



Serving the San Mateo County Community

## **Peninsula Clean Energy Electric Vehicle (EV) Charger Incentives – Program Standards & Requirements**

### **Executive Summary**

Peninsula Clean Energy EV Charger Incentives is a 4-year, \$4 million charging infrastructure program designed to parallel the Peninsula-Silicon Valley Incentive Project, the state-funded California Electric Vehicle Incentive Project (CALeVIP). CALeVIP broadly addresses Level 2 (L2) and Direct Current Fast Charging (DCFC) infrastructure in San Mateo County whereas EV Charger Incentives will support EV charging projects and sites that are not covered in CALeVIP and are specific to needs in San Mateo County.

### **1. Definitions**

1. Affordable Housing – Residential buildings that entirely consist of units below market rate and whose rents or sales prices are governed by local agencies to be affordable based on area median income.
2. EVSE – Electric vehicle supply equipment. Conductors, including ungrounded, grounded, and equipment grounding conductors, and the EV connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus installed specifically for the purpose of transferring energy between the premises wiring and the EV (NFPA 70-2017, Article 625).
3. Electric vehicle (EV) charging Port – a 120V AC outlet or J1772 connector on an EVSE which charges one vehicle at a time.
4. Electric vehicle (EV) charging infrastructure – refers to all electrical infrastructure, including, electrical panels, circuits, wire, conduit, raceway, and other materials required to bring power from a panel to an EV charging port, and the EV charging port, or electric vehicle supply equipment.
5. Level 1 (L1) Outlet – Level 1 outlets offer charging through a 120V AC circuit, providing about 3-5 miles of range per one hour of charging.
6. Level 2 (L2) EVSE – Level 2 EVSE offer charging through a 208V or 240V AC circuit
7. Make Ready Projects – Projects that build, construct, and install the electrical infrastructure, including transformers, panels, wire, conduit, breakers, required for a L2 EVSE, but do not install the EVSE.
8. Multi-Unit Dwelling (MUD) – Residential buildings with four or more residential units. Installations must be in open parking areas or garages; assigned parking spaces are eligible, so long as they are not located inside private garages with access to only a single residential tenant. Non-Peninsula Clean Energy incentive programs may deviate from the four unit minimum, such as BAAQMD, defining MUD as five or more residential units.
9. Electric Vehicle Service Provider (EVSP) – An EVSP provides the connectivity across a network of charging stations. Connecting to a central server, they manage the software, database, and communication interfaces that enable operation of the station.

## 2. Program Segments & Funding

### Eligibility

*Summary of Eligible Property and Project Types*

Measure Type	Multi-Unit Dwellings	Non-Residential
L1 outlet	Eligible	Eligible
L2 EVSE	Eligible	Not Eligible
Main Panel Upgrade	Eligible	Not Eligible
Make Ready	Eligible	Eligible
EV Charging for Resiliency	Eligible	Eligible

To be eligible for program funding, *all* projects must comply with the following requirements:

1. Property is located within San Mateo County.
2. EVSE or circuit will be electrically connected to a meter associated with a Peninsula Clean Energy customer account.
  - a. EXCEPTION: If the site is a MUD, then the stations may be installed on a non-Peninsula Clean Energy meter, provided the main or primary building meter is associated with a Peninsula Clean Energy account.
3. Installations must comply with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations.
4. Funds are not retroactively available to projects where the equipment was already purchased.
5. *Installations must be voluntary and surplus*—charging stations that are required to be installed by a regulation, local ordinance, building code, or other legal obligations (e.g., legal settlement, condition of lease agreement or use permit, EV-readiness ordinance) are NOT eligible, with the exception of installations in affordable housing.
6. Installations must be in open parking areas or garages; assigned parking spaces are eligible, so long as they are not located inside private garages with access to only a single residential tenant.
7. All work performed on projects under this agreement shall be done by contractor companies that are IBEW signatory contractors and who hold a valid California C-10 license employing only California State Certified Electricians and California State Indentured Apprentices. PCEA reserves the right to amend and change labor requirements at any point during the program.

#### Affordable Housing Funds Reservation

The program will earmark \$1 million towards affordable housing projects supporting Level 1 and Level 2 charging, including the installation of stations at existing affordable housing and new construction. Funding will be protected for up to 2 program years after which the allocation of funds will be re-assessed and any unreserved funds may be reallocated to the program funding pool and be eligible to fund other projects. Peninsula Clean Energy will notify applicants with incomplete projects of pending fund re-allocation 90 days before the expiration date.

#### Combining Incentives

Installations may be eligible for additional funding programs such as CALeVIP and BAAQMD Charge! Program. When customers combine incentives from multiple sources, Peninsula Clean Energy EV Charger Incentives may be reduced so total incentives do not exceed the applicable caps indicated in the incentive table below.

