| DOCKETED | |
|---|---|
| **Docket Number:** | 22-EVI-01 |
| **Project Title:** | California Electric Vehicle Infrastructure Project 2.0 |
| **TN #:** | 248039 |
| **Document Title:** | Center for Sustainable Energy Comments - Presentation for the Preparing for the Golden State Priority Project Webinar |
| **Description:** | N/A |
| **Filer:** | System |
| **Organization:** | Center for Sustainable Energy |
| **Submitter Role:** | Public |
| **Submission Date:** | 12/13/2022 11:30:24 AM |
| **Docketed Date:** | 12/13/2022 |

*Comment Received From: Center for Sustainable Energy*
*Submitted On: 12/13/2022*
*Docket Number: 22-EVI-01*

## Presentation for the Preparing for the Golden State Priority Project Webinar

*Additional submitted attachment is included below.*

# Preparing for the Golden State Priority Project

CAL eVIP

BUILDING EV INFRASTRUCTURE

*December 15, 2022*

Implemented by CSE for the California Energy Commission

STATE OF CALIFORNIA ENERGY COMMISSION

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# Agenda

**Session 1: New and Upcoming Requirements**

- Open Charge Point Protocol (OCPP) Certification
- ENERGY STAR Certification
- ISO 15118 Hardware-Ready
- Charger Uptime Requirements

**Break**

**Session 2: New Website and Online Resources**

- CALeVIP Website Redesign
- New Online Applicant Resources

**Session 3: Questions & Answers**

# Introductions

**Moderator**
Bailey Muller, Center for Sustainable Energy

**Speakers**
Lonneke Driessen, Open Charge Alliance
Emmy Feldman, ICF
Jeffrey Lu, California Energy Commission
Fidel Leon-Green, Center For Sustainable Energy

**Panelists**
Bailey Muller, Center For Sustainable Energy
Fidel Leon-Green, Center For Sustainable Energy
Brian Fauble, California Energy Commission
Jeffrey Lu, California Energy Commission

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# Before We Get Started

- Participants can submit questions in the chat box any time during the presentation.
- We will be conducting polls throughout this presentation. Please respond and include any additional feedback in the chat box.
- Due to high traffic, you may experience technical difficulties during this presentation. We apologize for potential delays or compromised presentation quality.
- If you miss any part of this presentation or have questions, contact us at calevip@energycenter.org.

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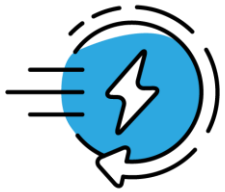
# CALeVIP 2.0 Project Goals & Priorities

## Readiness & Rapid Deployment of Chargers

- Applicant readiness prioritization through tiered ranking system.
- Tools to assist applicants with project management.
- Fast release of funding for other regions and next projects.



## Fast & Efficient Application Processing

- Application windows for submission.
- Increased automation within processing and applicant communication.
- Notice of award one month after application window.

## Equitable Distribution of Chargers

- Prioritize DCFC deployment with a balance of DAC/LIC populations.
- Fair and equitable distribution for EV community and EV service providers.

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# Equity and Outreach Partners



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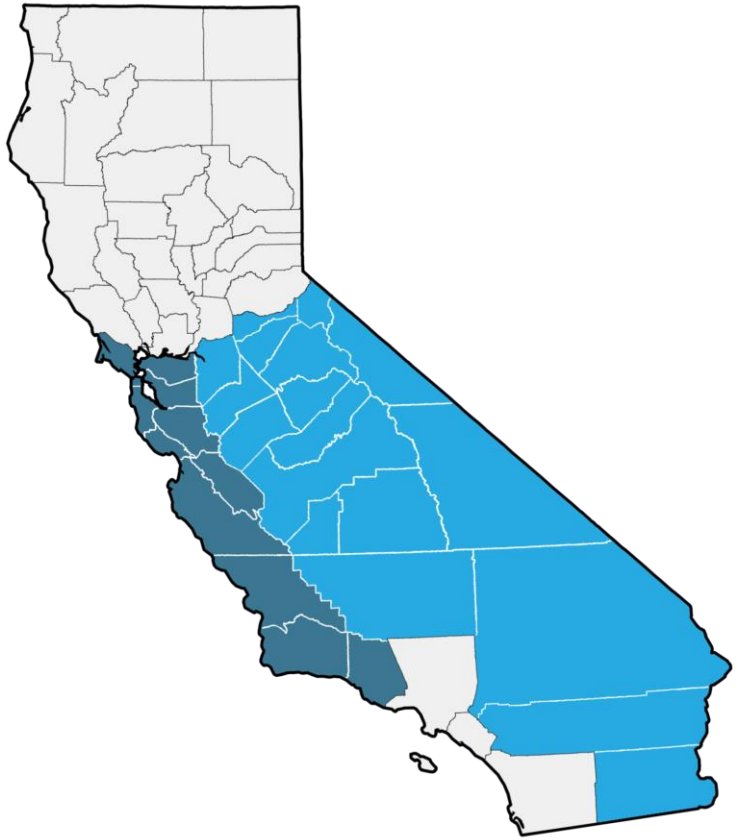
# Golden State Priority Project



