

Implementation Manual for Fast Charge California Project 1

Application Window: August 5, 2025 – January 29, 2026

Statewide

This Version of the Implementation Manual Applicable to:
Any Application processed to Funds Reserved after 11/6/2025

March 6, 2026



Funded by the California Energy Commission



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IMPORTANT NOTES TO APPLICANTS:

- New project terms were enacted during the application window for the FCCP-1 project. Because of this shift, there are two different Terms and Conditions and Implementation Manuals for FCCP-1 applicants, depending on the date when the application was placed into Funds Reserved. All applications put into Funds Reserved prior to November 6, 2025 will be subject to the original project terms. All applications placed into Funds Reserved after November 6, 2025, are subject to the new project terms.
 - Please ensure you reference the correct version of the Implementation Manual and Terms and Conditions based upon your application’s date of Funds Reserved. If you have any questions on which version your application is subject to, please contact calevip@energycenter.org.
- Applications that had Funds Reserved for a site under the Golden State Priority Project Window 1 (GSPP-1) or Window 2 (GSPP-2) are ineligible to cancel or withdraw that application and resubmit for the same site under FCCP-1 with the following exceptions:
 - Applications cancelled or withdrawn prior to March 1, 2025, are exempt.
 - For a Fast Charge California Project 1 (FCCP-1) application that had Funds Reserved in GSPP-1 or GSPP-2, the new application will be limited to the eligible costs incurred and paid on or after the eligible cost date for FCCP-1 of January 1, 2025. No previously incurred and paid costs from when the applicant was active in GSPP-1 or GSPP-2 will be eligible.
 - While an application may have received Funds Reserved previously, resubmission does not guarantee an award in FCCP-1.

A. INTRODUCTION AND OVERVIEW

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 five million ZEVs on California roads by 2030.

In September 2020, Governor Gavin Newsom issued Executive Order N-79-20 to advance the sale of ZEVs. Specifically, the executive order directs state agencies to propose regulations that:

- Require increasing percentages of new passenger vehicles and trucks delivered for sale in California to be ZEVs, culminating in 100 percent ZEV sales by 2035.
- Require increasing percentages of new medium and heavy-duty vehicles delivered for sale in California to be ZEVs, culminating in 100 percent ZEV sales by 2045 everywhere feasible and 100 percent of all drayage trucks to be zero emission by 2035.
- Require 100 percent of off-road vehicles and equipment operations to be zero emission by 2035.

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

In 2021, the California Energy Commission (CEC) approved a second electric vehicle infrastructure (EVI) block grant for the Center for Sustainable Energy (CSE) to expand the California Electric Vehicle Infrastructure Project (CALeVIP) with the design and implementation of additional electric vehicle charger incentive projects throughout California (“CALeVIP 2.0”). The [Fast Charge California Project 1](#) (FCCP-1) is the second incentive project under CALeVIP 2.0.

FCCP-1 is a statewide program available in all four regions of California: Northern, Southern, Eastern, and Central. Only Applicants that submit with their Application both a Final Utility Service Design and an Issued Permit will be eligible to participate in FCCP-1.

FCCP-1 eligibility rules do not require that the DC Fast Chargers (defined below) be installed in Disadvantaged Communities (DAC), Low-Income (LIC) communities or on Tribal Lands (TL). Subject to the exception below for Tier 1 Applications in which all DC Fast Chargers are prioritized for installation in DAC/LIC/Tribal Applications, FCCP-1 funding will be reserved on a rolling, “first-come, first-served” basis. 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 window for submitting FCCP-1 Applications will open on August 5, 2025, (9:00 a.m. PT) and will close on January 29, 2026 (5:00 p.m. PT).

The goal of FCCP-1 is to provide incentives for quick and efficient installations of high-powered DC fast chargers within California to help meet California’s ZEV goals. FCCP-1 provides incentives to Applicants with qualified sites for the purchase and installation of eligible EV charging infrastructure equipment. FCCP-1 benefits the residents of California by providing air pollution emission reductions through the provision of adequate infrastructure to support plug-in EV growth. CSE is implementing FCCP-1 through a partnership with CEC.

Fast Charge California Project (FCCP) may have another funding round under the name Fast Charge California Project 2, but it is not guaranteed. The determination of additional rounds of funding will be made by the CEC. The first funding round for FCCP is described in this FCCP-1 Implementation Manual.

To be eligible for incentive payments under FCCP-1, Applicants and sites identified in the Application must meet FCCP-1 Eligibility Requirements. This FCCP-1 Implementation Manual provides the list of FCCP-1 Eligibility Requirements and provides necessary definitions, explanations, and processes associated with the FCCP-1 Eligibility Requirements. The FCCP-1 Implementation Manual, including but not limited to the FCCP-1 Eligibility Requirements contained therein, may be periodically updated as needed to clarify FCCP-1 requirements and improve the effectiveness of FCCP-1. **The FCCP-1 Implementation Manual for this funding round, including any updates, will be posted online at: <https://calevip.org/document-library>.**

Note to Applicants: In addition to the FCCP-1 Implementation Manual, CSE published the FCCP-

1 Terms and Conditions to which each Applicant must agree to be bound to become eligible and remain eligible to participate in FCCP-1. Timely execution of the FCCP-1 Terms and Conditions and compliance with the terms constitute part of the FCCP-1 Eligibility Requirements. The FCCP-1 Terms and Conditions is posted on the CALeVIP Website at calevip.org. The FCCP-1 Implementation Manual may be updated at any time at the sole and absolute discretion of CSE acting in conjunction with CEC. The Incentive Recipient must adhere to the FCCP-1 Terms and Conditions and the most recent version of the FCCP-1 Implementation Manual posted on the CALeVIP Website, which will supersede any previously published versions.

1. Definitions

Active Application/Project: An Active Application/Project is any Application that currently has Funds Reserved under CALeVIP 1.0, CALeVIP 2.0, or Communities in Charge. All Uptime will be monitored in compliance with AB 2061 (Chapter 345, Statutes of 2022).

Applicant: The individual or entity designated by the Incentive Recipient as the Applicant on the Application.

Application Date: The date on which an Application is submitted via the Application Portal on the CALeVIP Website and acknowledged as received by CSE.

Application Manager: The individual designated in the Application as the person responsible for managing all activities related to an Application on behalf of the Applicant and Incentive Recipient. The Application Manager must be designated from amongst the Applicant, Incentive Recipient, Site Owner, or Property Owner.

Application Portal: The link on the CALeVIP Website providing access to the Application.

Application Reassociation Form: The form is used by the Incentive Recipient to replace the Applicant on the Application with another individual or entity.

Application Window: The time frame during which Applicants can apply for incentive funding under FCCP-1. This time frame may be extended and/or modified in the sole and absolute discretion of CSE acting in concert with CEC.

Application: The form submitted by the Applicant through the Application Portal on the CALeVIP Website to apply for FCCP-1 funding.

Authority Having Jurisdiction (AHJ): An entity with the authority to review the plans and design of a Proposed Installation against codes, standards, and regulations it enforces within its jurisdiction.

Battery Electric Vehicle (BEV): A vehicle that is propelled by electric motors and powered solely by energy stored in rechargeable batteries. These vehicles do not have an internal combustion engine.

CALeVIP 1.0: The initial phase of the California Electric Vehicle Infrastructure Project launched by the CEC. Under CEC Grant Agreement ARV-16-017 Terms and Conditions, CSE implemented thirteen (13) regional projects for CALeVIP 1.0.

CALeVIP 2.0: The second phase of the California Electric Vehicle Infrastructure Project started by the CEC for Light-Duty Electric Vehicle Charger Incentive Projects throughout California, including GSPP-1 and GSPP-2, and FCCP-1. Under the Grant Agreement, CSE implements CALeVIP 2.0.

CALeVIP Website: The website located at www.calevip.org.

CEC: The California Energy Commission.

CHAdeMO: A Japanese-developed standard for electric vehicle DC fast charging.

Charger: A device used to convert and regulate alternating current power into direct current power to transfer energy into a battery. A Charger can be located on an electric vehicle (onboard charger) for AC charging or outside of the electric vehicle for DC charging.

Charger Owner: The individual or entity who owns the charger(s) for which the incentive recipient received incentive funding from the CALeVIP 2.0/FCCP-1 program.

Charging Port: A DC Fast Charger “energy access point” that may be shared by one or more connectors attached to the DC Fast Charger. The number of charging ports on a DC Fast Charger determines how many connectors can simultaneously output power into an electric vehicle. For purposes of FCCP-1, only charging ports capable of at least a 150-kW Guaranteed Output are considered “Charging Ports.” Any DC Fast Charger port not capable of at least a 150-kW Guaranteed Output are not “Charging Ports” under FCCP-1 and are not eligible for funding.

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

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

Checkpoint Milestone Stage: An Applicant has ninety (90) days after the Funds Reserved Date to upload proof of the order for the Installation Site’s charging equipment and switchgear.

City/County/Private-ly-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 for at least 18 hours a day, seven days a week, excluding holidays. Mixed-use parking

garages that serve multiple businesses may be considered a parking garage as the primary site use, 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.

Collaborator: An individual added by an Applicant to an Application who can act on the Applicant's behalf as provided for in these FCCP-1 Terms and Conditions.

Combined Charging Standard (CCS): An internationally developed standard (also known as SAE J1772 Combo) for electric vehicle DC fast charging.

Communities in Charge (CIC): An incentive program authorized through the CEC Grant Funding Opportunity GFO-20-607, the second Block Grant for Light-Duty Electric Vehicle Charger Incentive Projects throughout California. The program is administered by CALSTART and provides rebates for Level 2 Chargers.

Connector: The physical cable that connects the DC Fast Charger to the vehicle and ends in one of the DC connector standards: CCS, CHAdeMO, or J3400.

Construction Progress Tracker (CPT): The system used in FCCP-1 to track the construction progress of Applications that have Funds Reserved Status.

CSE: The Center for Sustainable Energy, the Program Administrator.

DAC/LIC/Tribal Applications: Applications in which one hundred percent (100%) of all DC Fast Chargers in the Proposed Installation are in a DAC, LIC, or on Tribal Land.

DAC/LIC/Tribal Priority Rule: All DAC/LIC/Tribal Applications shall be given processing priority over all other Applications received on or after the Receipt Date of the DAC/LIC/Tribal Application.

DC Fast Charger (DCFC): A device that provides direct current to support charging at high power with inputs of 480+ volts and output power ranges of 20 kW to over 350 kW.

Disadvantaged Communities (DACs): A disadvantaged community census tract, as defined by the California Climate Investments Priority Populations Map:
https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=5dc1218631fa46bc8d340b8e82548a6a&page=Priority-Populations-4_0.

Electric Vehicle Infrastructure Training Program (EVITP): A program developed by industry stakeholders including automakers, EVSE manufacturers, educational institutions, utility companies, and electrical industry professionals; and provides training and certification for electricians installing electric vehicle supply equipment. EVITP certification requirements are mandated by California Public Utilities Code Section 740.20.

Electric Vehicle Service Provider (EVSP): A business that provides one or more services to a Charging Station, including EVSE installation, maintenance services, and networking services.