The site eligibility, as outlined in the eligibility section, applies to all program segments unless otherwise designated or outlined within the program segment descriptions below.

### 3. Installation Requirements

Please review each section for more details on charging hardware requirements, and property qualifications and site eligibility.

1. Level 1 (L1) Outlet (110/120V, 5A – 24A)
  - a. Hardware Requirements
    - i. Power Supply: 1.4 kW minimum
    - ii. NEMA standard 110/120V receptacle
    - iii. Ground Fault Circuit Interrupter (GFCI) receptacle
    - iv. Hardware must meet indoor or outdoor NEC requirements per installation location
  - b. Software Requirement
    - i. N/A
  - c. Operational Requirements
    - i. Operating Period:
      1. Mandatory 3-year operation period
2. Level 2 (L2) EVSE (208/ 240V, 30A – 80A)
  - a. Hardware Requirements
    - i. Charging Station Standards:
      1. J-1772 standard commercial grade
      2. NEMA 3R rated (outdoor rated hardware) minimum
      3. 6.2 kW *minimum* capable power supply. Actual operating draw may be lower when controlled by power management.
      4. Must be Energy Star Certified
      5. Hardware must be new; no refurbished or repurposed equipment can be installed (e.g., equipment previously used as display)
  - b. Software Requirements
    - i. Communication Protocols:
      1. Must use an open standard protocol, such as Open Charge Point Protocol (OCPP)
    - ii. Billing
      1. Must accept some form of credit card and at least one additional form of payment (if payment is required)
  - c. Installation & Operational Requirements
    - i. EVSE Procurement:
      1. Vendors must have installed and operated chargers in the United States for at least three years
    - ii. Operating Period:
      1. Mandatory 3-year operation period with standardized data reporting frequency established in the Program Terms & Conditions
    - iii. Networking Agreement
      1. Mandatory 2-year networking agreement with EVSP network

3. 'Make Ready' Retrofit Projects

EV Charger Incentives provides funding to create Make Ready Spaces by installing infrastructure for future EVSE installation.

a. Make Ready Spaces

- i. Installs complete L2 EVSE circuits but does not install the EV charging port(s).
- ii. Installs up to 10 parking spaces with 40A circuits.

4. EV Charging for Resiliency

Peninsula Clean Energy aims to address EV charging resiliency concerns due to power shutoffs and natural disasters within San Mateo County. Up to \$100,000 is allocated to fund resiliency projects designed to support charging needs during grid events, shutdowns, or failures, and natural disasters. All projects applying for funding must comply with the following requirements:

- a. Must be publicly accessible 24/7
- b. Must be accessible to the public to operate during grid shutdowns or failures, and other natural disasters
- c. Must engage with emergency services organizations to coordinate site use during grid shutdowns or failures, and other natural disasters
- d. Must demonstrate how station will operate during PSPS events
- e. Must comply with charging standards and requirements outlined in the above sections
  - i. Projects including DCFC stations must comply the standards and requirements outlined in the Peninsula-Silicon Valley Project Guidelines, which can be found on [www.calevip.org](http://www.calevip.org)

Priority consideration for funding will be given to sites located in Tier 2 and Tier 3 fire zones as designated by the California Public Utilities Commission. Funding may be stacked with any program for which the project is eligible for and applicants must submit information outlining the additional funding supporting the project.

#### 4. Incentive Amounts

Property Category	Property Type	Measure Type	Port Incentive	Applicable Cap <sup>1</sup>
Existing	Multi-Unit Dwelling	L1 outlet	\$2,000	No cap, up to 100% of project cost
		L2 EVSE port	\$5,500	Up to 75% of project cost, maximum \$44,000 per property
		Main Panel Upgrade <sup>5</sup>	\$4,000	\$4,000 per property
	Affordable Housing Multi-Unit Dwelling	L1 outlet	\$2,500	No cap, up to 100% of project cost
		L2 EVSE port	\$5,500	Up to 100% of project cost, maximum \$44,000 per property
		Main Panel Upgrade <sup>5</sup>	\$4,000	\$4,000 per property
	Workplace <sup>2</sup>	L1 outlet	\$2,000	No cap, up to 100% of project cost
Any	Make Ready circuit <sup>3</sup>	\$2,000	\$20,000 per property	
New	Market Rate Multi-Unit Dwelling (Above Code <sup>4</sup> )	L1 outlet	\$1,000	No cap, up to 100% of project cost
		L2 EVSE port	\$2,000	\$40,000 per property
	Affordable Housing Multi-Unit Dwelling	L1 outlet	\$1,500	No cap, up to 100% of project cost
		L2 EVSE port	\$2,500	\$100,000 per property
	Public Agency	L1 outlet	\$1,000	No cap, up to 100% of project cost
		L2 EVSE port	\$2,000	\$250,000 per property
New or Existing	Any	Resilient L2 or DCFC port	\$10,000	\$50,000 per property