**CENTRAL REGION COUNTIES**
Rebate funding: $10 million

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

**EASTERN REGION COUNTIES**
Rebate funding: $20 million

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

**Application Window Opens: January 24, 2023**

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calevip.org/incentive-project/golden-state-priority-project

# Golden State Priority Project: Project Requirements & Funding Amounts

## Equipment Requirements

- DC fast charger with **minimum guaranteed output of 150 kW** per active connector.
- Minimum of **four active connectors** per site, maximum of 20 active connectors.
- CALeVIP eligible equipment and network provider.
  - For lists of approved equipment and providers, visit calevip.org/calevip-eligible-equipment.

## Priority Population

Sites will only be funded within **disadvantaged communities (DACs)** or **low-income communities (LICs)** as defined by the California Air Resources Board's California Climate Investments Priority Populations map.

## Rebate Eligibility

**Up to 50%** of the project's total approved costs subject to the rebate caps:

| Guaranteed Output per Active Connector | Rebate Caps per Active Connector |
|---|---|
| 150 kW - 274.99 kW | $55,000 |
| 275 kW+ | $100,000 |

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# Golden State Priority Project: Applicant Eligibility & Site Requirements

## Applicants Must

- Be a site owner or their authorized agent with a Site Verification Form submitted at the time of application.
- Be a business, sole proprietorship, nonprofit organization, California Native American tribe or a public or government entity based in California OR operate as a California-based affiliate.
- Any threatened or actual legal action cannot impact the completion or operation of the proposed installation or disbursement of the reserved rebate funds.

## Sites Must

- Be well lit, secure and in compliance with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations.
- Charging station must be publicly available for 24 hours a day, 365 days a year.
- Parking lots and garages are exempt from 24/7/365 and gate requirements must be publicly accessible for a minimum of 18 hours a day, seven days a week, excluding holidays.
- For all eligible site types, visit [calevip.org/incentive-project/golden-state-priority-project](calevip.org/incentive-project/golden-state-priority-project).

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# Golden State Priority Project: Tier Status

After submission, applications will be assigned a prioritization tier based on the documents submitted for the Permit/Utility Service Application Package document slot. Once a tier is determined, the applicant will be randomly assigned a place in the queue in accordance with their designated tier status.

| Tier | Required Documents at Application |
|---|---|
| 1 - **Highest** "Ready to Build" | Site Verification Form + Issued Permit AND Final Utility Design |
| 2 - **Medium** "Design Approved" | Site Verification Form + Issued Permit OR Final Utility Design |
| 3 - **Lowest** "Design in Progress" | Site Verification Form + Permit Application Package OR Utility Service Design Application Package |

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.

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# Golden State Priority Project: Application Process


**January 24, 2023**
Application Window Opens

**March 10, 2023**
Application Window Closes

**March 17, 2023**
Applicant Tier Status Notified

**May 22, 2023**
Applicant Funds Reserved

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# Session 1: New and Upcoming Requirements

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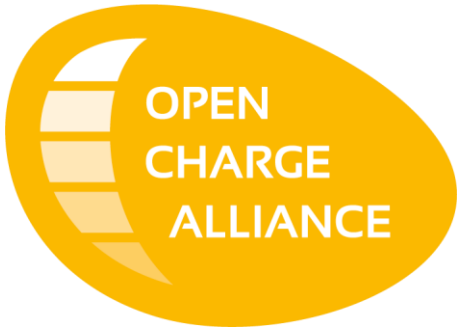


# OCPP Certification

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# OCPP Certification Program