Electric Vehicle Supply Equipment (EVSE): The system that transfers electricity from a power source to an electric vehicle for the purpose of recharging its batteries. However, the EVSE does not necessarily convert and regulate alternating current power into direct current power to transfer energy into a battery. A DCFC is one type of EVSE.

Eligible Costs: Incurred and paid costs that these FCCP-1 Terms and Conditions and the FCCP-1 Implementation Manual classify as eligible for inclusion in the calculation of the Incentive Payment to be made in connection with an Application in FCCP-1.

Eligible Equipment List: The list of Eligible Equipment found at the CALeVIP Website.

Eligible Equipment: Equipment that meets the requirements for equipment eligible for use in FCCP-1 as set forth in the FCCP-1 Implementation Manual.

Eligible Network Provider: A Network Provider listed on the Eligible Network Providers Dashboard and meets the network provider requirements listed in the FCCP-1 Implementation Manual.

Eligible Network Providers Dashboard: A dashboard listing eligible network providers for CALeVIP 2.0 projects, available on the CALeVIP Website.

Eligible Site: A site eligible for the placement of a Proposed Installation in FCCP-1.

Energy Storage System (ESS): A device or group of devices that store energy in a variety of formats, including chemical energy, thermal energy, mechanical energy, and potential energy. Battery ESS equipment is an Eligible Cost when directly supporting eligible EVSE but does not increase the Incentive Amount Limit.

Fast Charge California Project (FCCP): The second incentive project under CALeVIP 2.0.

FCCP Extension and Cancellation Appeal Policy: The policy and process regulating extensions and cancellations of Applications. The most recent version is posted on the CALeVIP Website.

FCCP-1 Eligibility Requirements: The comprehensive set of eligibility requirements contained in the FCCP-1 Implementation Manual and these FCCP-1 Terms and Conditions.

FCCP-1 Implementation Manual: The document detailing the FCCP-1 rules, eligibility guidelines, applicant requirements, and project definitions.

FCCP-1 Terms and Conditions: The Terms and Conditions posted for FCCP-1 on the CALeVIP Website at <https://calevip.org/document-library>. The most recent version of the FCCP-1 Terms

and Conditions posted to the CALeVIP Website will be considered the FCCP-1 Terms and Conditions and will supersede any previous versions.

FCCP-1: The first funding round under the FCCP. There may or may not be additional funding rounds in the FCCP.

Final Document Submission: The documentation submitted in the Final Verification Stage as further described in the FCCP-1 Implementation Manual.

Final Utility Service Design: The final design of the new or upgraded utility service being provided to the Installation Site for the Proposed Installation. To qualify to be classified as the Final Utility Service Design, the design must be approved by both the utility and the Applicant and indicate that the service will meet or exceed the Minimum Site Output Capacity.

Final Verification Stage: The stage in which required documents and costs for the Proposed Installation described in the Application are submitted, reviewed, rejected, resubmitted, and/or approved for reimbursement through an Incentive Payment.

Funds Reserved Amount: The dollar amount reserved on the Funds Reserved Date to make payments for Eligible Costs related to an Application.

Funds Reserved Date: The date on which funds are reserved to make payments for Eligible Costs related to an Application.

Funds Reserved Expiration Date: The date 450 days after the Funds Reserved Date.

Funds Reserved Status: An Application that has met all program eligibility requirements, is deemed complete, and for which Incentive funds have been reserved.

Golden State Priority Project (GSPP): Part of the California Electric Vehicle Infrastructure Project, specifically the initial incentive project under CALeVIP 2.0.

Grant Agreement: CEC Grant Agreement ZVI-21-007 Terms and Conditions, including all Special Terms and Conditions, as amended.

GSPP-1: The Golden State Priority Project's first funding round.

GSPP-2: The Golden State Priority Project's second funding round.

Guaranteed Output: The maximum power rating for each Charging Port when all Charging Ports are in use.

Incentive Amount Limit: The total Incentive Payment that can be made on a single Application is limited to one hundred percent (100%) of the Eligible Costs as further reduced by Installation Site

limitations, Applicant Incentive Cap limitations and other limitations defined in these FCCP-1 Terms and Conditions and the FCCP-1 Implementation Manual, up to the Funds Reserved Amount for the Application.

Incentive Payment: The amount of the Incentive that CSE determines should be paid to the Incentive Recipient to reimburse Eligible Costs related to an Application under the rules and regulations imposed by these FCCP-1 Terms and Conditions and the documents incorporated therein, including the FCCP-1 Implementation Manual.

Incentive Recipient: The individual or entity identified in the Application as the individual or entity applying to receive the Incentive Payment to reimburse Eligible Costs submitted by an Applicant in connection with a Proposed Installation. The term “Applicant Organization,” as used in the GSPP shall have no meaning in the FCCP-1 and is superseded and replaced by the definitions contained in these FCCP-1 Terms and Conditions.

Incentive: The financial rebate provided to reimburse an Incentive Recipient for Eligible Costs submitted by an Applicant in connection with a Proposed Installation.

Installation Address: The street address at which the Proposed Installation will be installed.

Installation Data Form: A questionnaire about a specific Application’s Proposed Installation that is to be completed and submitted through the user dashboard during the Final Verification Stage.

Installation Site: The location where the Proposed Installation will be installed.

Issued Permit: The permit(s) provided by the AHJ indicating that the Proposed Installation’s design meets the AHJ’s requirements and complies with all laws, rules, codes, and regulations. Some installations with solar and/or ESS may require permits from multiple AHJs.

J3400: The version of the NACS connector standardized by the Society of Automotive Engineers for industrywide adoption.

Level 2 Charger: An electric vehicle charger that delivers electricity to a plug-in vehicle’s on-board charger at a minimum rate of 6.2 kw and utilizes the SAE J1772 or J3400 charging connector.

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. A Proposed Installation cannot have Light-Duty Fleet as its Primary Use and retain eligibility for FCCP-1. Additionally, the Primary Use of the Proposed Installation must be to serve light-duty vehicles but can serve medium and heavy-duty vehicles as a secondary use. Primary Use of the Proposed Installation 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.

Low-Income Community (LIC): A low-income community census tract, as defined by the California Climate Investments Priority Populations Map:
https://gis.carb.arb.ca.gov/portal/apps/experiencebuilder/experience/?id=5dc1218631fa46bc8d340b8e82548a6a&page=Priority-Populations-4_0.

Major Highway: An interstate highway, U.S. federal highway, or California state highway.

Medium and Heavy-Duty Vehicles: Vehicles with a gross vehicle weight rating of over 8,500 pounds.

Minimum Site Output Capacity: Total power (kW) that must be provided to electric vehicles when all funded Charging Ports at the Proposed Installation are in use. To meet the minimum site output capacity requirement for eligibility under the FCCP-1, the Proposed Installation must have four (4) Charging Ports capable of simultaneously outputting 150 kW, for a total of 600 kW minimum simultaneous site output capacity. Proposed Installations with more than four (4) Charging Ports must guarantee an additional 150 kW of site output capacity for every additional funded Charging Port. Proposed Installations with Charging Ports incented at the 275 kW+ level must guarantee at least 275 kW of site output for every Charging Port incented at the 275 kW+ level.

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

Network Agreement Acknowledgement: An acknowledgement form that requires an Incentive Recipient to obtain a Network Service Agreement for DCFCs at the Proposed Installation in order to receive an Incentive Payment.

Network Provider: A business that manages the network operations centers to manage the software, database, and communication interface that enables operation of each Charging Port at the Charging Station located at the Proposed Installation.

Network Service Agreement: An agreement with an eligible Network Provider to provide network services for DCFS at the Installation Site.

New Site: A type of installation where no electrical infrastructure except for pre-installation conduit is in place at the Installation Site on the Receipt Date of the Application.

North American Charging Standard (NACS): A connector design developed by Tesla that is capable of both Level 2 and DCFC charging.

Obligated Parties: Collectively, the Applicant, the Charger Owner, the Incentive Recipient, the Site Owner, and/or the Property Owner.

Occupational Safety and Health Administration (OSHA): A U.S. regulatory agency within the U.S. Department of Labor that sets standards and enforces regulations regarding workplace safety and health across various industries.

Period of Non-Compliance: The number of days, months, or years during which the Installation Site failed to meet applicable operational, uptime, reliability, data reporting, or public access requirements.

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.

Plug-in Hybrid Electric Vehicle (PHEV): A vehicle that is propelled by electric motors and an internal combustion engine. This type of vehicle is powered partially by energy stored in rechargeable batteries, with the remaining energy coming from gasoline or diesel.

Primary Use: The type of use of the Site that represents more than fifty percent (50%) of total Site use.

Program Administrator: The Center for Sustainable Energy (CSE).

Property Owner: The individual or entity who has the legal right to use, sell, or transfer a piece of property on which an Installation Site is located.

Proposed Installation: Refers to the entire scope of the Charging Station that is proposed in the Application for installation at the Installation Site.

Receipt Date: The date on which an Application is submitted to CSE via the Application Portal and is recorded as received in the Application Portal.

SAE J1772: North American standard for electrical connectors for electric vehicles.

Secondary Use: Use of the Site that represents less than fifty percent (50%) of total Site use.

Site Owner: The individual or entity that owns and controls the Installation Site, in full or in part, and is granted authorization from the Property Owner for the installation of the Proposed Installation to occur in compliance with all FCCP-1 Eligibility Requirements.

Site Verification Form (SVF): The form completed and signed by the Applicant, Property Owner, and Site Owner as a part of the Application. A copy of the current version of the SVF can be found on the CALeVIP Website.

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

Stub-Out/Make-Ready: A type of installation where an existing installation site is wired with all the electrical infrastructure needed to support installation of EVSE. Includes at least 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.

Tier 1 Application: An Application with both a Final Utility Service Design and Issued Permit on the Receipt Date.

Total Applicable Requirement Period: The full six (6) year obligation period, or such shorter or longer period as required by applicable program documents or regulation.

Total Approved Costs: The sum of the Eligible Costs incurred and paid in connection with the Application that are eligible for reimbursement to the Incentive Recipient pursuant to these FCCP-1 Terms and Conditions.

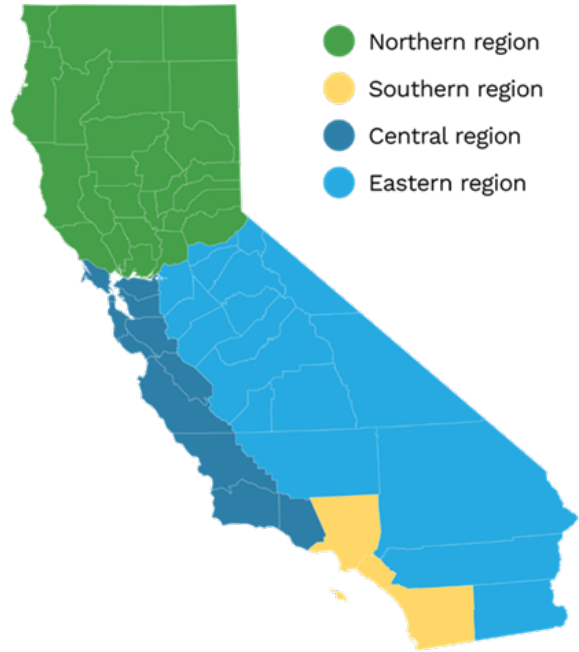
Tribal Land (TL): Land owned by Native American tribes or held in trust by the federal government for the benefit of tribes.

