

CALeVIP 2.0 Golden State Priority Project

Terms and Conditions

Golden State Priority Project

Terms and Conditions

Last Updated: 11/30//2022

I. Applicable Requirements

At the time an eligible person (“Applicant”) submits an online incentive application (“Application”) for the Golden State Priority Project (“Project”) through the California Electric Vehicle Infrastructure Project (“CALeVIP”) 2.0 Application Portal, the Applicant Organization agrees to be bound by these Project Terms and Conditions and the Project [Implementation Manual](#) available on CALeVIP.org (“CALeVIP website”) at the time an Application is submitted.

II. Applicant Requirements

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

- 1) Be an Authorized Representative of a commercial or public facility installation site. An authorized representative is defined as the owner of the site (“Site Owner”) where the charging installation being incented will be installed (“Proposed Installation”) or an individual that has received permission from the Site Owner, via the [CALeVIP Site Verification Form](#), to apply on behalf of the Site Owner for the Proposed Installation.
- 2) Represent any of the following (“Applicant Organization”):
 - a. A Business that is based in California or has a California-based affiliate
 - b. A Sole Proprietorship that is based in California or has a California-based affiliate
 - c. A Non-Profit Organization that is based in California or has a California-based affiliate
 - d. A government entity that is based in California or has a California-based affiliate
 - e. A California Native American Tribe listed with the Native American Heritage Commission at the time of application
- 3) Any legal action against the Applicant Organization, either threatened or actual legal action, cannot impact the completion or operation of the Proposed Installation or disbursement of the reserved rebate funds.

A Business is defined as a Corporation, Limited Liability Company (“LLC”), Limited Partnership (“LP”), General Partnership (“GP”), or Limited Liability Partnership (“LLP”), as defined by the California Secretary of State.

Sole Proprietorships and DBA’s (Doing Business As; also, called fictitious business name, assumed business name, or trade name) cannot apply as a business and must instead apply as a Sole Proprietorship.

California business entities and non-California business entities that conduct intrastate business in California and are required to register with the California Secretary of State must do so and be in good standing to become an Applicant Organization. If not currently registered with the California Secretary of State, aspiring Applicant Organizations should contact the Secretary of State's Office as soon as possible. For more information, visit the Secretary of State's website at: www.sos.ca.gov.

III. Application Process

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

III.A. Prohibited Application Processes

CALeVIP reserves the right to cancel any Application it reasonably suspects was submitted using any method that could disadvantage other Applicants, including, but not limited to, Applications submitted using bots or other automated processes. CALeVIP further requires unique login credentials for submitting Applications and prohibits the sharing of unique login credentials among individuals, including among individual staff within the same organization or entity, for the purposes of submitting Applications. By accepting these requirements, the Applicant certifies under penalty of perjury under the laws of the State of California that these methods were not used to submit an Application.

III.B. Application Requirements

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

- 1) A complete Application including, but not limited to:
 - a. Applicant Organization's name, as registered in the State of California
 - b. Applicant Organization's address, as registered in the State of California
 - c. Applicant Organization's mailing address
 - d. Applicant Organization's Tax ID Number
 - e. Full name and contact phone number of the primary person responsible for managing the Application on behalf of the Applicant Organization ("Application Manager")
 - f. The address of a site identified as eligible for the Project ("Eligible Site"), and where the Proposed Installation will be installed ("Installation Address") (see Site Requirements)
 - g. Selection of charging equipment identified as eligible for the Project ("Eligible Equipment") (see Equipment Requirements), **for a total of at least four (4) active connectors.**
 - h. Selection of a network provider identified as eligible for the Project ("Eligible Network Provider") (see Network Provider Requirements)

- 2) A completed Site Verification Form (“SVF”) providing confirmation that the Applicant Organization is the Site Owner OR that the Site Owner authorizes the Applicant Organization to install the charging equipment at the site.
 - a. A SVF is considered complete if:
 - i. The file submitted is of good quality, as defined below (“Quality Submittal Standards”):
 1. Complete with date and signature
 2. Completion of all relevant text and fields on documentation
 3. Copy free of handwritten changes
 4. Contains the relevant CALeVIP/permit/utility application number
 5. Installation address, organization name, and/or property owner name matches that of the address/organization/owner verified on the application
 6. Submittal of correct and fully complete referenced documents
 7. All information included must be verifiable
 8. Clear, legible scans/photos of submitted documents
 9. Complete pages of all submitted document copies, including all original text and images

