

# Fast Charge California Project 1 (FCCP-1)

July 8 – September 30, 2025



Before you apply for incentives through the **July 8 – September 30, 2025 funding round** of FCCP-1 ([calevip.org/fast-charge-california-project](https://calevip.org/fast-charge-california-project)), it's crucial to ensure that your chosen site is eligible and that you meet the minimum applicant requirements. Use the following checklists to find out if your EV charging project is eligible for FCCP-1 funding.

## Applicant Eligibility Checklist

Ensure you qualify as an applicant by fulfilling the following criteria:

### Be a site owner OR the site owner's authorized agent

All applicants will be required to submit a signed Site Verification Form at the time of application, which certifies that the person applying is either the site owner or is serving as the site owner's authorized agent. Applicants may view and download the Site Verification Form on the CALeVIP **Document Library** (<https://calevip.org/document-library>). For more information on the Site Verification Form, please see the Site Verification Form Resource Guide.

### Be a business, sole proprietorship, nonprofit organization or government entity that either is based in California or operates as a California-based affiliate OR be a California Native American tribe listed with the Native American Heritage Commission.

All business entities (including businesses, sole proprietorships and nonprofit organizations) that conduct business in California and are required to register with the California Secretary of State must do so and be in good standing to become an applicant.

- If your business entity is required to, but not currently registered with the California Secretary of State, please contact the Secretary of State's Office as soon as possible. For more information, visit the Secretary of State's website at [www.sos.ca.gov](http://www.sos.ca.gov).
- Alternatively, if your business entity is not required to, and not currently registered with the California Secretary of State, please include one of the following with your Site Verification Form:
  - Business License
  - Fictitious Business Name (FBN) or Doing Business As (DBA) Statement
  - 2020 State Income Tax Form, or more recent, for the relevant business entity type

For additional information and guidance on state requirements for business entities, please visit [www.calgold.ca.gov](http://www.calgold.ca.gov).

### Do not have ongoing or threatened legal action that jeopardizes completion of the project.

Any legal action against the applicant organization or incentive recipient, either threatened or actual legal action, cannot impact the completion or operation of the proposed installation or disbursement of the incentive funds. The applicant will attest to this during the submission of their application.

# Site Eligibility Checklist

Ensure your site qualifies and complies with the following criteria prior to starting your application:

## Be in the state of California.

### Northern Region Counties

- Butte
- Colusa
- Del Norte
- El Dorado
- Glenn
- Humboldt
- Lake
- Lassen
- Mendocino
- Modoc
- Napa
- Nevada
- Placer
- Plumas
- Sacramento
- Shasta
- Sierra
- Siskiyou
- Solano
- Sonoma
- Sutter
- Tehama
- Trinity
- Yolo
- Yuba

### Southern Region Counties

- Los Angeles
- Orange
- San Diego

### Eastern Region Counties

- Alpine
- Amador
- Calaveras
- Fresno
- Imperial
- Inyo
- Kern
- Kings
- Madera
- Mariposa
- Merced
- Mono
- Riverside
- San Bernardino
- San Joaquin
- Tulare
- Tuolumne

### Central Region Counties

- Alameda
- Contra Costa
- Marin
- Monterey
- San Benito
- San Francisco
- San Luis Obispo
- San Mateo
- Santa Barbara
- Santa Clara
- Santa Cruz
- Ventura

## Qualify as one of the CALeVIP defined eligible sites listed in the appendix.

Only sites defined in the list are eligible to receive funding through FCCP-1. For additional information on the specific sites, see the site definitions in the appendix of this document.

## Have premises that are well-lit, secure and in compliance with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations.

It is the responsibility of the applicant, the incentive recipient and/or the site owner to ensure that by the end of the installation the site has been met the following:

1. The site is well-lit and secure, meaning that the charging stalls are illuminated and people visiting the site have a feeling of safety while walking away from and back to their vehicles. Adhering to this requirement will help discourage crime and/or vandalism and help prevent accidents.
2. The site is compliant with all applicable laws, ordinances, rules, codes, standards and regulations throughout the permitting, installation and commissioning of the site.

**Charging station must be publicly available 24 hours a day, 365 days a year, unless on a site where the primary use is a parking lot or parking garage.**

The chargers must not be located behind a fence or in a gated parking lot closed to the public after hours and cannot have any time restrictions for availability to the public. Charging stations in 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 at least 18 hours a day, seven days a week, excluding holidays.

**Sites must install a minimum of 4 FCCP-1-eligible charging ports.**

A minimum of 4 charging ports with a minimum 150kW guaranteed output must be installed. You can find a list of eligible equipment on the Eligible Equipment Dashboard (<https://calevip.org/calevip-eligible-equipment>). A maximum of 20 ports will be considered for incentive funding.

**All installations must be at existing structures or facilities.**

Installations at existing structures or facilities should involve negligible or no expansion of existing or former use. The site must already be paved prior to installation and meet all ADA compliance requirements.

## FAQs

### **Is there a minimum quantity of connectors required for my installation to qualify?**

Yes, a minimum of 4 charging ports are eligible for an incentive at each site. A maximum of 20 charging ports can receive an incentive, although more than 20 charging ports can be installed at the site.

### **Do any residential properties (single-family home, multifamily home or multi-unit dwelling) qualify?**

No, for FCCP-1, residential properties do not qualify. Please see the site definitions in the appendix of this document for further details.

### **Can I apply on behalf of another organization?**

Yes, you may apply on behalf of another organization. You will be asked to identify this arrangement on your application.