Uptime: The amount of time during which the EVSE hardware and software are both online and available for use, or in use, and the Charging Port successfully dispenses electricity in accordance with the Minimum Site Output Capacity requirement. As defined by:

$$\frac{([\text{Total Standard Hours of Operation} - \text{Downtime} + \text{Excluded Downtime}] / [\text{Total Standard Hours of Operation}]) * 100 \text{ percent.}}$$

2. Project Overview

FCCP-1 provides incentives for installation of new DC fast charger (DCFC) charging stations capable of at least a 150-kW Guaranteed Output, per Charging Port, in all regions of California. Funding for FCCP-1 is available for eligible sites located in any California census tract. Eligibility is limited to Applicants who submit both the Final Utility Service Design and Issued Permit. **FCCP-1 does not require the chargers to be deployed in DACs, LICs or on Tribal Lands to be eligible. Applications dedicated to 100% deployment in DACs, LICs and Tribal Lands (DAC/LIC/Tribal Applications) will be given priority processing over any other Applications filed on or after the submission date that are not dedicated to 100% deployment in DACs, LICs or Tribal Land.** Subject to the priority given to DAC/LIC/Tribal



Applications, all eligible applications will be processed via a first-come, first-served rolling Application Window. There will be no set allocations per region. **A minimum of \$55 million will be available in incentives.**

Basic project details for FCCP-1 are identified in Table 1.

Table 1: Project Details

Eligible Geography	Statewide
Funding Available	At Least \$55 Million
Application Window	August 5, 2025 - January 29, 2026

Eligible incentive amounts are included in Section B.2 herein.

Incentive Recipients can determine their eligibility and apply for available incentive funds online at the FCCP-1 webpage: <https://calevip.org/fast-charge-california-project>.

Individuals without computer or internet access can begin the application process by contacting CSE by telephone at 858-429-5205.

Once submitted, all Applications will be assessed for minimum tier requirements based upon the readiness of the Proposed Installation at the time of application. Only Tier 1 Applications will be eligible for funding in FCCP-1. Tier 1 requirements are detailed in Table 2.

Table 2: Tier Designations

Tier	Required Documents at Application
1 - "Ready to Build"	Final Utility Service Design and Issued Permit

Applications will only be accepted within the application window, which opens at 9:00 a.m. (PT) on August 5, 2025, and closes at 5:00 p.m. (PT) on January 29, 2026. Any timely submitted Tier 1 Application will be added to a funding queue for processing on a rolling, first-come, first-served basis. The funding queue will be processed in order of application received, except for applications within DACs, LICs, or TLs, which will be given processing priority over every Application that does not qualify for DAC/LIC/TL Application status and that has a Received Date on or after the Received Date of the DAC/LIC/TL Application. **No new applications will be accepted after the funding window closes on January 29, 2026, at 5:00 p.m. (PT).** Incentive funding will be reserved in queue order for all eligible Tier 1 Applications, or until all the funding allocated for the application window is reserved, whichever occurs first. In the event of oversubscription, any remaining Tier 1 Applications in the queue will remain on a waitlist for up to 165 days after the close of the application window and will be processed if additional funds become available.

For any Application for which funds are reserved, the Applicant will have 450 days from the funds reservation date to complete the Proposed Installation (chargers energized and fully operational) and provide all supporting documentation. Once all document submissions required by the FCCP-1 Implementation Manual and FCCP-1 Terms and Conditions are received, reviewed and approved, incentive funds will be issued within 15 calendar days of notice of application approval. All final incentive amounts are calculated based on the Total Eligible Project Costs as discussed in Section B.5.

Information about FCCP-1 is available to the public and other interested parties via the CALeVIP upcoming rebates webpage: <https://calevip.org/fast-charge-california-project>. CSE maintains and operates the CALeVIP Website as well as other webpages that include an up-to-date list of eligible equipment models and network providers, online incentive applications, and all supporting documentation and forms. The CALeVIP 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 FCCP-1 are identified in Table 3.

Table 3: Announcement and Notification Timeline

Action Item	Time Period
Initial Announcement	January 31, 2025
Date Eligible Costs Can Be Paid (see Section B.5)	January 31, 2025
Webpage Available	March 17, 2025
Application Window Opens	August 5 2025
Application Window Closes	January 29, 2026
Funding Status Notification (Unsuccessful Applicants)	By March 18, 2026
Funding Status Notification (Successful Applicants)	August 5, 2025 – April 13, 2026
Waitlist Ends; all remaining waitlist applications canceled	April 13, 2026upd

Note: CSE will notify Incentive Recipients of funding reservations related to their Applications as soon as feasible, but no later than the dates identified in Table 3.

B. SITE ELIGIBILITY AND EQUIPMENT

1. Site Eligibility

Installation Sites must comply with the following requirements to be eligible for funding through FCCP-1.

a. The installation address is located within the State of California

All counties are eligible and bucketed into one of the following regions. Funding will not be allocated by region, and counties are bucketed for reporting purposes only. All FCCP-1 funding will be available statewide.

Table 4: Statewide Counties by Region

Northern Region Counties	Butte	Modoc	Solano
	Colusa	Napa	Sonoma
	Del Norte	Nevada	Sutter
	El Dorado	Placer	Tehama
	Glenn	Plumas	Trinity
	Humboldt	Sacramento	Yolo
	Lake	Shasta	Yuba
	Lassen	Sierra	
	Mendocino	Siskiyou	
Southern Region Counties	Los Angeles	Orange	San Diego
Eastern Region Counties	Alpine	Kern	Riverside
	Amador	Kings	San Bernardino
	Calaveras	Madera	San Joaquin
	Fresno	Mariposa	Stanislaus
	Imperial	Merced	Tulare
	Inyo	Mono	Tuolumne
Central Region Counties	Alameda	San Benito	Santa Barbara
	Contra Costa	San Francisco	Santa Clara
	Marin	San Luis Obispo	Santa Cruz
	Monterey	San Mateo	Ventura

b. Ensure safety and security

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

c. Be publicly accessible

- Except for sites with a parking lot or parking garage PRIMARY site use, all sites must be publicly available 24 hours per day, 365 days a year, without restrictions or limitations on availability.
- 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 for at least 18 hours a day, seven days a week, excluding holidays.
- Sites that require the public to pay to park are allowed. Sites with limited access stalls must provide hourly or day pass permits to the public for access to those stalls.
- 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.
- Sites must have signage at every entrance to the parking lot stating that the chargers and corresponding parking spaces are accessible 24 hours day and are not subject to any of the parking limitations are applicable to the rest of the lot.

d. Have existing paved surface

- Sites must have existing site use and paved surface/parking.
- Sites cannot install chargers on unpaved parking spaces or be affiliated with any new construction on the site.

e. Be one of the following existing site types

- Airport: 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 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.
- Casino: A building where gambling games of chance against the house/casino are played. Stand-alone poker rooms or card halls are ineligible.
- Charging hub: A site that's primary purpose is to charge plug-in electric vehicles. The site cannot have another business located on the property that is not part of the charging hub itself. Any buildings on the property must be utilized solely for the charging hub business, offering shelter, restrooms, food & beverages, or other convenience store-like services. Any other buildings operating on the property will be considered the primary site type use when determining the site type eligibility. No abandoned or vacant buildings on-site will be allowed.
 - A Charging Hub is not an eligible site type at residential buildings (single or multi-family), workplaces/office parks, industrial parks/warehouses, or any property that has a building that will continue to operate as something other

than solely a Charging Hub to let electric vehicle drivers charge. An intended installation in a section of a large parking lot that has an existing site use would not be considered eligible as a charging hub and would be assessed based upon its existing primary site use.

- A Charging Hub can only be installed at an existing paved site to exclusively provide battery recharging services for electric vehicles. This is due to the CEQA determinations and categorical exemptions utilized by the California Energy Commission when approving the CALeVIP 2.0 grant agreement. Unpaved sites may be allowable with a verifiable CEQA exemption as provided by the AHJ.
- New construction of ancillary buildings on the same site must be completed prior to applying for funding. Extensions will not be given for delays to construction of any ancillary buildings. However, retrofitting existing buildings, while allowable to happen concurrently, should be permitted separately and shouldn't inhibit the installation, commissioning, or usage of the chargers. Extensions will not be granted for delays associated with retrofitting any buildings. Any retrofitting required for existing buildings must be complete prior to commissioning of chargers.
- CSE has the sole discretion to determine site viability when considering sites that apply as a charging hub.
- An eight-port minimum is required for a charging hub.
- City/county/private-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 for at least 18 hours a day, seven days a week, excluding holidays. Mixed-use parking garages that serve multiple businesses may be considered a parking garage as the primary site use, 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.
- College/university: 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 rebated 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 center: A facility owned and operated by a public agency or a nonprofit community organization. The primary purpose of the facility must be for recreation, social welfare, community improvement, or public assembly. Also includes:
 - Gymnasiums and sports facilities – Indoor or outdoor venues designed for sports activities including but not limited to indoor gyms, outdoor courts, outdoor fields, stadiums, and aquatic centers.
 - Parks and trailheads – Outdoor recreation spaces or trail access points with at least 10 dedicated parking spaces. Parks and trailheads must have a public

restroom to be eligible.

- Gas station: 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 public and has additional complementary customer store(s) or service(s) located on site.
- Grocery store: A store that sells food and household supplies.
- Hotel: Hotels and Conference Centers. Must meet the following criteria:
 - A permanent building for the primary purpose of short-term lodging.
 - Has at least two other accessory and public facing uses such as restaurants, meeting rooms, public event spaces, or conference centers, and allow public access to the facility parking lot.
 - Standalone conference centers not affiliated with a hotel are also eligible.
- 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. Also eligible:
 - Standard Retail Store: A retail store of at least 10,000 square feet with at minimum 10 dedicated parking spaces. Examples may include but are not limited to grocery stores, hardware stores, drugstores, discount stores, and home goods stores.
- 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 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.
- Public transit hub: 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.
- Restaurant: A business where meals and refreshments may be purchased.
- Retail shopping center: A group of retail and other commercial establishments that are planned, developed, owned, and managed as a single entity.

Note to Applicants: If the CEC or CSE determines, in their sole and absolute discretion, that installed chargers require excessive additional usage fees (e.g. parking lot entrance fees), have charging costs in excess of industry norms, OR that the chargers have restricted parking lot access and are not accessible to the public in accordance with the site type definitions and rules outlined in the Implementation Manual, CEC or the CSE may require the Incentive Recipient to repay up to the entire incentive received to CSE, and CEC or CSE may deny or cancel the

application prior to the site receiving its final incentive payment. Checks should be made payable to Center for Sustainable Energy and sent, within 30 calendar days of receipt of a written request for repayment from CSE, to the following address:

Center for Sustainable Energy
 3980 Sherman Street
 Suite 170
 San Diego, CA 92110

Note to Applicants: Each Installation Site is only eligible for one incentive within the CALeVIP 2.0 released projects. For a list of all prior CALeVIP 2.0 projects, see <https://calevip.org/find-project-2>. For FCCP, see <https://calevip.org/fast-charge-california-project>.