- 3) A complete Permit Application Package or Utility Service Design Package that adheres to the Quality Submittal Standards
 - a. A Permit Application Package is considered complete if it includes:
 - i. A copy of the permit application, or a copy of an issued permit, for the Proposed Installation
 - ii. A copy of the plan set submitted with the permit application
 1. Plan set must show all civil and electrical work that the permit is being applied for
 - iii. If submitted a copy of the permit application, either:
 1. An invoice or receipt showing paid plan check fees
 2. Communication from the permitting agency showing no fees due for the permit application.
 - b. A Utility Service Design Package is considered complete if it includes:
 - i. A copy of the new/upgraded service application, or a copy of the final design, or an official letter stating that no new or upgraded service is necessary for the Proposed Installation
 - ii. A copy of any plan sets or electrical calculations submitted with the application
 1. If submitting a plan set, it must, at minimum, include a single-line diagram of electrical work that the new/upgraded service is being requested for
 2. If submitting electrical calculations, they must, at minimum, include the EV charging capacity that the new/upgraded service is being requested for
 - iii. If a copy of the new/upgraded service application was submitted, EITHER:
 1. An invoice or receipt showing paid engineering advance
 2. Communication from the utility showing no fees due for the new/upgraded service application.

Note: An Application for which any Proposed Installation construction work has begun before the close of the Application Window will be ineligible to be awarded Funds Reserved status.

III.C. Reservation of Rebate Funds

After submission, Applications will be assigned a prioritization tier (“Tier”) based on the documents submitted for the Permit/Utility Service Application Package document slot (“Permit/Utility Slot”).

- 1) Applications providing both (1) An issued permit for the Proposed Installation and (2) A final utility service design for the Proposed Installation or an official letter stating that no new or upgraded service is necessary for the Proposed Installation, through the Permit/Utility Slot will be placed in the highest Tier (“Ready to Build”) and then randomly assigned a place in the queue.
- 2) Applicants providing only one of (1) An issued permit for the Proposed Installation or (2) A final utility service design for the Proposed Installation or official letter stating that no new or upgraded service is necessary for the Proposed Installation, through the Permit/Utility Slot will be placed in the second-highest Tier (“Design Approved”) and then randomly assigned a place in the queue after all Ready to Build Applications.
- 3) Applications that adhere to the Application Requirements and are not Ready to Build or Design Approved will be placed in the lowest Tier (“Design in Progress”) and then randomly assigned a place in the queue after all Ready to Build Applications and Design Approved Applications.

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

The amount of rebate funding reserved for an Eligible Application will be determined based on the selected Eligible Equipment’s guaranteed output and number of active connectors, for up to 20 active connectors, as identified in the table below:

Guaranteed Output per Active Connector	Rebate Funding Reserved per Active Connector
150kW – 274.99kW	\$55,000
275kW+	\$100,000

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

IV. Post-Application Process

IV.A. Checkpoint Requirements

Within 60 calendar days from the Funds Reserved date, the Applicant Organization must provide the following (“Checkpoint Documents”) that adhere to the Quality Submittal Standards:

- 1) A copy of an issued permit for the Proposed Installation, with permit date of issuance included.
- 2) A copy of the 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
 - a. The final utility service design must:
 - i. Be on official utility-branded documentation
 - ii. Demonstrate all approved utility work associated with the Proposed Installation
 - iii. Include the date final design was approved and/or created
- 3) Proof of the equipment order(s) for the Proposed Installation demonstrating that all required electrical equipment and charging equipment has been ordered.
 - a. The proof of equipment order must include:
 - i. Equipment order quantity is at minimum equal to the quantity applied for within the application
 - ii. Date of order of equipment

Note: If an Applicant Organization fails to submit the Checkpoint Documents within 60 calendar days from the Funds Reserved date, the Application will lose its Funds Reserved status and will be cancelled.