Lonneke Driessen-Mutters – Director

www.OpenChargeAlliance.org

# Why OCPP Certification ?

- To validate that a system has implemented OCPP correctly

  - For buyers to check before they purchase a system
  - For Vendors to promote their systems to Buyers
  - To make integrating systems between Vendors faster and more efficient

# Types of OCPP Certificates




Available since 2019



Opening in May 2023

# Types of OCPP Certificates – OCPP1.6

*For a Charging Station and Charging Station Management System*

## Full Certificate OCPP 1.6


| Functionality | |
|---|---|
| Core | Mandatory |
| Firmware Management | Mandatory |
| Smart Charging | Mandatory |
| Reservation | Mandatory |
| Local Authorization List Management | Mandatory |
| Remote Trigger | Mandatory |

*For a Charging Station*

## Subset Certificate OCPP 1.6


| Functionality | |
|---|---|
| Core | Mandatory |
| Firmware Management | Optional |
| Smart Charging | Optional |
| Reservation | Optional |
| Local Authorization List Management | Optional |
| Remote Trigger | Optional |

*For a Charging Station and Charging Station Management System*

## Security Certificate OCPP 1.6

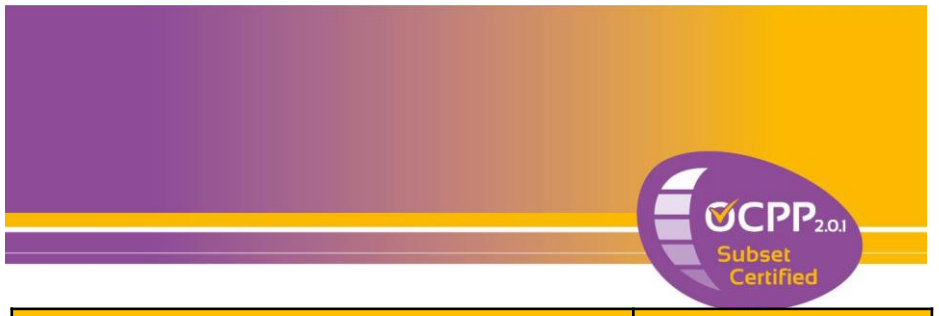

| Functionality | |
|---|---|
| Security General | Mandatory |
| Security Profile 1 | Optional |
| Security Profile 2 | Either 2 or 3 is Mandatory |
| Security Profile 3 | |

*See: OCPP Certification Procedure*

# Types of OCPP Certificates – OCPP2.0.1

*For a Charging Station and Charging Station Management System*


| Functionality | |
|---|---|
| Core | Mandatory |
| Advanced security | Mandatory |
| Local Authorization | Mandatory |
| Smart Charging | Mandatory |
| Advanced Device Management | Mandatory |
| Reservation | Mandatory |
| Advanced User Interface | Mandatory |
| ISO 15118 support | Mandatory |