2. Incentive Amounts

Incentive amounts are based on eligible incurred and paid costs for DCFC. **All final incentive amounts may equal up to 100 percent of the total eligible project costs incurred and paid by the Incentive Recipient**, subject to the incentive caps listed in Table 5. The amount of incentive funding reserved for a Site will be determined based on the incentive cap for the selected eligible equipment’s Guaranteed Output and the number of Charging Ports, for up to 20, as identified in Table 5 & 6.

Table 5: Incentive Amounts

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

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

Minimum Charging Ports	Maximum Charging Ports
4	20

Both **CCS and J3400 Charging Port connectors** may be installed and considered for an incentive allocation. However, at least **50% of the Charging Port connectors at the site must be CCS.**

An Applicant can apply for Charging Ports exceeding the maximum quantity but may only receive incentives for the quantity outlined in Table 6.

Example: An Applicant will install 8 DC Fast Charger Charging Ports capable of 175 kW each, at a site in Los Angeles County. The Incentive Recipient is eligible for eight \$55,000 incentives for a total of \$440,000 in incentives.

The Applicant total Proposed Installation cost is calculated based on the eligible Proposed Installation costs proven to be incurred and paid by the Incentive Recipient. The final payment will be for 100 percent of the total Proposed Installation costs, up to \$440,000.

a. Rules for stacking/combining FCCP-1 funds with other funds

FCCP-1 funding **cannot** be stacked/combined with other incentive funding to complete a Proposed Installation. If the Site is an active application with FCCP-1, the site cannot participate in any other EVSE incentive funding programs. Both the Applicant and the Incentive Recipient are prohibited from using the benefits of any other programs, including direct incentives or other benefits to pay any costs associated with Proposed Installations.

Prohibited stacking includes, but is not limited to the following:

- Other CEC funding sources, including both block grants and competitive grants (GFOs). This includes funding sources from the Fuels and Transportation Division and those from other CEC divisions.
 - For example, an applicant cannot receive funds from a Fuels and Transportation Division program and an Energy Research and Development Division program to fund the same charging port.
- Investor-Owned Utility (IOU) EV charger programs (such as Charge Ready 2)
- Publicly Owned Utilities (POU) programs (such as LADWP Charger Rebate Program, SMUD, Burbank Water and Power)
- Air district programs (such as BAAQMD, SJVAPCD)
- Community Choice Aggregator (CCA) charger rebate programs (such as PCE)

The following list of funding/incentives shall be the only exceptions allowable for FCCP installations regarding the stacking rule:

- Revenue from Low Carbon Fuel Standards program (LCFS)
- Federal Funding (including federal tax credits and incentives), excluding any federal funds administered by CEC (NEVI)
- Utility Tariff Rule 29 & 45 (these fund utility-side of the meter infrastructure)
- Local Governments can use local, state or federal funding for costs not covered by the flat-based rebate as long as those funds are not a result of participation in an EV charging infrastructure incentive or rebate program

- For example, a local government may utilize funds from a Technical Assistance program or funds from another program that is not designed to fund EV charging installations.
- Applicants may use other funding sources not listed to cover ineligible project costs, not to exceed 100% of overall project costs.
 - Projects cannot result in a profit for the Applicant. However, if an Applicant intends to install more charging ports than a CEC program allows for, Applicants can use other funding sources to cover charging ports above the program maximum and other project costs listed as ineligible in CEC program rules

Once approved for payment, an Applicant with funding reserved in this initial FCCP-1 application window is eligible to receive an incentive to help cover eligible costs incurred and paid by the Incentive Recipient, up to the amount of funding reserved for the Proposed Installation. Final incentive amounts may not exceed more than 100 percent of the eligible total Proposed Installation costs incurred and paid by the Incentive Recipient. **If an Incentive Recipient is determined to have stacked/combined prohibited other incentive funding with FCCP-1 incentive funding, CSE, acting in concert with the CEC, shall have the sole and absolute discretion to require recoupment of FCCP-1 incentive funds in an amount equal to the stack funds and to seek all fees and costs associated with the effort to recoup the funds.**

Note to Applicants: Different technologies being installed on the same installation site (ex: L2 chargers) are allowed to utilize different funding sources and are not considered stacking, with the exception of other CEC funded funding programs, including Communities in Charge, which is not allowable at the same installation site concurrently.

b. Incentive disbursement

Incentives will be issued to the Incentive Recipient and may only cover eligible costs (see paragraph B.5) incurred and paid by the Incentive Recipient in conjunction with the Proposed Installation. Incentive checks are non-transferable. Incentives are subject to recoupment in accordance with the terms outlined in the FCCP-1 Terms and Conditions. In the event of recoupment, or some other justification for recouping incentive payments made, **the Incentive Recipient always remains liable for repayment of incentive funds.** Terms of third-party contracts relating to projects included in Applications do not negate or in any way modify the obligations of the Incentive Recipient and the Applicant under this FCCP-1 Implementation Manual or the FCCP-1 Terms and Conditions.

Incentive amounts will be up to **100 percent of the total eligible project costs proven to be incurred and paid by the Incentive Recipient**, but not exceeding the incentive funding reserved for the Proposed Installation. Disbursements will occur after the completion of the Proposed Installation and after CSE approves the corresponding application for payment.

The Incentive Recipient will have the option of receiving incentive funds through a check sent by mail or through an electronic funds transfer to an account under the Incentive Recipient's name. Once all required documents are submitted, CSE performs a review of the items in Section C.6 and, if documentation is complete and meets all set requirements, the application is approved. The Incentive Recipient can expect the final incentive check to be mailed within 15 calendar days of application approval if the check payment option was selected. If the Incentive Recipient selects electronic funds transfer, the ETF will occur within seven calendar days from approval.

Incentive checks must be cashed within six months of the date on the check. Checks not cashed within this time frame will be canceled and must be reissued, if within an eligible contract time frame. Checks not cashed within the contract time frame will be canceled and the funds will be forfeited.

3. Maximum Incentive per Entity

Each Installation Site is eligible to receive an incentive for a maximum of 20 Charging Ports.

Applicant Cap: No Incentive Recipient may receive more than 35 percent (35%) of the total available project funding available for FCCP-1. Additionally, no Incentive Recipient may have more than a cumulative total of 50 active applications/projects open across CALeVIP 1.0, CALeVIP 2.0, and Communities in Charge. Subsidiaries and other organizations associated with one another may be grouped as a single Incentive Recipient at CEC/CSE's sole and absolute discretion.

4. Equipment Eligibility Criteria

This section discusses the specific criteria DCFC must meet to attain eligibility for incentive funding through FCCP-1. A list of eligible equipment and incentive amounts is maintained on the [CALeVIP Website](#). CSE, in conjunction with CEC, reserves the right to modify the eligibility requirement as needed throughout the project at any time at its sole and absolute discretion. The effective date of any such modification to eligibility requirements will be listed on the CALeVIP Website and CSE, acting in concert with the CEC, has the sole and absolute discretion to apply such changes to all Applications and all Proposed Installations, including those for which FCCP-1 funding has been reserved.

DCFCs are the only equipment eligible for grant funding under FCCP-1. To be eligible for grant funding under FCCP-1, each DCFC must (a) use Combined Charging Standard (CCS) Charging Port connectors, J3400 Charging Port connectors, and/or CCS/J3400 adapters that are fully integrated into the charger such that they cannot be removed from the Installation Site, and (b) be capable of at least a 150-kW Guaranteed Output per Charging Port. Incentive amount reservations will be determined according to the incentive amounts listed in Table 5.

Proposed Installations must install eligible equipment per one of the following to be considered eligible installations:

- Install FCCP-1 eligible equipment on new EV charging infrastructure at an FCCP-1 eligible site.
- Install FCCP-1 approved eligible equipment at an FCCP-1 eligible site where EV charging infrastructure already exists but on which DCFC equipment was not previously installed (stub-out/make-ready).

Replacement installations (where the DCFCs are being installed as a replacement for existing EVSE) are not eligible.

Note to Applicants: Applicants are allowed to change the charging equipment they are installing prior to the Checkpoint Milestone (within 90 days after Funds Reserved). However, it is expected that Applicants choose the chargers they plan to install at the time of Application submission. Once the Application has passed the Checkpoint Milestone Stage, no changes to the charging equipment will be allowed unless the company supplying the chargers discontinues operations and is unable to fulfill the equipment order.

All Applications that have not ordered equipment by the 90-day checkpoint will be canceled.

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

- **New equipment**

New equipment must be installed for the first time. Units resold, rebuilt, rented, received from warranty insurance claims, or with new parts installed are ineligible for incentives. Equipment obtained as a gift, or a prize are not eligible for incentives.

- **CCS or J3400 Charging Port connectors**

DCFC equipment must have at least one CCS or J3400 Charging Port connector to be eligible for an incentive. CCS/J3400 adapters that are fully integrated into the charger are also eligible for an incentive. CHAdeMO Charging Port connectors may be installed and will count toward the total project costs but will not be considered when determining the incentive cap for the Proposed Installation.

- **Networked**

DCFC 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. **Applicants must purchase a networking agreement for at least 6 years** (eligible toward total project cost).

- **Power level requirement**
All eligible DCFC equipment models must deliver electricity at least 150-kW Guaranteed Output per Charging Port simultaneously at all times when requested by a vehicle.
- **Open Charge Point Protocol (OCPP) Certification from OCA**
Eligible equipment must be certified by the Open Charge Alliance to adhere with the Open Charge Point Protocol version 2.0.1 or later. OCA certification information can be found at <https://openchargealliance.org/certificationocpp/>. The following will be the minimum required certificates to demonstrate compliance:
 - OCPP 2.0.1 Core Profile
 - OCPP 2.0.1 Advanced Security Profile
- **Payment requirements**
The DCFC 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.
- **PAUSED: ENERGY STAR® certification**
Due to the Federal pause of processing ENERGY STAR® certifications, CALeVIP no longer requires ENERGY STAR® certification to obtain DCFC equipment eligibility for the Fast Charge California Project. This eligibility exemption may be reversed in the future upon notice of Federal continuance of ENERGY STAR® processing. For more information, please contact evcharging@energycenter.org.
- **Approved by a Nationally Recognized Testing Laboratory (NRTL) for EVSE testing and certification to UL 2202 or UL 9741**
DCFC equipment must be approved by an 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>.
- **ISO 15118 Hardware-Ready, via manufacturer attestation on the product specifications sheet as a version of “ISO 15118” or as “ISO 15118 Hardware Ready”**
 - 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 backend network.

- **Certified by the California Type Evaluation Program (CTEP)**
Type certifications by the National Type Evaluation Program (NTEP) are acceptable if the model is certified to a 0.0001 kWh display resolution.
- **Registered on the [CALeVIP 2.0 Equipment Eligibility Dashboard](#) as eligible for FCCP-1**
To list eligible equipment, manufacturers must submit a completed online equipment form to CSE through the [EV Charger Eligibility Portal](#). For questions, contact evcharging@energycenter.org.
- **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” that can be found on <https://calevip.org/document-library>.**

5. Eligible Costs

The following costs can be included in the total Proposed Installation costs as part of a single Site installation. Any costs incurred and paid at a different Site, whether or not an Installation Site on a Proposed Installation are ineligible. Only costs actually incurred and paid by the Incentive Recipient prior to the request for reimbursement following project completion are eligible for inclusion in the total Proposed Installation costs eligible for reimbursement through FCCP-1 incentive funding.