Center for Sustainable Energy (“CSE”) may request additional documentation if the submitted Checkpoint Documents do not satisfy the Checkpoint Requirements.

IV.B. Construction Progress Tracker

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

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

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

IV.C. Rebate Disbursement Requirements

For an Application to qualify for a rebate disbursement, Applicant Organizations are required to complete the following steps:

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

3. Description of installation work
 - f. A signed [Network Agreement Acknowledgement form](#) and a copy of the executed network service agreement or contract
 - g. Copy of final inspection card, including inspector sign-off
 - h. At least 2 photographs of installed and operational charger(s) at the Installation Address
 - i. Photographs must include:
 1. Clear, legible photographs of installed and operational equipment
 2. Have CALeVIP labeling visible in each photo
- 5) Submit station information to the Alternative Fuels Data Center station locator tool for all charging stations incentivized through the Project.
- 6) Receipt of initial charger session data by CSE demonstrating that the Proposed Installation is an operational site. Generally, CSE will work to obtain this information from the selected Eligible Network Provider. However, if the selected Eligible Network Provider is not cooperating, CSE may request the Applicant Organization to submit this initial chargers session data as well as subsequent charger session data. See Section on Operational Requirements for more details.

CSE may request additional documentation if the submitted Supporting Documentation does not satisfy the Supporting Documentation Requirements.

Note: If an Applicant Organization fails to submit the Supporting Documentation within 450 calendar days of the Funds Reserved date, the Application will lose Funds Reserved status and will be cancelled.

IV.D. Eligible Costs

Reserved funds may only be used to offset costs considered eligible (“Eligible Costs”). Costs incurred after **9/1/2022** may be eligible to be covered by the rebates disbursed through the first application window of the Golden State Priority Project given that they fall under one of the eligible cost categories:

- Equipment including EVSE, transformer, panels, advanced energy storage and all-inclusive solar EV charging systems.
- Installation costs (labor and materials).
- Utility service orders.
- Planning/engineering.
- Signage.
- Network agreements.
- Extended warranties.
- Stub-outs.
- Design, engineering and utility service costs.
- Required American with Disabilities Act (ADA) upgrades to site due to project, but not to include or cover upgrades of existing ADA noncompliance.
- Demand management equipment.

IV.E. Ineligible Costs

Costs that are ineligible to be covered by rebates disbursed through this first application window of the GSPP may include, but are not limited to:

- Permits required by the local Authority Having Jurisdiction (AHJ)
- Stand-alone solar panels
- Any project costs offset by other incentive programs or projects
- Any costs incurred prior to the date the incentive project landing page launches

IV.F. Combination with Other Incentives

Incentives from programs that are considered stackable may be used to cover EV charger installation project costs not covered by GSPP, but in no case could stacking of incentives exceed actual costs of the project. Only by meeting all project requirements will an application be eligible for CALeVIP incentives; determination of eligibility for any stackable programs does not confer eligibility under the project. Other potential sources of funding may include, but are not limited to, the Low Carbon Fuel Standard (LCFS).

IV.G. Rebate Disbursement

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

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

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

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

IV.H. Extensions

Projects funded by CALeVIP 2.0 must be completed within 450 total calendar days to receive funding.

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

Note: All applications that are past their expiration date without an approved extension are subject to losing Funds Reserved status and will be cancelled.

V. Eligibility Requirements

V.A. Installation Requirements

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

- An Authorized Representative must obtain any required permits and comply with all applicable federal, state, and municipal laws, rules, codes, and regulations for work performed to complete the Proposed Installation.
- The Proposed Installation and all work performed to complete the Proposed Installation must be carried out by a qualified and licensed contractor in accordance with all local, state, and federal codes, permitting, and inspection requirements.
 - All electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Any Proposed Installation to install a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification.
- All persons working to complete the Proposed Installation must be paid prevailing wage in compliance with California Prevailing Wage law.
 - All contractors shall comply with California Prevailing Wage law and pay prevailing wages accordingly.
- A signed [EVITP Requirements Affidavit](#) that adheres to the requirements in Section IV (Post-Application Process) must be submitted

Note: If a Proposed Installation fails to be completed in accordance with these Installation Requirements, the Proposed Installation will not be eligible for disbursement of reserved rebate funds. The corresponding Application will lose Funds Reserved status and will be cancelled.