### **Do you allow charging-as-a-service business models?**

Yes. CALeVIP is agnostic to all business models as long as all program requirements are met, as detailed in the Implementation Manual.

### **Can I submit more than one application if I have a larger site?**

No. Each site is eligible for only one application regardless of size.

### **What if the privately owned parking lot is part of an apartment? Would that qualify as a “privately owned parking lot”?**

This would not qualify. When looking at site use, we consider its *primary* use. If the parking lot belongs to an apartment building or residential houses, the primary purpose of the site would be the residential units, which would not qualify for incentives.

### **What exactly qualifies as a parking lot? Won't all the qualifying sites have a parking lot on which the EV chargers will be installed?**

When determining site types, we look at the *primary* purpose of the site. For a site to qualify as a parking lot or garage, the primary site use must be parking exclusively. If the parking lot's purpose is to provide parking for another function such as a business, it no longer is the primary site use and would be classified as secondary or supporting site use.

### **What if my site has multiple purposes (e.g., a business district with apartment buildings)?**

When determining site types, we look at the *primary* purpose of the site. In this case, for instance, we will review the installation location to determine if the proposed installation is in a parking lot for the businesses or the apartments. If the installation location is in parking for the apartments, then the primary purpose of the site is to serve the apartments and would be ineligible. Otherwise, the primary purpose of the site is to serve the businesses and would be eligible.

### **What qualifies as a 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 or city, though many business districts may be present within a single town or city. Dealerships, office buildings and warehouses are not eligible under this site type. Please see the site definitions in the appendix of this document for further site definitions.

### **Is a presently undeveloped site eligible?**

No. New construction will not be eligible for funding through the Fast Charge California Project.

### **Are public housing parking lots eligible for chargers?**

No. When looking at site use, we look at the *primary* use. If the parking lot belongs to public housing, the primary purpose of the site would be the residential units, which would not qualify for incentives.

### **What is a Site Verification Form and when do I need to fill it out?**

The Site Verification Form must be filled out by all applicants and submitted with the application. The form certifies *either* that the applicant is the site owner or that the installation work is authorized by the site owner and the applicant. Both the site owner and applicant must complete, sign and submit this form to the Center for Sustainable Energy (CSE). CSE reserves the right to require additional information from the site owner or applicant as needed. For more information on the Site Verification Form, please see the Site Verification Form Resource Guide.

### **What are the installation requirements to receive an incentive?**

All electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter must 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. 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.

In addition, anyone working to complete the installation must be paid prevailing wage in compliance with California Prevailing Wage law. All contractors should also comply with California Prevailing Wage law and pay prevailing wages accordingly.

## APPENDIX:

# Additional Site Criteria and Definitions for Site Types

- **Airports** – Short-term airport parking sites (hourly) are eligible. Airport parking sites that allow more than 24-hour parking (e.g., daily or long-term parking) are ineligible.
- **Business districts** – 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 incorporated area, though many business districts may be present within these areas. Dealerships, office buildings, and warehouses are not eligible under this site type.
- **Casinos** – A building where gambling games of chance against the house/casino are played. Standalone poker rooms or card halls are ineligible.
- **Charging Hub** – An existing paved site, without present or pre-existing site use, which will be used exclusively to provide battery recharging services to electric vehicles. All development work that is not related to the Proposed Installation must be completed before applying.
- **City/county/privately owned parking lots or garages** – 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 for at least 18 hours a day, seven days a week, excluding holidays. Mixed-use parking garages that serve multiple businesses may be considered for parking garage as the primary site use up at the discretion of CSE. Pay-to-park is eligible. Workplace locations, park-and-ride lots, and long-term parking sites are ineligible. Parking lots must be paved to be eligible for FCCP-1.
- **Colleges/universities** – Must be an accredited, nonprofit two- or four-year college or university and must be accessible to students, visitors, and the public. The same college/university campus may be incentivized for up to 20 active Charging Ports. Satellite university sites that are physically separated from the main campus will be considered a different installation location and will be allowed up to 20 active Charging Ports. The 20 Charging Ports per site may be at one address or spread across several addresses on the same campus but must have at least four charging ports per installation address.
- **Community centers** – 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.
- **Gas stations** – Any existing 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.
- **Grocery stores** – A store that sells food and household supplies.
- **Hotels** – A hotel must meet two criteria:
  1. Is a permanent building for the primary purpose of short-term lodging.
  2. Provides access to dining, shopping or entertainment options available to the public or is less than a quarter mile from a site with another eligible Primary Use.
- **Large-format retail** – Large, free-standing, generally single-floor, retail stores over 80,000 square feet offering a variety of products to their customers.
- **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.
- **Medical facility** – A facility that provides any medical services. This includes clinics, dental offices, urgent care, and any other facility providing medical services.
- **Place of worship** – A building used for the gathering of a religious or faith-based organization for spiritual purposes and must be accessible to visitors and the public.
- **Police or sheriff stations** – 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.
- **Public transit hubs** – Centers for public transit, including light rail stations, train stations and bus stations. Does not include park-and-ride lots. Short-term parking sites (e.g., ride share, taxi, hourly use) are eligible. Transit hub parking sites that allow for full-day parking (e.g., commuter use) are ineligible.
- **Restaurants** – A business where meals and refreshments may be purchased.
- **Retail shopping centers** – A group of retail and other commercial establishments that is planned, developed, owned, and managed as a single property.