All costs must be supported by itemized invoices with sufficient proof of payment in accordance with the Rebate Invoicing Procedures and Sample Supporting Documents resource found on the CALeVIP Website. **All eligible design, utility, installation, networking, and other service costs can be incurred starting January 31, 2025, are eligible for payment, but are incurred at the Incentive Recipient’s 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 July 8, 2025.

Eligible costs include:

- a. **Equipment includes DCFC, transformers, electric panels/switchgear, and battery energy storage systems.**
- b. **Installation 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.
 - Labor for paving, trenching, grading, striping, or boring.
 - Rentals of construction equipment for work such as trenching.
 - Switchgears and panels, conduit, trenching materials, boring materials, wiring, concrete, bollards, and other hardware.
 - **Utility costs may include but are not limited to:**
 - Utility service order, if applicable for the installation site.
 - Labor related to new/upgraded utility service.
 - Transformer upgrade labor costs.
 - **Design costs may include but are not limited to:**
 - Planning and engineering design costs such as development of drawings and plans meeting the Americans with Disabilities Act requirements for charger(s).
 - Installation Site plan design costs.
 - Design and engineering labor and services.
 - **Other Services may include but are not limited to:**
 - Necessary project signage.
 - Branding services.
 - EMV card readers and NFC/RFID readers.
 - Shipping costs.
 - Data plans for chargers.
- c. Construction cannot begin prior to July 8, 2025. Any projects whose construction has started before July 8, 2025 will forfeit the incentive funds and the application will be cancelled. Construction may begin starting July 8, 2025, and forward but is at the applicants own risk if funding has not been reserved for the project. Until funds are reserved for a project, there is no incentive assigned to that installation site.**
- d. Electric infrastructure related to EV charging upgrades**
- Installation Site electrical infrastructure upgrades are often required to serve new DCFC load. Eligible costs may include, but are not limited to:
 - Necessary site transformer upgrades, servicing DCFCs, and electric panel upgrades.
 - Stub-outs for make-ready Charging Stalls.
 - Per California AB 841, all Proposed Installations must have at least 25 percent of the total electricians working on the crew for the project, at any given time, hold valid EVITP certification.
- e. Battery energy storage system equipment**
- The cost to purchase Battery Energy Storage System (ESS) equipment that is on the same utility service as the Proposed Installation. Battery ESS not on the same service as the Proposed Installation is ineligible. Non-battery ESS is ineligible.
- f. 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. Costs incurred and paid for up to six years of services are eligible costs. Costs for service level agreements must be incurred and paid up front and only the portion incurred and paid for at the time of final document and invoice submission will be eligible. Payment plans that show service level agreement costs that will be incurred and paid in the future are ineligible. Service level agreements must show the terms and conditions of the agreement to be considered as eligible costs.

g. Network service agreements

The cost of an agreement with an eligible network provider. Costs incurred and paid for up to six years of services are eligible costs. Costs for network service agreements must be incurred and paid up front and only the portion incurred and paid at the time of final document and invoice submission will be considered an eligible cost. Payment plans that show network service agreement costs that will be incurred and paid in the future are ineligible. Network providers must be on CALeVIP's Eligible Equipment webpage: <https://calevip.org/calevip-eligible-equipment>.

If the contracted network provider can no longer provide service for the six-year requirement, it is up to the Applicant and Incentive Recipient to ensure the equipment is set up with a new network provider to continue service and provide data. Failure to comply with this requirement places the Incentive Recipient and Applicant at risk that recoupment will be sought pursuant to terms in the FCCP-1 Implementation Manual and the FCCP-1 Terms and Conditions. Any gap in time that the DCFCs are not in operation due to the absence of a network provider will be added to the end of the required data reporting period to ensure a full six years of charger utilization data is submitted to CSE/CEC.

h. Extended original equipment manufacturer (OEM) warranties

Extended EVSE warranty agreements covering service and parts for protective and corrective maintenance and repairs. Costs incurred and paid for up to six years of services are eligible costs. Costs for extended warranties must be incurred and paid up front and only the portion incurred and paid at the time of final document and invoice submission will be eligible. Payment plans that show extended warranty costs that will be incurred and paid in the future are ineligible. Extended warranties must show the terms and conditions of the warranty to be considered as eligible costs. Extended warranty agreements must be purchased through the OEM charger. 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 to address existing ADA noncompliance.
- Local jurisdiction and CEC code compliance costs are ineligible.

j. Additional charging ports

Charging ports beyond the incentivized Charging Ports specified in the Proposed Installation, additional Charging Ports may be installed on a site and will count toward the total project cost used to calculate the final incentive amount. However, the incentive cap will be determined based solely on the number of Charging Ports that meet eligibility requirements (i.e., the incentivized Charging Ports). In accordance with **rules for stacking/combining FCCP-1 funds with other funds**, any additional non-eligible charging ports that are installed on the site cannot be funded via **prohibited stacked/combined incentive funding with FCCP-1 incentive funding**.

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 available on the [CALeVIP Document Library](#).

6. Ineligible Project Costs

For all Applications, costs ineligible for reimbursement as part of FCCP-1 may include, but are not limited to:

a. Permits and building code compliance costs

b. Security Infrastructure costs

Any costs associated with installing surveillance cameras and other security products and services.

c. Valet Site Use

Valet services/parking lots/structures are not considered an eligible site type for FCCP-1.

d. Travel costs

Any costs associated with travel to/from the Installation Site, including but not limited to hotel, food, gas, rental vehicles, and airfare.

e. Solar panels

Any costs associated with the purchase or installation of solar panels. These costs may be covered through other incentive programs and are not included in the “stacking” exclusion below.

c. Rules for stacking/combining FCCP-1 funds with other funds

FCCP-1 funding **cannot** be stacked/combined with other incentive funding to complete a Proposed Installation. If the Site is an active application with FCCP-1, the site cannot participate in any other EVSE incentive funding programs. Both the Applicant and the Incentive Recipient are prohibited from using the benefits of any other programs, including direct incentives or other benefits to pay any costs associated with Proposed

Installations.

Prohibited stacking includes, but is not limited to the following:

- Other CEC funding sources, including both block grants and competitive grants (GFOs). This includes funding sources from the Fuels and Transportation Division and those from other CEC divisions.
 - For example, an applicant cannot receive funds from a Fuels and Transportation Division program and an Energy Research and Development Division program to fund the same charging port.
- Investor-Owned Utility (IOU) EV charger programs (such as Charge Ready 2)
- Publicly Owned Utilities (POU) programs (such as LADWP Charger Rebate Program, SMUD, Burbank Water and Power)
- Air district programs (such as BAAQMD, SJVAPCD)
- Community Choice Aggregator (CCA) charger rebate programs (such as PCE)

The following list of funding/incentives shall be the only exceptions allowable for FCCP installations regarding the stacking rule:

- Revenue from Low Carbon Fuel Standards program (LCFS)
- Federal Funding (including federal tax credits and incentives), excluding any federal funds administered by CEC (NEVI)
- Utility Tariff Rule 29 & 45 (these fund utility-side of the meter infrastructure)
- Local Governments can use local, state or federal funding for costs not covered by the flat-based rebate as long as those funds are not a result of participation in an EV charging infrastructure incentive or rebate program
 - For example, a local government may utilize funds from a Technical Assistance program or funds from another program that is not designed to fund EV charging installations.
- Applicants may use other funding sources not listed to cover ineligible project costs, not to exceed 100% of overall project costs.
 - Projects cannot result in a profit for the Applicant. However, if an Applicant intends to install more charging ports than a CEC program allows for, Applicants can use other funding sources to cover charging ports above the program maximum and other project costs listed as ineligible in CEC program rules

Once approved for payment, an Applicant with funding reserved in this initial FCCP-1 application window is eligible to receive an incentive to help cover eligible costs incurred by the Incentive Recipient, up to the amount of funding reserved for the Proposed Installation. Final incentive amounts may not exceed more than 100 percent of the eligible total Proposed Installation costs incurred and paid by the Incentive Recipient. **If an Incentive Recipient is determined to have stacked/combined prohibited other incentive funding with FCCP-1 incentive funding, CSE, acting in concert with the CEC, shall have the sole and absolute discretion to require recoupment of FCCP-1 incentive funds in an amount equal to the stack funds and to**

seek all fees and costs associated with the effort to recoup the funds.

Note to Applicants: Different technologies being installed on the same installation site (ex: L2 chargers) are allowed to utilize different funding sources and are not considered stacking, with the exception of other CEC funded funding programs, including Communities in Charge, which is not allowable at the same installation site concurrently.

- f. Costs that are not supported by sufficient proof of payment**
This includes, but is not limited to, standard warranties, in-house labor costs, and any eligible costs that are not supported by sufficient proof of payment.
- g. Costs associated with developing an unpaved site or with construction of new buildings or structures**
All sites in FCCP-1 must be developed at the time of application. Due to timelines associated with developing new sites, FCCP-1 does not allow for the development of the site and the associated costs of such development are ineligible. Additionally, lighting, fencing, and security systems are not eligible costs.
- h. Any profit charged by an individual or organization receiving the incentive is prohibited**
Contractors to the Incentive Recipient are allowed to charge profit. However, neither the Applicant nor the Incentive Recipient may mark up actual costs submitted for rebate payments to include a profit.
- i. Any costs not yet incurred and paid at the time of final document and invoice submission for final payment, or any costs incurred and paid prior to January 31, 2025.**

Note to Applicant: In addition, CSE reserves the right, in its sole and absolute discretion, to disallow any submitted costs that are deemed excessive as they relate to overall project costs (e.g., design costs that exceed the value of the chargers etc.).

7. Development of List of Eligible Equipment Models

For DCFC equipment incentive eligibility, the equipment manufacturer must first register with CALeVIP via evcharging@energycenter.org. Once registered, the equipment manufacturer can create an account on the EV charger eligibility portal at evchargereligibility.org and submit equipment information to CSE for determination. The DCFC 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 will request additional information, as needed, to make an eligibility determination.

If the equipment meets the eligibility requirements set forth in Section B.2, herein, CSE will add

the equipment to the list of eligible equipment on the online dashboard. Only equipment submitted by equipment manufacturers will be listed on the CALeVIP Website.

All verified eligible equipment will be displayed on the [CALeVIP 2.0 Equipment Eligibility Dashboard](#).

8. Installation Requirements

A Proposed Installation must be completed in accordance with the following requirements to be eligible for disbursement of reserved incentive funds.