V.B. Site Requirements

The site where the Proposed Installation will be installed is considered an Eligible Site if it meets the following requirements.

- Installation Address is located within one of the following funding regions:
 - **Central Region**
 - Alameda County
 - Contra Costa County
 - Marin County
 - Monterey County
 - San Benito County
 - San Francisco County
 - San Luis Obispo County
 - San Mateo County
 - Santa Barbara County
 - Santa Clara County
 - Santa Cruz County
 - Ventura County
 - **Eastern Region**
 - Alpine County
 - Amador County
 - Calaveras County
 - Fresno County
 - Imperial County
 - Inyo County
 - Kern County
 - Kings County
 - Madera County
 - Mariposa County
 - Merced County
 - Mono County
 - Riverside County
 - San Bernardino County
 - San Joaquin County
 - Stanislaus County
 - Tulare County
 - Tuolumne County
- Installation Address is located in a Disadvantaged Community (“DAC”) or Low-Income Community (“LIC”) census tract, as defined by the California Climate Investments [Priority Populations Map](#) (as updated May 2022).
- Premises are well-lit, secure and in compliance with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations, once the Proposed Installation is completed.

- The Proposed Installation is not located behind a fence or in a gated parking lot closed to the public after hours.
- The Proposed Installation does not have any time restrictions for availability to the public.
- The Proposed Installation is publicly available 24 hours per day, 365 days a year.
- Proposed Installations in standalone City/county/private owned parking lots or garages that are exempted from the general availability requirements, instead must have the chargers accessible to the public at least 18 hours a day, seven days a week, excluding holidays.
- The primary use of the site supports one of the following site types:
 - Airport: Parking facilities at airports that serve the public are eligible primary sites. Long-term parking uses are not allowed.
 - Business district: An area within a community that has a high concentration of businesses and average dwell times of 30 minutes or less. The site must have a direct line of sight to the major road. This is typically the central area or commercial center of a town or city, though many business districts may be present within a single town or city. Dealerships, office buildings, and warehouses are not eligible under this site type.
 - Casino: A building where gambling games of chance against the house/casino are played. Standalone poker rooms or card halls are ineligible.
 - City/county/private-owned parking lot or garage: A parking building or lot (i.e., parking is the primary use) that provides parking spaces to the public and is accessible at least 18 hours a day, 7 days a week. Workplace locations and long-term parking uses are not eligible. Pay-to-park is eligible.
 - College/university: Must be an accredited, nonprofit two- or four-year college or university.
 - Community center: A facility owned and operated by a public agency or a non-profit community organization. The primary purpose of the facility must be for recreation, social welfare, community improvement, or public assembly.
 - Gas station: Any new or existing facility that, as its primary use, serves as a motor vehicle fueling service station retailing petroleum-based automotive fuels (e.g., gasoline, diesel, E10/E15) to the general public and has additional complementary customer store(s) or service(s) located on-site.
 - Grocery store: A store that sells food and household supplies.
 - Hospital: A facility providing medical, psychiatric or surgical services for sick or injured persons primarily on an inpatient basis, including ancillary facilities for outpatient and emergency treatment, diagnostic services and training.
 - Hotel: A hotel must meet three criteria:
 - Is a permanent building for the primary purpose of short-term lodging.
 - Provides dining, shopping or entertainment options available to the general public, OR is less than a quarter mile from another eligible site.
 - Is located in a rural area (population below 2,500) and within 5 miles from a major highway, OR located in an urban area or cluster (population that is 2,500 or greater).
 - Large-format retail store: Large, free-standing, generally single-floor, retail stores over 80,000 square feet.

- 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.
- Place of worship: a building used for the gathering of a religious or faith-based organization for spiritual purposes.
- 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.
- Restaurant: A business where meals and refreshments may be purchased.
- Retail shopping center: A group of retail and other commercial establishments that is planned, developed, owned and managed as a single property.

Note: If a Proposed Installation fails to comply with these Site Requirements, the corresponding Application will not be granted Funds Reserved status and will be cancelled.

