

Fast Charge California Project 1 (FCCP-1)

July 8 – September 30, 2025



Overview

This funding round of the **Fast Charge California Project (FCCP-1)** provides **direct current fast charger (DCFC)** incentives for eligible sites across California. Key details include:

- Applications will be processed on a rolling first-come, first-served basis during the funding window of **July 8 – September 30, 2025**.
- Disadvantaged communities (DACs) and low-income communities (LICs) are **NOT REQUIRED**, but applications in DACs, LICs and tribal lands, per the **Priority Populations Map**, will be prioritized during application review.
- Applicants must be a **business, sole proprietorship, nonprofit organization** or a **public or government entity** that is either based in California or operates as a California-based affiliate or be a **California Native American tribe** listed with the Native American Heritage Commission.
- Eligible applicants can qualify for rebates covering up to 100% of their project's total approved costs, up to **\$100,000 per charging port**.
- Sites must install a **minimum of 4 FCCP-1-eligible charging ports** capable of 150-kW guaranteed output and can receive an incentive for up to 20 FCCP-1-eligible charging ports.
- To be eligible for funding, applications must be considered **ready-to-build** (previously called Tier 1) defined as having an issued permit and final service utility design or official letter stating no new or upgraded service is required.

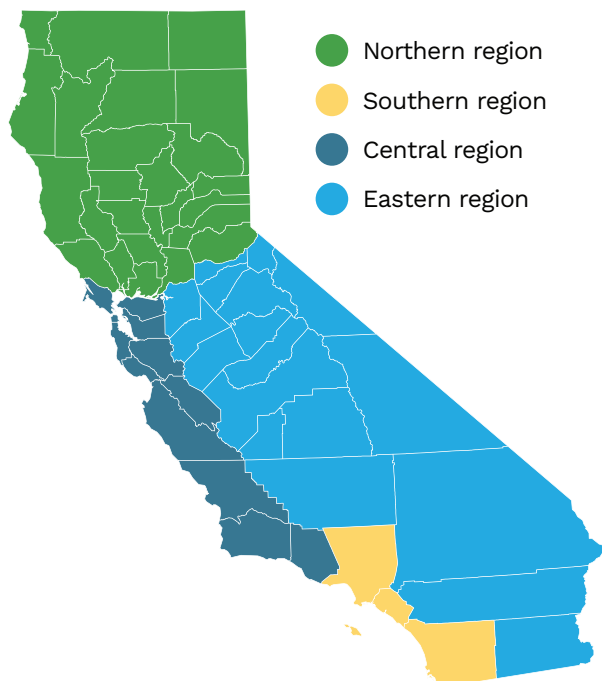
This document summarizes details of the **July 8 – September 30, 2025**, funding round of FCCP-1.

For more information and program documentation, please visit the **FCCP-1 webpage**: calevip.org/fast-charge-california-project.

How to Participate:

Select an Eligible Site

All four regions statewide are eligible for incentives



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

Central Region Counties

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

Eastern Region Counties

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

Key Site Requirements

- Must be well-lit, secure and in compliance with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations.
- Publicly available to light-duty vehicle traffic 24 hours per day, 365 days a year. Sites with a parking lot or parking garage primary site use are exempt 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.
- To be considered publicly available, a charger must not be located behind a fence or in a gated parking lot, such that the public is unable to access or is deterred from accessing.
- Must have existing paved surface. Chargers cannot be installed on unpaved parking spaces or affiliated with any new construction on the site.

Eligible Site Types

- Airports
- Business districts
- Casinos
- Charging hubs
- City/county/private owned parking lots or garages
- Colleges/universities
- Community centers
- Gas stations
- Grocery stores
- Hotels
- Large-format retail
- Libraries
- Medical facilities
- Places of worship
- Police or sheriff stations
- Public transit hubs
- Restaurants
- Retail shopping centers

Key Installation Requirements

- Install Eligible Equipment and use an Eligible Network Provider. You can find a list of eligible equipment and network providers on the [Eligible Equipment Dashboard](https://calevip.org/calevip-eligible-equipment) (<https://calevip.org/calevip-eligible-equipment>).
- Install Eligible Equipment on 1) new EV charging infrastructure at an eligible site or 2) an eligible site where EV charging infrastructure exists but on which DCFC equipment has not been installed (e.g., a stub-out).
- Install Eligible Equipment at existing structures or facilities and involve negligible or no expansion of existing or former use.
- At least 25 percent of the total electricians working on the crew for the project, at any given time, must hold valid EVITP certification for the customer-side maker ready portion of the project.
- All persons working to complete the proposed installation must be paid prevailing wage in compliance with California Prevailing Wage law.
- The site must already be paved prior to installation and meet all ADA compliance requirements.

Application Review and Funding Reservation

Applications will be processed on a rolling first-come, first-served basis throughout the application window (July 8 - Sept. 30, 2025). In accordance with the DAC/LIC/Tribal Priority Rule, DAC/LIC/Tribal applications will be prioritized for processing over all other applications received on or after the date the DAC/LIC/Tribal application is filed.

The applicant will be notified if their application meets the requirements to be classified as Tier 1 within seven calendar days after the received date. If the application is classified as Tier 1, it will be added to the queue and processed in the order received. Once an application gets processed for funds reserved, its 450-day project period begins.

Once all funding has been allocated, any remaining Tier 1 applications will remain in the queue for up to 165 days after the application window closes. Should additional funding become available, applications will be funded in queue order. After 165 days, all unfunded applications will be canceled.

Prepare Your Site

Construction Readiness

Follow the general steps below to prepare your EVI project and obtain the documentation required to demonstrate your site's construction readiness.