<sup>1</sup>Maximum incentive award is maximum port incentive or applicable cap, whichever is less

<sup>2</sup>Dedicated public or private fleets are not eligible

<sup>3</sup>Can only be combined with L2 incentives from other programs once the project reaches the incentive cap limit for the other programs

<sup>4</sup>Market rate above code incentive covers *voluntary and surplus* charging stations from those required to be installed by a regulation, local ordinance, building code, or other legal obligations.

<sup>5</sup>Must install 4 or more ports to be eligible for the main panel upgrade incentive

#### 5. Eligible Project Costs

All incentives are capped at a percentage of project costs. Project costs can only include the monetary cost required to install the EVSE included within the project scope. Peninsula Clean Energy requires itemized invoices fully documenting the project costs prior to issuing the incentive payment. The following costs are considered eligible project costs when determining the incentive cap:

- Utility service upgrades, net of any utility service allowance
- Design & engineering services
- Installation costs, including materials and labor
- Service, warranty and O&M agreements
- Electric infrastructure (including conduit, panels, wiring, etc.)
- Installation costs (labor and electrical materials)
- Project signage
- Required ADA upgrades due to charging project
- Load management, or 'power sharing' equipment
- Adder Hardware
  - 'Networked' L1 charging management systems; for example, networked energy monitors, energy controllers, or outlets added to the project to create a 'networked' L1 charging station must enable:
    - Wi-Fi or cellular connectivity and the ability to interface with third party API
    - Data collection of charging events and sessions (including total kWh delivered per session, start and stop time of session, location of session, and unique station identifying serial number) and wireless transmission of those data

**6. Fund Reservation Period**

All project applications approved for incentive rebate must be completed and required verification submitted within charging port installation timeline outlined below:

Property Category	Property Type	Unit Type	Funds Reservation Period	
Existing	Multi-Unit Dwelling	L1 outlet	270 days	
		L2 EVSE port		
	Affordable Housing Multi-Unit Dwelling	L1 outlet	365 days (12 months)	
		L2 EVSE port		
	Workplace	L1 outlet	270 days	
Any	Make Ready circuit	270 days		
New	Market Rate Multi-Unit Dwelling ( <i>Above Code</i> )	L1 outlet	<p>Reservation period: 2 years (up to 9 months prior to program termination)                      Required progress milestones to maintain the reservation:</p> <ul style="list-style-type: none"> <li>• Design drawing showing scope of EV charging by 6 months, and</li> <li>• Copy of approved building permit by 12 months</li> </ul> <p><i>PCE retains the right to extend the milestone deadlines at its discretion, providing it is within the budget authorization period of 2 years</i></p>	
		L2 EVSE port		
	Affordable Housing Multi-Unit Dwelling	L1 outlet		<p>Reservation Period: 3 years (up to 9 months prior to program termination)                      Required progress milestones to maintain reservation:</p> <ul style="list-style-type: none"> <li>• Submit confirmation of “Notice to Proceed” documentation</li> </ul> <p><i>PCE retains the right to extend the milestone deadlines at its discretion, providing it is within the budget authorization period of 3 years</i></p>
		L2 EVSE port		
	Public Agency	L1 Outlet		365 days (12 months)
		L2 EVSE Port		365 days (12 months)
New or Existing	Any	Resilient L2 or DCFC port	365 days (12 months)	

## 7. Required Installation Verification Documents

- Purchase invoice for equipment. Invoice must be marked as paid
- Purchase invoice for all installation costs. Invoice must be marked as paid
  - If the project required a panel upgrade, the invoice must explicitly list this cost in a separate line item and only include those hardware or installation costs associated with the panel
- Design invoice for engineering and design costs
- Copy of permits: local agency, and (if applicable) utility permits/service orders
- Pictures of the following:
  - At least 2 photos of installed and operational EV Charging ports, which also clearly displays cobranded Project-provided PCEA labeling
  - Photos of equipment serial numbers
  - If the project required a panel upgrade, please provide a picture of the new panel displaying all the circuits
- Copy of a network agreement (2 years for L2)
- Copy of an operation and maintenance contract or agreement with EVSE vendor
- Authority Having Jurisdiction on electrical inspections Inspection Card, including inspector sign-off
- PCE reserves the right to request additional documentation as needed for demonstration of compliance with program requirements and audit Customer documents and attestations at its sole discretion.