V.C. Equipment Requirements

The Proposed Installation is considered eligible for rebate reservation if:

- The Proposed Installation is installing Eligible Equipment
- The electrical infrastructure is one of the following:
 - New to the Eligible Site
 - Existing on the Eligible Site but charging equipment has not been present on the site previously (known as stub-out or make-ready)
 - Existing on the Eligible Site and existing charging equipment will be replaced
 - DC Fast Chargers are eligible for replacement only if the currently installed DC Fast Charger has a power output that is below 40kW.
 - Non-DC Fast Chargers are not eligible for replacement.

Charging equipment is considered Eligible Equipment if the equipment:

- Is new, meaning it is installed for first time.
- Uses Combined Charging System (“CCS”) connectors and/or CCS adapters that are fully integrated into the charger such that they cannot be removed from the site.
 - Tesla and CHAdeMO connectors may be installed but will not be considered when determining the maximum rebate amount for the installation.
- Is networked, meaning the equipment meets the following criteria:
 - Be networked via Wi-Fi, ethernet or cellular connection (4G and above)
 - Connect to a back-end network and be capable of “over-the-air” updates
 - Capable of utilization data collection
 - Minimum 5-year networking agreement, eligible toward total approved costs
- Always provides at least a 150-kW guaranteed power output at each active connector, when requested by a vehicle.

- Guaranteed output is defined as: the maximum power that can be provided per active connector when all active connectors are in use.
- Active connector is defined as: the number of DCFC connectors that can supply the rebated guaranteed output at any one time.
- Uses an implementation of the Open Charge Point Protocol (“OCPP”) version 1.6 or later.
 - Via self-attestation on product specification sheet.
- Does not require a subscription or membership to dispense energy
- If payment is required, the following payment options must be physically located on the charger, or on a kiosk serving the charger:
 - An EMV chip reader
 - A mobile payment device
 - A toll-free number
- Certified by a Nationally Recognized Testing Laboratory Program (“NRTL”) to either UL 2202 or UL 9741
- Registered on the [CALeVIP 2.0 Equipment Eligibility Dashboard](#) as eligible for the Project

Note: If a Proposed Installation fails to comply with these Equipment Requirements, the corresponding Application will not be granted Funds Reserved status and will be cancelled.

V.D. Network Provider Requirements

All network providers must meet the following requirements to be considered an Eligible Network Provider:

- Provide networking services for EV charging stations
- Have a signed data-sharing agreement in place with CSE
- Implement a mechanism to transfer the required data to CSE with a format and frequency that is acceptable to CSE and the California Energy Commission (“CEC”)
- Be capable of obtaining the required data identified in the signed data-sharing agreement (“Required Data”)
- Provide the Required Data on at least an annual basis

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

If an Eligible Network Provider fails to provide the Required Data in at least an annual basis, the Network Provider may be ineligible for future funding from CALeVIP and the Applicant Organization for each Proposed Installation may be required to submit the Required Data directly to CALeVIP.

VI. Operational Requirements

After the Proposed Installation is completed, its operation must adhere to the following requirements:

VI.A. Operational Requirements

The Applicant Organization agrees to ensure that each charger in a Proposed Installation is “up” at least 97% of a site’s standard hours of operation and that the chargers shall remain in service at the Installation Address for a minimum of sixty (60) months.

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

$$\text{Uptime} = \frac{((\text{Total Standard Hours of Operation} - \text{Downtime} + \text{Excluded Downtime}) / (\text{Total Standard Hours of Operation})) * 100\%}{}$$

Downtime is defined as any 15-minute interval within the standard hours of operation in which a charger is not operational.

“Not operational” is defined as a 15-minute interval in which the charge point’s response to the central system’s request for notification of operative status indicates that the connector or charge point is in an inoperative state.

For example, in OCPP 1.6 15-minute intervals when StatusNotification.req protocol data unit Status Field = ‘Unavailable’ or ‘Faulted’ OR errorCode Field = ‘ConnectorLockFailure’, ‘GroundFailure’, ‘HighTemperature’, ‘InternalError’, ‘OverCurrentFailure’, ‘OverVoltage’, ‘PowerMeterFailure’, ‘PowerSwitchFailure’, ‘ReaderFailure’, ‘ResetFailure’, or ‘UnderVoltage’ are “downtime.”