- a. All Proposed Installations must be at structures or facilities that existed prior to the date of application and 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.
- b. The Applicant must obtain or cause to be obtained, any required permits and both the Applicant and Incentive Recipient must 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 conducted by a qualified and licensed contractor in accordance with all local, state, and federal codes, permitting, and inspection requirements.
- d. All DCFC infrastructure and equipment located on the utility customer's 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 25 percent of the total electricians working on each crew, at any given time, must hold a valid Electric Vehicle Infrastructure Training Program (EVITP) certification.
- e. All DCFC infrastructure and equipment required for the Proposed Installation must be served by an electric utility service sized to meet, at minimum, the load required to satisfy the Minimum Site Output Capacity requirements. To meet the Minimum Site Output Capacity requirement for eligibility under the FCCP-1, the Proposed Installation must have four (4) Charging Ports capable of simultaneously outputting 150 kW, for a total of 600 kW Minimum Site Output Capacity. Proposed Installations with more than four (4) Charging Ports must guarantee an additional 150 kW of site output capacity for every additional funded Charging Port. Proposed Installations with Charging Ports incented at the 275 kW+ level must guarantee at least 275 kW of site output for every Charging Port incented at the 275 kW+ level.
 - a. Proposed Installations without a utility service are ineligible.
 - b. Proposed Installations using any kind of load management or dynamic power

allocation must provide each Charging Port with the incented guaranteed power (150 kW or 275 kW), when requested by the vehicle, for the Charging Port to retain incentive eligibility. Such load management or dynamic power allocation configured installations may receive a limited waiver of the utility service sizing requirements and the installed equipment capacity requirements, at the CEC's discretion. Limited waivers of these requirements may result in a reduced per port incentive amount, as determined by the CEC.

- f.** All persons working to complete the Proposed Installation must be paid the prevailing wage in compliance with California Prevailing Wage Laws.
- g.** All contractors shall comply with California Prevailing Wage Laws and pay prevailing wages accordingly.
- h.** A signed EVITP Requirements Affidavit that adheres to the requirements in Section C.6 must be submitted.

C. INCENTIVE RECIPIENT DUTIES AND REQUIREMENTS

1. Incentive Recipient Requirements

The Applicant is responsible for communication with CALeVIP. The Applicant and the Incentive Recipient are responsible for ensuring program requirements are adhered in connection with the submission of the Application and after its submission. The Incentive Recipient must accept the incentive directly. FCCP-1 does not provide an option to assign the incentive to an equipment seller (i.e., equipment manufacturer) or any other third party. All Proposed Installation costs must be actually incurred and paid by the Incentive Recipient to be eligible for rebate payment.

For a person to become eligible as 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 Site Owner of the location where the Proposed Installation will be installed or an individual that has received permission from the Site Owner, via the "CALeVIP Site Verification Form" that can be found on <https://calevip.org/document-library> and all relevant documentation, including the Application to apply on behalf of the Incentive Recipient for the Proposed Installation.
- b. Represent any of the following:
 - A business based in California or has a California-based affiliate.
 - A sole proprietorship based in California or has a California-based affiliate.
 - A nonprofit organization based in California or has a California-based affiliate.
 - A government entity 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. Establish that there is no threatened or actual legal action against the Applicant or the Incentive Recipient that could impact the completion or operation of the Proposed Installation or disbursement of the reserved incentive funds. Completion of the Proposed Installation must adhere to the FCCP-1 program requirements.
- d. **Poor Performer Ineligibility:** CSE and/or CEC may exclude certain entities from participating in CALeVIP 2.0, either directly or indirectly, as Applicants, Incentive Recipients, equipment providers, contractors, or other entities whose involvement might otherwise delay, obstruct, or prevent the completion of a project site. The following circumstances will be followed:

- **Noncompliance with Applicable Laws:** Entities found to be in violation of any applicable U.S. federal, California state, and local laws, ordinances, rules, codes, standards, or regulations may be excluded from participating in the program.
- **Noncompliance with Program Requirements:** Entities that fail to meet or adhere to the requirements, guidelines, or standards established by the CALeVIP 2.0 project, or those who engage in conduct that undermines the integrity or effectiveness of CALeVIP 2.0, may be excluded from participation.
- **Noncompliance with Separate Programs:** Entities that are found to be noncompliant with requirements imposed under separate programs, whether mandated by law or implemented by other entities, or who have been debarred or suspended from contracting with federal, state, or local governments may be excluded from participating in CALeVIP 2.0 at the sole discretion of the Center for Sustainable Energy and the California Energy Commission.
- **Unreasonable Delays or Conduct:** Entities that cause unreasonable delays in project completion, exhibit conduct detrimental to the objectives of CALeVIP 2.0, or engage in activities that compromise the efficiency or fairness of CALeVIP 2.0, may be excluded from participation.

2. Application Process

Applications are only accepted during the Application Window. All information and documentation submitted during the applicable Application Window will be deemed as final and corrections to this information may not be permitted.

Once the application window opens, navigate to the webpage for the FCCP-1 funding round at <https://calevip.org/incentive-project/fccp-incentive-1> to access the application process information and start the application online.

Application assistance will be made available to applicants via email and virtual office hours. All application assistance and resources will be made available at <https://calevip.org/incentive-project/fccp-incentive-1>.

3. Reservation of Incentive Funds

a. Application processing tiers

Subject to the DAC/LIC/TL Priority Rule (see definitions), Applications will be processed on a rolling first-come, first-served basis, beginning at the opening of, and throughout, the Application Window. Once an Application is submitted and determined to be a Tier 1 Application, it will be added to a queue in order of submittal time and processed for funds reserved. Once an Application gets processed for funds reserved, its 450-day project period begins.

No new Applications will be accepted after the closing of the Application Window. Incentive funding will be reserved in queue order for all Tier 1 Applications, or until all the funding allocated for the Application Window is reserved, whichever occurs first. In the event of oversubscription, any remaining Tier 1 Applications in the queue will remain on a waitlist for up to 165 days after the close of the Application Window and processed if any funds become available.

All Applications that fail to qualify as a Tier 1 Application will be cancelled. If canceled within the Application Window, the Applicant may resubmit their Application once it obtains all requirements to become a Tier 1 Application and can be added to the end of the queue for processing assuming the Application Window is still open.

Table 7: Tier 1 Requirements

Tier 1: Ready to Build
Applications are required to provide both: <ol style="list-style-type: none">1. An Issued Permit for the Proposed Installation.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.

NOTE: Applicants are encouraged to mention to their utility that the installation address is participating in CALeVIP and subject to a 450-day installation deadline. Additionally, depending on the utility provider, applications deploying over 2 MW are advised to communicate with their utility power provider to determine if a Large Load Study will be necessary, as this may further delay the utility service design process.

Incentive 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 Applicant will be notified if their Application meets the requirements to be classified as a Tier 1 Application within seven calendar days after the Received Date. If the Application is classified as a Tier 1 Application, it will be added to the queue and processed in the order received (subject to the DAC/LIC/TL Priority Rule). Applications that fail to achieve Tier 1 Application designation will be cancelled. Applicants for whom funds have been reserved will be notified on the Funds Reserved Date that funding has been reserved for their Application. Applicants whose Applications were cancelled will receive notice of the cancellation within seven calendar days of the cancellation determination. 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.

b. Duplicate addresses

For any Proposed Installation address receiving more than one Application, the first eligible application submitted will be the application that is eligible to receive funding through FCCP-1. In accordance with program rules that limit each site location to a single Application, any additional applications will not be considered and will be canceled.

Prior to awarding funds reserved, CSE will verify that no Proposed Installation address has any other CEC-funded EV infrastructure projects pending payment, specifically funding from any other CALeVIP incentive project or Communities in Charge incentive project. If the Proposed Installation address is found to have a payment pending from one of these other programs, the application will be deemed ineligible and cancelled.

Proposed Installation addresses that have received final payment of CEC-funded incentives may still be eligible if they were funded through a CALeVIP 1.0 project or a Communities in Charge project. Sites that received funding from a CALeVIP 2.0 project (GSPP-1 or GSPP-2) are ineligible for funding from FCCP-1.

Applicants with active projects in GSPP-1 or GSPP-2 may cancel their application prior to March 1, 2025 and apply for the same site in FCCP-1 if they wish to do so at their own risk of not being funded. Applicants that do so must meet all the requirements in FCCP-1, including the eligible chargers, and any costs incurred prior to January 31, 2025 will not be eligible. Construction on the site also must not have started or planned to start prior to July 8, 2025.

c. Waitlist

CSE will open a 165-day waitlist following the close of the Application Window. This waitlist will be available to Tier 1 Applicants in the application queue that did not get funds reserved due to oversubscription of FCCP-1. Waitlisted Applications will be processed in queue order if additional funds become available due to cancellations. Waitlisted Applications must reverify that the application qualifies as a Tier 1 Application to be eligible for reservation of funds. All active Applications with funds reserved must show sufficient progress to meet their Checkpoint Milestone Stage by 90 days from the Funds Reserved Date. If the Applicant cannot establish that it has met the 90-Day Checkpoint Milestone, CSE has the sole and absolute discretion to cancel the Application. After the 165-day waitlist period, any remaining Applications in the queue will be canceled.

d. Submittal of required documents

After a Proposed Installation has funds reserved, all required documentation must be submitted to CSE within the required time frames (see Section C.5) and construction progress must be recorded in the Construction Progress Tracker as required in Section C.6. Failure to upload documents within the required timeline may result in cancellation

of reserved funds, which CSE may do in its sole and absolute discretion pursuant to the cancellation policy set forth in Section C.8.

Table 8 outlines the required documentation and the deadline for each set.

Table 8: Timeline of Required Documentation

Incentive Recipient Action	Deadline
Sign up for the Construction Progress Tracker in Salesforce.	5 days after receiving invitation.
Checkpoint Milestone documentation: <ul style="list-style-type: none"> DCFC & electrical equipment order 	90 days after Funds Reserved Date.
Update construction progress in the Construction Progress Tracker on an ongoing basis, when listed milestones are met.	Monthly updates, or within 14 days of updates requested by CSE, whichever is sooner.
Final Verification documentation, which includes: <ul style="list-style-type: none"> Completed Invoice Form with project costs. Copy of all design, installation, and equipment invoices and receipts with sufficient proof of payment demonstrating costs incurred and paid by the Incentive Recipient. Completed Network Agreement Acknowledgement form. Completed EVITP Requirements Affidavit. Completed submittal of supplemental applicant data survey Final inspection card signed off by the inspector. Completed Installation Data Form. Attest to the energized, operational, and publicly accessible status of the chargers. Two photos of installed and operational equipment with CALeVIP stickers. Proof of AFDC station locator tool registration. Attest that no other incentives, grants, or funding have been applied for or received for this project installation site. 	450 days after Funds Reserved Date.

e. Installation timeline and extensions

Applicants have a total of **450 calendar days** from the Funds Reserved Date to complete installation and submit all required documents online through the user dashboard. *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 450 Day Limit, an extension must be requested

and approved at a minimum of 15 days prior to the application expiration date via the online Extension Request Form. All Application extension requests must be made and reviewed according to the [Extension & Cancellation Appeal Policy](#) that is effective on the date the request is made.

f. Final installation and payment

Once all required documents are submitted, CSE performs a review of the items in Section C.6 and, if documentation is complete and meets all set requirements, the Application is approved. The Incentive Recipient can expect the final incentive check to be mailed within 15 calendar days of application approval if the check payment option was selected. If the Incentive Recipient selects electronic funds transfer, the ETF will occur within seven calendar days from approval.

Incentive checks must be cashed within six months of the date on the check. Checks not cashed within this time frame will be canceled and the funds returned to the CALeVIP 2.0 funding.

