Eligible Network Provider for networking services, the corresponding application will not be granted Funds Reserved status and will be cancelled.

c. California Assembly Bill 2061 Requirements

For all electric vehicle chargers and charging stations installed on or after January 1, 2024:

- Comply with recordkeeping and reporting standards as described in CEC's regulations. These requirements are not applicable to those electric vehicle chargers and charging stations installed at residential real property containing four or fewer dwelling units.
- Comply with all industry best practices and charger technology capabilities that are demonstrated to increase reliability, as described in CEC's regulations.
- Without limitation to other requirements in this grant agreement, rebate recipients shall comply with any other regulatory requirements, including but not limited to uptime requirements and operation and maintenance requirements. Such regulatory requirements may, but will not necessarily, be enacted after execution of this grant agreement. Once regulations are final, they will apply to work under this grant agreement irrespective of when finalized. Any updates to regulations may also be applicable to work under this grant agreement.

- If the rebate recipient is an electric vehicle service provider or other third-party entity that is not the site host, the electric vehicle service provider or third-party entity shall provide a disclosure to the site host about the site host's right to designate the service provider or third-party as the entity to report the data on behalf of the site host. The rebate recipient shall verify receipt by signing the disclosure.

If an Applicant Organization is found to not comply with the Operational Requirements (Non-Compliance), the Applicant Organization will be notified of Non-Compliance by the CEC. The Applicant Organization will be required to repay rebate funds to the CEC, within sixty (60) calendar days of receiving a notification of Non-Compliance. The repayment amount will total of two percent (2%) of the rebate for each year of Non-Compliance, for up to six (6) years of operation.

9. CALeVIP Labeling

Applicants are required to add CALeVIP-provided labeling on a visible location of any chargers that have received a rebate through GSPP.

D. DEFINITIONS

Application Date: The date an applicant successfully submits an application.

Battery Electric Vehicle (BEV): A vehicle that runs one hundred percent (100%) on electricity stored in rechargeable batteries and has an electric motor rather than a gasoline engine.

CHAdeMO: A Japanese-developed standard for EV DCFC.

Charger: Charging equipment (external to the vehicle) used to charge a plug-in electric vehicle.

Charging Ports: The number of DCFC connectors that can supply the rebated guaranteed output simultaneously.

Charging Stall: A designated spot in a parking lot or charging hub for charging an electric vehicle.

Charging Station: A location with one or more charging ports at a single address.

Charging Hub: An existing paved site without a present or pre-existing site use that will be used exclusively to provide battery recharging services to electric vehicles. All development work that is not related to the charging installation must be completed before applying.

Combined Charging Standard (CCS): A multi-national developed standard for EV DCFC.

Connector: The plug delivering power between the charger and the on-board vehicle charging equipment.

Disadvantaged Communities (DACs): DAC census tract, as defined by the California Climate Investments Priority Populations Map

DC Fast Charger (DCFC): A charger that provides direct current to support charging at higher rates with inputs of 480+ volts and output power ranges of 150 kW and above. They must have at least four (4) CCS active connectors that can serve a vehicle at or above the minimum rebated power capacity without any operational limitations.

Electric Vehicle Service Provider (EVSP): A business that can provide connectivity across a network of chargers. Connecting a central server, the provider manages the software, database, and communication interface that enables operation of the station. Some EVSPs also provide charger installation and contracting services.

Energy Storage (ES): A battery that uses a smart energy management system to charge and

discharge as needed. Generally, ES is installed as a peak load shaving strategy and can be particularly effective in reducing energy consumption from the grid while DCFC equipment is in operation. ES equipment is an eligible cost towards the project cost but is not required and does not increase the rebate amount.

Electric Vehicle Infrastructure Training Program (EVITP): The Electric Vehicle Infrastructure Training Program (EVITP) provides training and certification for electricians installing electric vehicle supply equipment (EVSE).

Funds Reserved Date: The date funds are reserved for a CALeVIP application.

Guaranteed Output: The maximum power that can be provided per charging port when all charging ports are in use.

Light-duty Fleet: Groups of motor vehicles owned or leased by a business, government agency or other organization rather than by an individual or family. Chargers may be public or private and must be shared use. Chargers must primarily serve light-duty vehicles but can serve medium and heavy-duty vehicles as a secondary use. Primary use of chargers cannot be for medium or heavy-duty vehicles.

Light-duty Vehicle: A vehicle with a Gross Vehicle Weight Rating of 8,500 pounds or less.

Long-term Parking: For the purposes of this program, any public or privately-owned parking lot that is not free to enter or does not offer by-the-minute or hourly rates is wholly considered as a long-term parking lot. If long-term parking is comingled with short-term parking, this may also qualify the entire parking lot as a long-term parking lot. However, if a section of the parking lot is limited to long-term parking only, only that section of the parking lot is considered long-term parking.

Low-income Community (LIC): LIC census tract, as defined by the California Climate Investments Priority Populations Map.

Major Highway: An Interstate highway, US Federal highway, or California State highway.

Medium- and Heavy-Duty Vehicles: Vehicles with a Gross Vehicle Weight Rating of over 8,500 pounds.

North American Charging Standard (NACS): A charging connector specification developed by Tesla that is capable of both L2 and DCFC charging.

Nationally Recognized Testing Laboratory (NRTL): An independent laboratory recognized by the Occupational Safety and Health Administration to test products to applicable product safety standards.

New Site: No electrical infrastructure is in place. Conduit installation is acceptable.

Plug-in Electric Vehicle (PEV): A vehicle that can be plugged into an electrical outlet or charging device to recharge its battery. There are two types of plug-in electric vehicles: battery electric vehicles and plug-in hybrid electric vehicles.

Replacement/Make-ready: Existing site wired with all the electrical infrastructure needed to support the installation of EV charging.

I. For DCFC: replacements are allowed only for units capable of delivering less than 40 kW.

Site: Developed real property substantially under the common control of a single entity serving residents/employees/customers/guests for a common purpose.

Stub-out: Includes at least two (2”) inch minimum spare conduit run with pull rope that is sized, installed, and located per the National Electrical Code for future installation of wiring supporting, at minimum, a 150-kilowatt (kW) DCFC load.

Uptime: When charger hardware and software are both online and available for use, or in use, and the charging connector successfully dispenses electricity as expected. As defined by: ((Total Standard Hours of Operation – Downtime + Excluded Downtime) / (Total Standard Hours of Operation)) $*$ 100%

Vehicle-to-grid (V2G): A system in which plug-in electric vehicles communicate with the power grid to sell demand response services by either returning electricity to the grid or by throttling their charging rate.

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