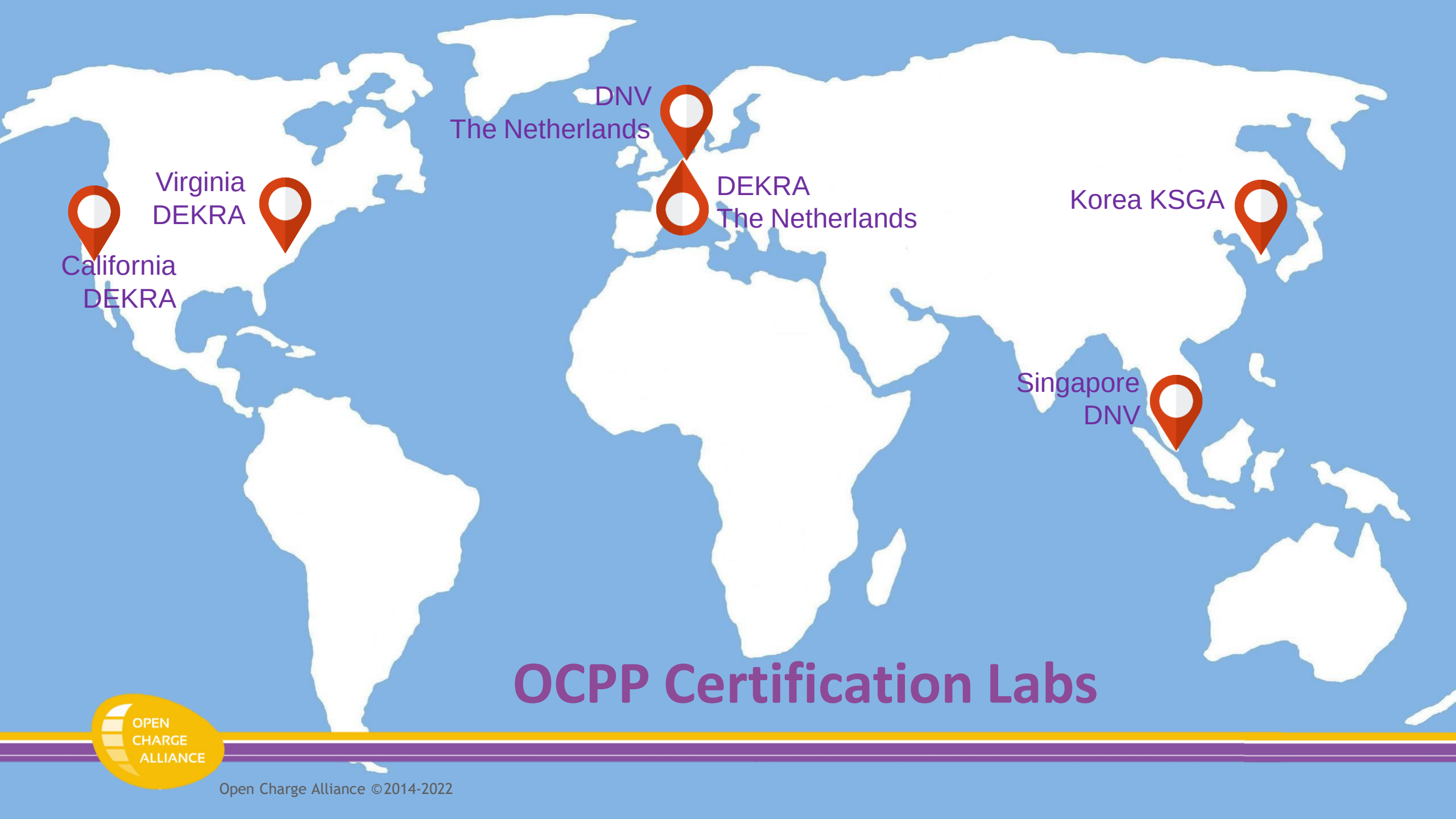

| Functionality | |
|---|---|
| Core | Mandatory |
| Advanced security | Optional |
| Local Authorization | Optional |
| Smart Charging | Optional |
| Advanced Device Management | Optional |
| Reservation | Optional |
| Advanced User Interface | Optional |
| ISO 15118 support | Optional |

*See: OCPP Certification Procedure*

# Certification step by step

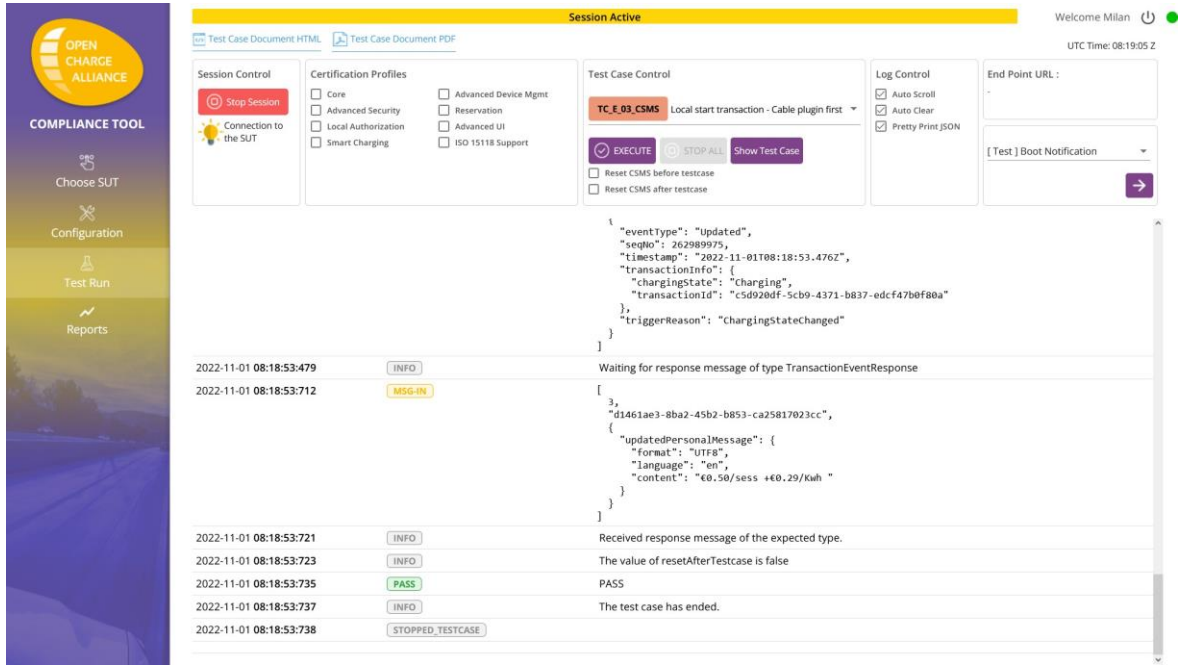
1. A **Vendor** contacts one of the **Test Laboratories** and agrees on testing services
2. The **Test Laboratory** performs the tests
3. After successfully passing all the tests, the **Test Laboratory** provides a Test Report and the detailed Test Results to the **Vendor**
4. The **Vendor** signs the Test Report and sends it back to the **Test Laboratory**. The **Test Laboratory** signs the Test Report and forwards it to **OCA** for preparation of the OCPP certificate
5. The **Vendor** receives the OCPP Certificate from **OCA**