4. Changes to Application After Submittal

Any changes to the submitted Application may be accepted or denied at the sole and absolute discretion of CSE. Changes to the Applicant through an Application Reassociation Form, changes to the Incentive Recipient will be considered on a case-by-case basis and CSE has the sole and absolute discretion to deny such requests.

5. Required Documentation

For an Incentive Recipient to be awarded a reservation of incentive funding (Funds Reserved status), an eligible Application must be submitted through the CALeVIP 2.0 Application Portal. When submitting required documents and items during the initial application submission, Checkpoint Milestone, and Final Verification, please refer to the CALeVIP 2.0 Rebate Invoicing Procedures and Sample Supporting Documents resource on the CALeVIP Website for further details and examples. To be considered an eligible application, an application must include the following.

- a.** A complete Application including, but not limited to:
- Incentive Recipient's name, as registered in the State of California.
 - Incentive Recipient's address, as registered in the State of California.
 - Incentive Recipient's mailing address.
 - Incentive Recipient's tax ID number.
 - The full name and contact phone number of the primary person responsible for managing the application and all correspondence on behalf of the Incentive Recipient.

- The address of a site identified as eligible for FCCP-1, and where the Proposed Installation will be installed.
 - Selection of DCFC charging equipment identified as eligible for FCCP-1, for a total of at least four eligible Charging Ports.
 - Selection of a network provider identified as eligible for FCCP-1.
- b.** A completed Site Verification Form (SVF) provides confirmation that the Incentive Recipient is the Site Owner or that the Site Owner authorizes the Incentive Recipient to install the charging equipment at the site. A SVF is considered complete if it meets the following requirements
- Complete with date and signature; the signatory needs to be listed on the application as the Applicant, Collaborator, or Site Owner (if applicable).
 - Completion of all relevant text and fields on documentation.
 - Copy free of handwritten changes.
 - Installation address of Proposed Installation, organization name, and/or property owner name matches that of the address/organization/owner verified on the application.
 - All information included must be verifiable.
 - Clear, legible scans/photos of submitted documents.
- c.** A complete Tier 1 package, which includes:
- A copy of the Final Utility Service Design or an official letter from the utility stating that no new or upgraded utility service is necessary for the Proposed Installation.
 - A copy of the Issued Permit or a letter on official AHJ letterhead stating the AHJ is a self-permitting agency and that the Proposed Installation will follow all municipal laws, rules, codes, and regulations (the installation address must be listed).
 - **Utility flexible connection programs:** If the utility serving the Proposed Installation site cannot provide the capacity needed to meet the minimum output required by FCCP-1, and the Proposed Installation will participate in an established program to support flexible connection (e.g., PG&E's Flex Connect program), the Applicant must inform CSE at least 15 business days before applying via email to calevip@energycenter.org. Sites applying for FCCP-1 that have sufficient capacity for their requested load, cannot participate in a utility flexible connection program. Only sites that do not currently have sufficient capacity are allowed to participate in the utility flexible connection programs and FCCP-1. CSE will verify with the utility that the Proposed Installation will meet the minimum requirements with the following documentation:
 - A statement from the utility stating that the utility will serve the site with sufficient power to ensure that all FCCP-1 funded Charging Ports must be able to provide sufficient energy (>50% aggregate nameplate) to the site as to not impact regular site operations >90%+ of the time.
 - A written document from the utility stating they agree to the above terms and are working to upgrade site capacity within the next five years.

- Acknowledgement that all other requirements of CALeVIP 2.0 FCCP-1 remain in effect for each Proposed Installation.
- Incentive Recipients and/or site hosts will be required to have signage posted at the charging station stating they are participating in the in a utility flexible program which may result and lower power capacity than what is displayed on the chargers.

Please note that if you email CSE requesting this exception, the processing time of your application may differ from other stated timelines in CALeVIP 2.0 documents, including this FCCP-1 Implementation Manual.

- d. Ninety (90) calendar days from Funds Reserved date, Applicants must submit – for each Application – a copy of the official equipment order for the charging equipment and switchgear directly from the vendor in accordance with the Checkpoint Milestone Stage. If verification of equipment order is not submitted within 90 calendar days, the application will be canceled.**
- e.** During the Final Verification phase, prior to the funding reservation expiration date:
- Submit monthly updates on project progress to the Construction Progress Tracker.
 - Complete an Installation Data Form online within 450 calendar days from the Funds Reserved Date.
 - Submit the completed supplemental applicant data survey that was provided after Funds Reserved.
 - Submit required 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 documents:
 - A signed Electric Vehicle Infrastructure Training Program (EVITP) Requirements Affidavit.
 - EVITP Requirements Affidavit must include:
 - Proposed Installation matches that of the application.
 - All fields filled out.
 - Verifiable EVITP certification number.
 - Signatures from the contractor and the Applicant or authorized representative of the Incentive Recipient.
 - Completed Invoice Form with project costs through the user dashboard.
 - Invoice Form must include separate entries for each invoice and each entry must have:
 - Matching invoice date and invoice number for each corresponding invoice.
 - Cost category, unit cost, quantity, and tax designation for each invoice line item. The amounts should match those listed on the corresponding submitted invoice with proof of payment.

- Copy of paid design/engineering invoice(s) if costs are being submitted for review.
 - Invoice must include:
 - Contractor/engineer name, contractor/engineer license number, and payment terms (paid in full – cash, check, electronic payment, credit card, paid stamp, etc.).
 - Date of payment.
 - Installation address.
 - Incentive Recipient listed as the purchaser.
 - Detailed itemization of all costs.
 - Sufficient proof of payment demonstrating the Incentive Recipient incurred and paid costs, and any relevant supporting documentation for in-house costs.
- Copy of paid equipment invoice(s) if costs are submitted for review.
 - Invoice must include:
 - Seller's name and payment terms (paid in full – cash, check, credit card, paid stamp, etc.).
 - Equipment makes and model number(s) and serial number (if available).
 - Equipment order quantity is at minimum equal to the quantity applied for within the application.
 - Incentive Recipient listed as the purchaser.
 - Date of payment.
 - Detailed itemization of all costs.
 - Sufficient proof of payment demonstrating the Incentive Recipient incurred and paid costs, and any relevant supporting documentation for in-house costs.
- Copy of paid installation invoice(s) if costs are being submitted for review.
 - Invoice must include:
 - Contractor name, contractor license number, and payment terms (paid in full – cash, check, electronic payment credit card, paid stamp, etc.).
 - Date of payment.
 - Description of installation work with detailed itemization.
 - Installation address.
 - Incentive Recipient listed as the purchaser.
 - Sufficient proof of payment demonstrating the Incentive Recipient incurred and paid costs, and any relevant supporting documentation for in-house costs.
- A signed Network Agreement Acknowledgement form or a copy of the executed network service agreement or contract.
- Copy of final inspection card, including inspector sign-off.
- Documentation of commissioning

- At least two photographs of installed and operational charger(s) at the installation address.
 - Photographs must include:
 - Clear, legible photographs of installed and operational DCFC.
 - A complete view of the front of the installed and operational DCFCs showing all Charging Ports.
 - CALeVIP sticker label must be displayed in a clearly visible location.
 - Submit proof of submission of installed chargers' information to the Alternative Fuels Data Center station locator tool for all DCFCs incentivized through FCCP-1.
 - Attest in an emailed statement that the DCFCs are fully installed, powered on, operational, and publicly accessible.
 - Complete and submit the Installation Data Form through the user dashboard.
 - Submit via email an attestation of compliance with the program's incentive stacking rules.

- f. Ensure the DCFCs remain in service, in compliance with the operational requirements, and at the project site address, for a minimum of six years.

- g. Maintain a six-year network service agreement immediately after the equipment energization.

- h. Be available for follow-up inspection if requested by CSE or CEC or either the entity's designated contractor or representative.

- i. CEC reserves the right to request voluntary participation from Incentive Recipients in ongoing research efforts that support the goals of CALeVIP. This includes the use of all charger sessions and interval data for all research purposes.

- j. Through submission of an application to FCCP-1, agree to allow the CEC to utilize your application data for publicly available data tools, including, but not limited to, the CEC's Cost Transparency Tool.

- k. The Applicant is responsible for ensuring the accuracy of the information on all incentive Applications and required documentation submitted to CSE. Submission of false information on any required documents may be considered a criminal offense under Section 115 of the California Penal Code and is punishable under the penalty of perjury under the laws of the State of California.

6. Construction Progress Tracker

Applicants are required to sign up for the Construction Progress Tracker (CPT), by accepting the invitation from CSE to create an account in the Salesforce CPT portal, within five calendar days

of the emailed invitation.

Applicants and/or Application Managers are required to update the CPT on the Incentive Recipient’s behalf with progress on project design, approval, and installation tasks once completed in the field. CSE will provide a walk-through of the tool for Applicants and/or Application Managers that receive an FCCP-1 funding reservation.

If updates are not made in the CPT monthly, or within 14 calendar days of a written request from CSE, applications are subject to cancellation pursuant to the Cancellation Policy and extension requests are subject to denial pursuant to the Extension Policy. CSE reserves the right to cancel applications in their sole and absolute discretion.

For additional information on the CPT, please contact CPTadmin@energycenter.org.

7. CALeVIP Labeling

Incentive Recipients are required to add CALeVIP-provided labeling on a visible location of all chargers that have received an incentive through FCCP-1.

8. Cancellations

Applicants are required to adhere to the deadlines outlined in Table 9 for each Proposed Installation. Failure to comply may result in cancellation in the sole and absolute discretion of CSE pursuant to the Cancellation Policy.

Table 9: Timeline of Incentive Recipient Deadlines

Applicant/Incentive Recipient Action	Deadline
Sign up for the Construction Progress Tracker in Salesforce and accept the invitation for the eligible application.	5 days after receiving invitation.
Checkpoint Milestone documentation: <ul style="list-style-type: none">• EVSE & electrical equipment order.	90 days after Funds Reserved Date.
Update construction progress in the Construction Progress Tracker on an ongoing basis, when listed milestones are met.	Monthly updates, or within 14 days of updates requested by CSE, whichever is sooner.
Apply CALeVIP stickers to installed chargers once stickers are received and chargers are installed.	Prior to submission of Final Verification documentation.
Final Verification documentation, which includes: <ul style="list-style-type: none">• Completed Invoice Form with project costs.• Copy of all design, installation, and equipment	450 days after Funds Reserved Date.