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

- Electric Grid Power Loss: Power supplied by the electric utility for a site is not supplied at levels required to for minimum function of the Proposed Installation. This may include, but is not limited to, service outages due to utility equipment malfunction or public safety power shut-offs.
- Accident, Vandalism or Theft: Physical damage to the Proposed Installation for events such as vehicle collision with a charger, theft of charging cables, damage to connectors from mishandling, and damage to screens. Excluded downtime is limited to a maximum of 5 days for each event.
- Telecommunication Network Outages: Loss of communication between a charger and a central system due to cellular or internet service provider system outages that are beyond the control of the Applicant Organization. Downtimes caused by cellular communication chips that are no longer compatible with existing cellular networks do not count as excluded downtime.
- Planned Outage for Maintenance or Upgrade: Any planned maintenance.

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

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

VI.B. Charging Session Data Requirements

- Grant CSE and the CEC direct access to EV charger utilization data (for up to 5 years) through the Applicant's selected Eligible Network Provider, through acceptance of these requirements
- If the Applicant's selected Eligible Network Provider does not provide the Required Data to CALeVIP on an annual basis, the Applicant Organization will be responsible for providing the Required Data within 90 days of being notified by CALeVIP, and then thereafter on an annual basis.
- A change in ownership of the Proposed Installation site does not relieve the Applicant Organization from the charging session data requirements described above

VI.C. Application & Research Data

- CSE and Energy Commission reserves the right to request voluntary participation from incentive recipients in ongoing research efforts that support CALeVIP goals.
- Through submission of an application to the Project, agree to allow the CEC and CSE to utilize application and charging session data for publicly available data tools, included, but not limited to, the CEC's and/or CALeVIP's Cost Transparency Tool(s).

If an Applicant Organization is found to not comply with the Operational Requirements ("Non-Compliance"), the Applicant Organization will be notified of Non-Compliance by the CEC. The Applicant Organization will be required to repay rebate funds to the CEC, within 60 calendar days of receiving a notification of Non-Compliance. The repayment amount will total of 2% of the rebate for each year of Non-Compliance, for up to 5 years of operation.

VII. Declarations

Please review each statement below. By clicking Accept and Continue you are indicating that you agree with the following statements and that information provided in your application is accurate and truthful.

1. I am either the owner of the site (“Site Owner”) where the charging installation being incented will be installed (“Proposed Installation”) or an individual that has received permission from the Site Owner, via the CALeVIP Site Verification Form, to apply on behalf of the Site Owner for the Proposed Installation, and agree to the following declarations:
2. I have read, understood, and agreed to the requirements of the Golden State Priority Project outlined above.
3. I will ensure all contractors working to complete the Proposed Installation will pay prevailing wage in compliance with California Prevailing Wage law.
4. I will ensure that the construction and installation of the Proposed Installation adheres to the EVITP certification requirements as mandated by California Public Utilities Code Section 740.20
5. I will ensure that any legal action against the Applicant Organization, either threatened or actual legal action, does not impact the completion or operation of the Proposed Installation or disbursement of the reserved rebate funds.
6. I choose to voluntarily submit any personally identifying information contained within the application information for the purposes of processing the incentive and enforcing the Requirements.
7. I expressly consent to allow the California Electric Vehicle Infrastructure Project 2.0 (CALeVIP 2.0), which is funded by the California Energy Commission and implemented by the Center for Sustainable Energy, to share any personally identifiable information contained within the application or collected as part of the project, including but not limited to the signed application, contact information, site address, EV charger utilization data and supporting documents with Project Partners, Project Subcontractors, and with other organizations and agencies providing similar or related incentives in the project region, and consent to allow Project Partners and other organizations/agencies to confirm to CALeVIP the status of the project and that the information in the application is accurate.
8. Other organizations/agencies related to the project may contact me and/or the owner directly regarding the CALeVIP application.
9. I have read and agree to the terms of the [Golden State Priority Project Privacy Policy](#).