For the detailed Certification Procedure: www.openchargealliance.org




# OCPP Certification Labs

# The Certification Labs use the OCTT1.6 and OCTT2

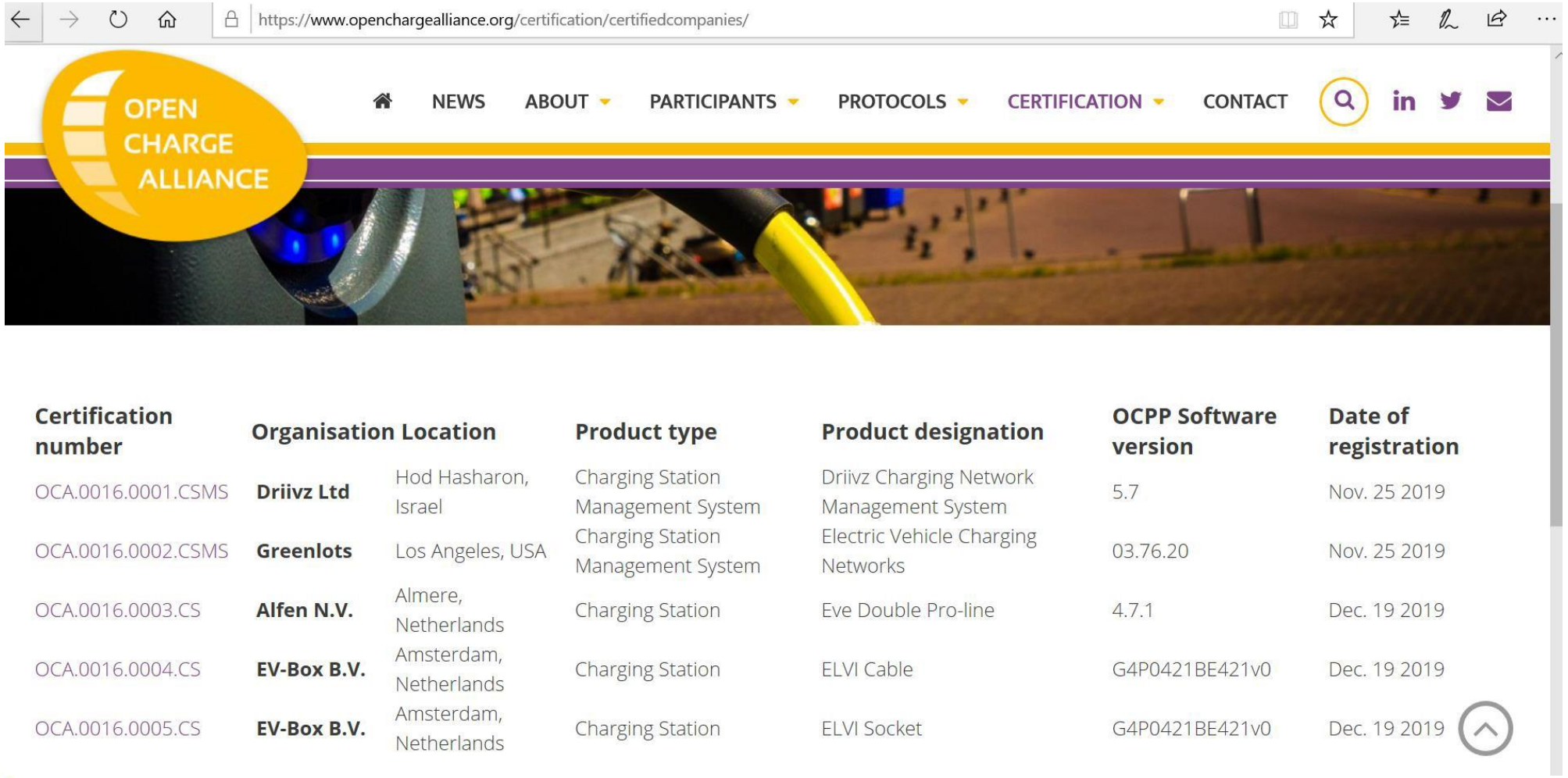




The OCTTs are available for members and non-members

# Documents on the OCA website

- Certification Procedure Document — *Describes the Certification Procedure*
- Test Procedure & Test Plans — *Describes the Test Procedure*
- PICS (Protocol Implementation Conformance Statement)
- List of Labs & Contact Details

# List of Certified Products on the OCA website




| Certification number | Organisation | Location | Product type | Product designation | OCPP Software version | Date of registration |
|---|---|---|---|---|---|---|
| OCA.0016.0001.CSMS | **Driivz Ltd** | Hod Hasharon, Israel | Charging Station Management System | Driivz Charging Network Management System | 5.7 | Nov. 25 2019 |
| OCA.0016.0002.CSMS | **Greenlots** | Los Angeles, USA | Charging Station Management System | Electric Vehicle Charging Networks | 03.76.20 | Nov. 25 2019 |
| OCA.0016.0003.CS | **Alfen N.V.** | Almere, Netherlands | Charging Station | Eve Double Pro-line | 4.7.1 | Dec. 19 2019 |
| OCA.0016.0004.CS | **EV-Box B.V.** | Amsterdam, Netherlands | Charging Station | ELVI Cable | G4P0421BE421v0 | Dec. 19 2019 |
| OCA.0016.0005.CS | **EV-Box B.V.** | Amsterdam, Netherlands | Charging Station | ELVI Socket | G4P0421BE421v0 | Dec. 19 2019 |

# Summary of the test report on the OCA website

## OCPP 1.6
## Full Certificate

| | |
|---|---|
| Certificate holder: | EV-Box B.V. |
| Certificate number: | OCA.0016.0004.CS |
| Product type: | Charging Station |
| Product designation: | ELVI Cable, OCPP Software version: G4P0421BE421v( P0417BE417v11 (Test version) |
| Certification date: | December 19, 2019 |

This certificate attests that the above mentioned product successfully completed certification test with the reference specification OCPP 1.6 – Edition 2 with OCPP 1.6 Errata sheet (v4.0 Release, 20 optional features of the protocol are also covered by this certification.

Test cases have been performed as described in the test report referred to below. The results and in the complete test report.

| Applied tests | Performed by / on | Document evi |
|---|---|---|
| *Conformance testing according to the test specification referenced by the test report* | *DEKRA Certification Inc.*, December 19, 2019 | *DEKRA_20191 Box_V104* |

The abstract of test report in the Annex is an integral part of this certificate. This certificate is valic Certification Date specified above. This certificate is only applicable to the product designation des permits the use of the OCPP logo as laid down in the OCA certification logo license agreement on t

This certificate shall neither be tendered nor accepted by any party as a guarantee covering qualit includes OCPP. The Open Charge Alliance, and/or its agents, including, inter-alia, test laboratories, any damages or losses incurred by the certified company or by any other party resulting from relia OCPP certification testing.