<p>invoices and receipts with sufficient proof of payment demonstrating costs incurred and paid by the Incentive Recipient.</p> <ul style="list-style-type: none"> • Completed Network Agreement Acknowledgement form. • Completed EVITP Requirements Affidavit. • Completed supplemental applicant data survey • Final inspection card signed off by the inspector. • Completed Installation Data Form. • Attest to the energized, operational, and publicly accessible status of the chargers. • Two photos of installed and operational equipment with CALeVIP stickers. • Proof of AFDC station locator tool registration. • Confirmation no other incentives, grants, or funding have been applied for or received for this project installation site. 	
<p>Begin the process of sharing charging session data with CSE.</p>	<p>Upon charger energization and commissioning, but no later than the date incentive funding is received.</p>

9. Extensions

The purpose of FCCP-1 is to rapidly deploy EV charging stations to help meet the state’s ZEV goals. As such, project deadlines will be strictly enforced, and failure to meet deadlines will result in cancellation of applications, resulting in the loss of the associated reserved funding. CSE reserves the right to cancel Applications described above in its sole and absolute discretion pursuant to the Cancellation Policy. In addition to its cancellation rights, CSE reserves the right to grant additional time in cases where a delay outside of the Applicant’s control occurs. The decision to grant extensions is reserved to CSE’s sole and absolute discretion. Examples of excusable delays include, but are not limited to, a delay in equipment delivery from the equipment provider, a delay in utility interconnection due to lack of utility resources, or active public health orders and labor shortages impacting the ability to schedule work. CSE may request supporting documentation to verify excusable delays.

Any delay within the Applicant’s control is considered non-excusable and the associated Application and funding reservation will be subject to cancellation at CSE’s sole and absolute discretion. Examples of non-excusable delays include, but are not limited to, unreasonable delay between the Funds Reserved Date and beginning construction, lack of communication with CSE, unreasonable response times to the permitting agency, Site Owner issues, and delays in ordering all necessary equipment to complete installation.

For a more detailed description of each delay, as well as information on how to make a request for a deadline extension, refer to the Extension Policy that is effective on the date the request is made.

10. Research Participation

CSE reserves the right to request participation from Incentive Recipients in ongoing research efforts that support CALeVIP and FCCP-1 research goals. CSE shall distribute surveys to Incentive Recipients or use other research methods (e.g., focus groups, etc.) to collect data and other information pertaining to incentivized DCFCs. CSE will identify research parameters and determine the most effective mechanism for obtaining information. CSE reserves the right, at its sole and absolute discretion, to cancel funding reservation for an Application for failure to timely provide complete responses to surveys provided by CSE, as more fully described in Section C.9.

11. Operational Requirements

a. Standard operation and maintenance requirements

The Incentive Recipient is required to keep each DCFC funded through FCCP-1 operational and in compliance with all applicable FCCP-1 requirements, for a minimum of six years. To ensure compliance, the Incentive Recipient is required to maintain a service-level agreement and an extended warranty, for all applicable DCFCs, for the entirety of the six years. All issues, including those due to faulty equipment, are the responsibility of the Incentive Recipient and should be resolved promptly to comply with uptime requirements outlined below.

b. Uptime requirements

All uptime will be monitored in compliance with AB 2061 (chapter 345, Statutes of 2022). In addition to the other requirements set forth in this project, the terms and conditions applicable to the Incentive Recipient and the law, electric vehicle chargers and charging stations must comply with recordkeeping and reporting standards which CEC is currently in the process of developing. Once these regulations are finalized, chargers installed under this project, will need to comply with the new regulations. Incentive Recipients must be prepared to comply with any new or updated regulations, even if the regulations are not in existence at the time of application to this project.

The Incentive Recipient is required to ensure that each DCFC in a Proposed Installation is “up” **at least 97 percent** of a site’s standard hours of operation and that chargers shall remain in service at the Proposed Installation address for a minimum of 72 months (six years).

The Proposed Installation is “up” when its hardware and software are both online and available for use, or in use, and the Charging Port successfully dispenses electricity at the Guaranteed Output. The Proposed Installation’s uptime will be calculated by CSE, as follows, on an annual basis:

- **Uptime** = $([\text{Total Standard Hours of Operation} - \text{Downtime} + \text{Excluded Downtime}] / [\text{Total Standard Hours of Operation}]) * 100$ percent.
- **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 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 shutoffs.
- **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 charging ports from mishandling, or damage to screens. Excluded downtime is limited to a maximum of five days for each event.
- **Telecommunication Network Outages:** Loss of communication between a DCFC and a central system due to cellular or internet service provider system outages that are beyond the control of the Incentive Recipient. Downtimes caused by cellular communication chips that are no longer compatible with existing cellular networks do not count as excluded downtime. It is up to the Incentive Recipient to ensure cellular communication chips are upgraded as necessary to remain compatible during the 72-month period
- **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 Incentive Recipient from the uptime requirements described above. Any change in ownership must require the new owner to comply with the provisions of the contract for the balance of the 72-month period.

c. Uptime and charging session data requirements

Incentive Recipients are required to grant CSE and the CEC direct access to EV charger utilization data for six years through the Incentive Recipient’s selected eligible network provider for the Proposed Installation. Data requirements for the site are only required for charging ports funded by CALeVIP.

If the Proposed Installation’s selected eligible network provider does not provide the required data to CALeVIP on a minimum of an annual basis, the Incentive Recipient will

be responsible for providing the required data within 90 days of being notified by CSE and thereafter on a minimum of an annual basis. If the eligible network provider does not provide the required data, they may be removed from the eligible approved network provider list for future CALeVIP projects. A change in ownership of the Proposed Installation site does not relieve the Incentive Recipient from the delivery of the charging session data requirements described.

d. 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 FCCP-1:

1. Provide networking services for DCFCs at Proposed Installations.
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 (DSA) in place with CSE and/or the CEC.
4. Be capable of obtaining and providing the charging session data identified in each network provider's data sharing agreement using 15-minute intervals. All data fields are confirmed on the EVSP DSA between CSE and EVSP. All data fields included in the DSA are confirmed by the CEC data team prior to DSA executions.
5. Provide the required data on at least a quarterly basis.
6. Implement a mechanism to transfer the required data to CSE with a format and frequency that is acceptable to CSE and CEC.
7. Comply with all regulations resulting from AB 2061 legislation.

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 canceled.

e. California Assembly Bill 2061 requirements

All electric vehicle chargers and charging stations installed on or after January 1, 2024, must:

- 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.

Further, without limitation to other requirements in this grant agreement, Incentive Recipients shall comply with any other regulatory requirements, including but not limited to uptime, 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 Incentive Recipient is an EVSP 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 Incentive Recipient shall verify receipt by signing the disclosure.

f. Noncompliance of Operational Requirements

If an Incentive Recipient is found to not comply with the operational or network requirements (noncompliance), the Incentive Recipient will be notified of noncompliance by the CEC.

In the event the CEC or the Program Administrator determines that the Incentive Recipient has failed to comply with any operational, reliability, uptime, data reporting, or public access requirement during the six (6) year post-Incentive Payment obligation period, the Incentive Recipient shall repay a pro-rated portion of the Incentive Payment.

The pro-rated amount shall be calculated based on the date or period of non-compliance relative to the length of the applicable operational, reliability, or public access requirement period. Unless otherwise specified in the FCCP-1 Implementation Manual or required by regulation, the applicable requirement period shall be six years from the date of Incentive Payment.

The repayment amount shall be determined as follows:

Repayment Amount = (Incentive Payment Amount) × (Period of Non-Compliance ÷ Total Applicable Requirement Period)

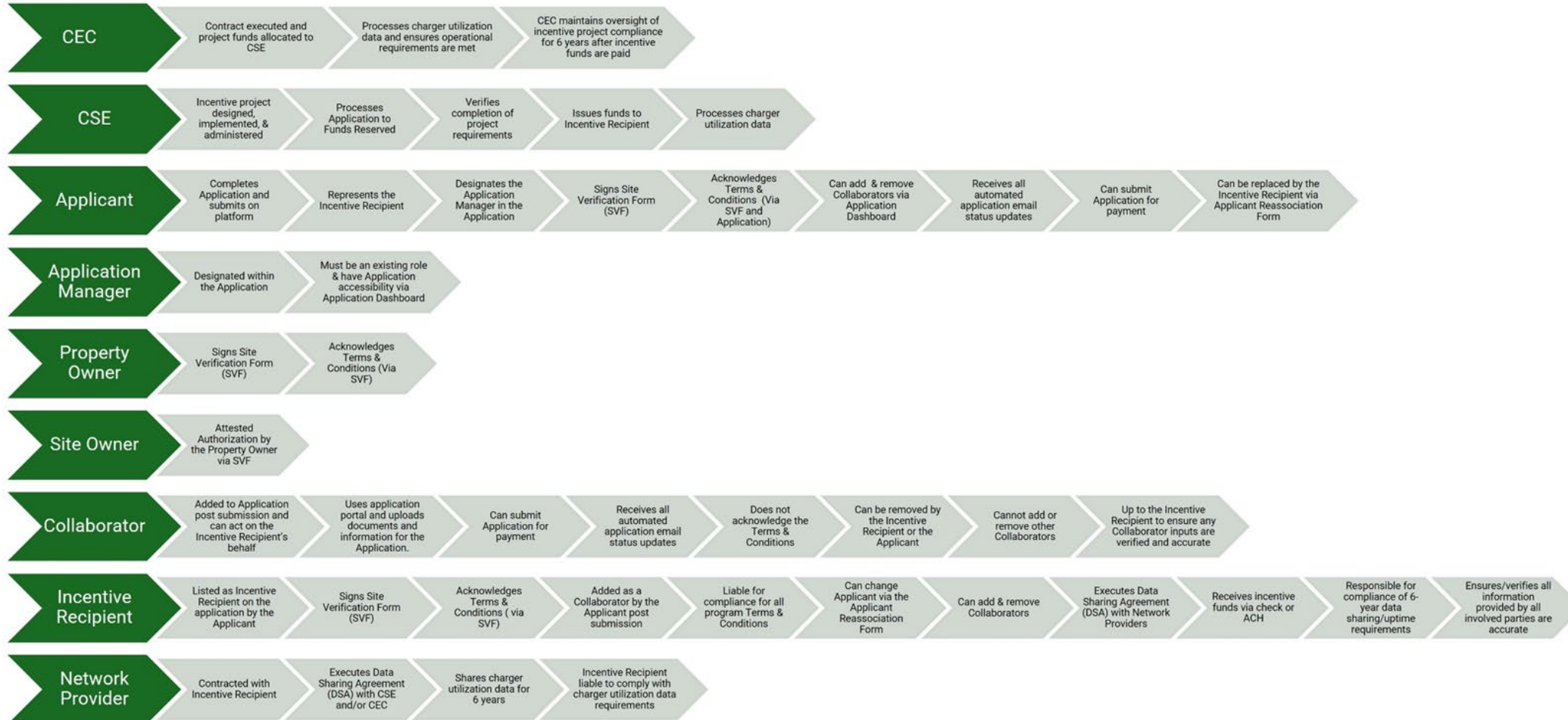
For purposes of this calculation: Uptime requirements and related operational standards are detailed in the CALeVIP 2.0 FCCP-1 Program Documents, including the Implementation Manual, and as required by applicable regulation.

The Program Administrator and CEC retain the sole and absolute discretion to require repayment of up to the full Incentive Payment in cases of material breach, intentional misconduct, fraud, abandonment of the Installation Site, or sustained non-compliance.

Thank you for your interest and participation in FCCP-1. Please refer to this document as the definitive source of information about program eligibility and requirements. If you have additional questions or comments about FCCP-1, please email calevip@energycenter.org.

Appendix 1: Fast Charge California Project Applicant Roles Process Map

Fast Charge California Project: Application Roles Process Map



Appendix 2: Fast Charge California Project Flow of Funds

Fast Charge California Project: Flow of Funds