## Abstract of test report

*Test Result Summary*

| Test Report OCPP 1.6 Certification | |
|---|---|
| Test laboratory: | Dekra Certification Inc. |
| Location: | Virginia, USA |
| Test Report Reference: | DEKRA_20191219_Test Report_ |
| Vendor name: | EV-Box B.V. |
| Device Under Test: | Charging Station |
| Communication: | JSON |
| OCPP Software version: | P0417BE417v11 |

Test Result Summary for the certified functio

| Functionalities | OCPP 1.6 Certification Test Results | Description |
|---|---|---|
| Core | Pass | Basic Chargin for booting, a cache if avail transactions, |
| Optional functionalities | | |
| Firmware Management | Pass | Support for (r update mana diagnostic log |
| Smart Charging | Pass | Support for Sm profile types, control charg |
| Reservation | Pass | Support for re connector of a |
| Local Authorization List Management | Pass | Features to m the charging s authorization users. |
| Remote Trigger | Pass | Support for re |

OCPP Charging Station Configuration

| Configuration key | Value |
|---|---|
| AllowOfflineTxForUnknownId | true,false |
| AuthorizationCacheEnabled | true,false |
| AuthorizeRemoteTxRequests | true,false |
| BlinkRepeat | not supported |
| ClockAlignedDataInterval | |
| ConnectionTimeOut | |
| ConnectorPhaseRotation | |
| ConnectorPhaseRotationMaxLength | not supported 21(default value) |
| GetConfigurationMaxKeys | 1 |
| HeartbeatInterval | 60 sec (minimum) |
| LightIntensity | 0-100 |
| LocalAuthorizeOffline | true,false |
| LocalPreAuthorize | true,false |
| MaxEnergyOnInvalidId | not supported |
| MessageTimeout | <optional> |
| MeterValuesAlignedData | |
| MeterValuesAlignedDataMaxLength | 11 |
| MeterValuesAlignedDataMaxLength | <optional> |
| MeterValuesSampledData | |
| MeterValuesSampledDataMaxLength | 11 |
| MeterValueSampleInterval | 60 sec (minimum) |
| MinimumStatusDuration | <optional> |
| NumberOfConnectors | 1 |
| ResetRetries | |
| StopTransactionMaxMeterValues | <optional> |
| StopTransactionOnEVSideDisconnect | true,false |
| StopTransactionOnInvalidId | true,false |
| StopTxnAlignedData | |
| StopTxnAlignedDataMaxLength | <optional> |
| StopTxnSampledData | |
| StopTxnSampledDataMaxLength | <optional> |

# Fee for OCPP Certification

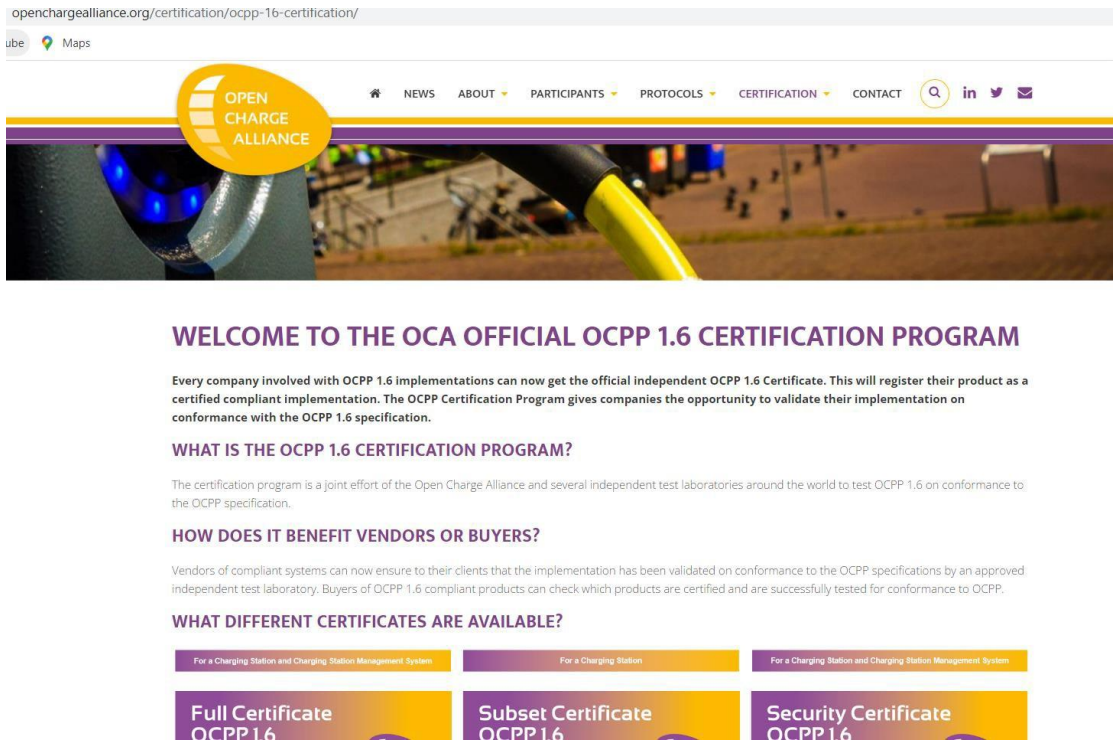
## Certification fees OCPP1.6

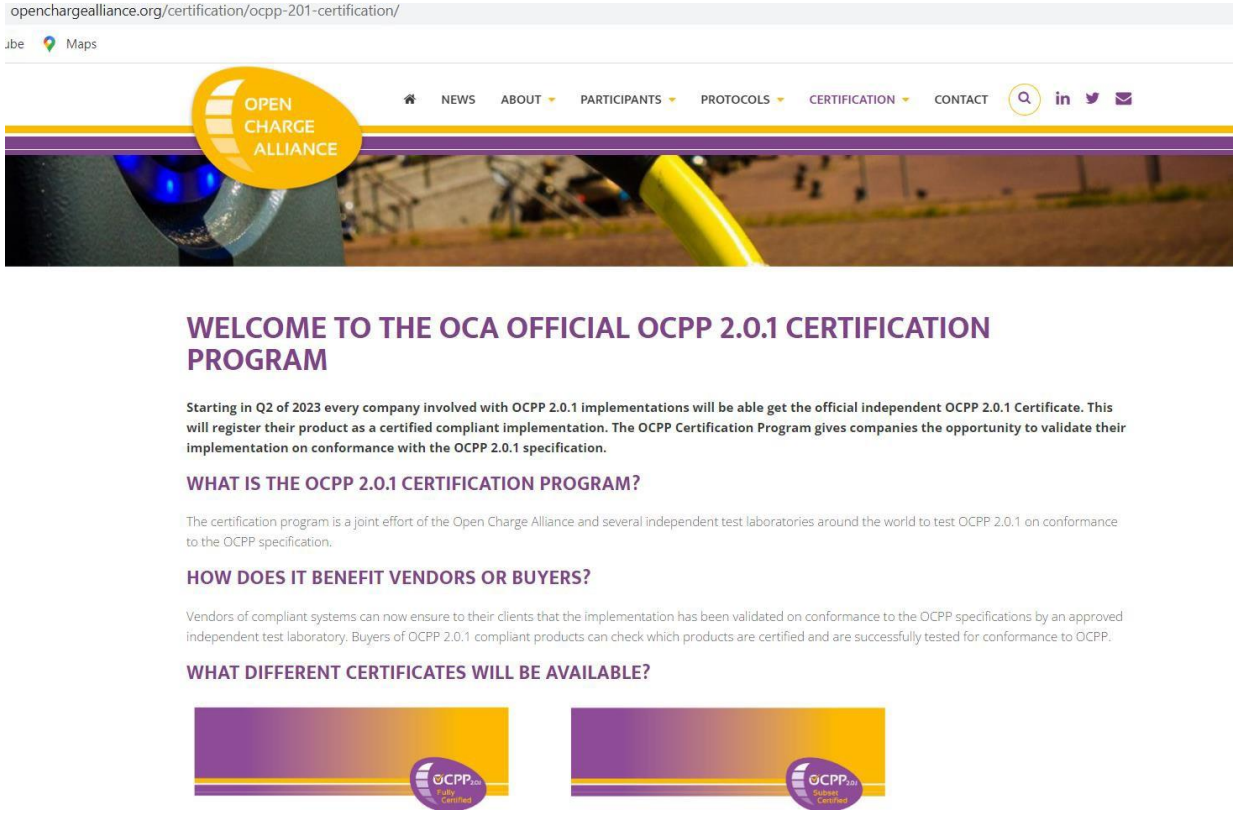
| Category | Charging Station | Charging Station Management System | Remark |
|---|---|---|---|
| Total max fee for OCA member | 7.000 € | 4.800 € | *OCA members get a discount for the use of the Test Tools, plans and scenario'ssince they have already contributed in part through their OCA membershipfees.* |
| Total max fee for Non Member | 10.500 € | 8.300 € | |

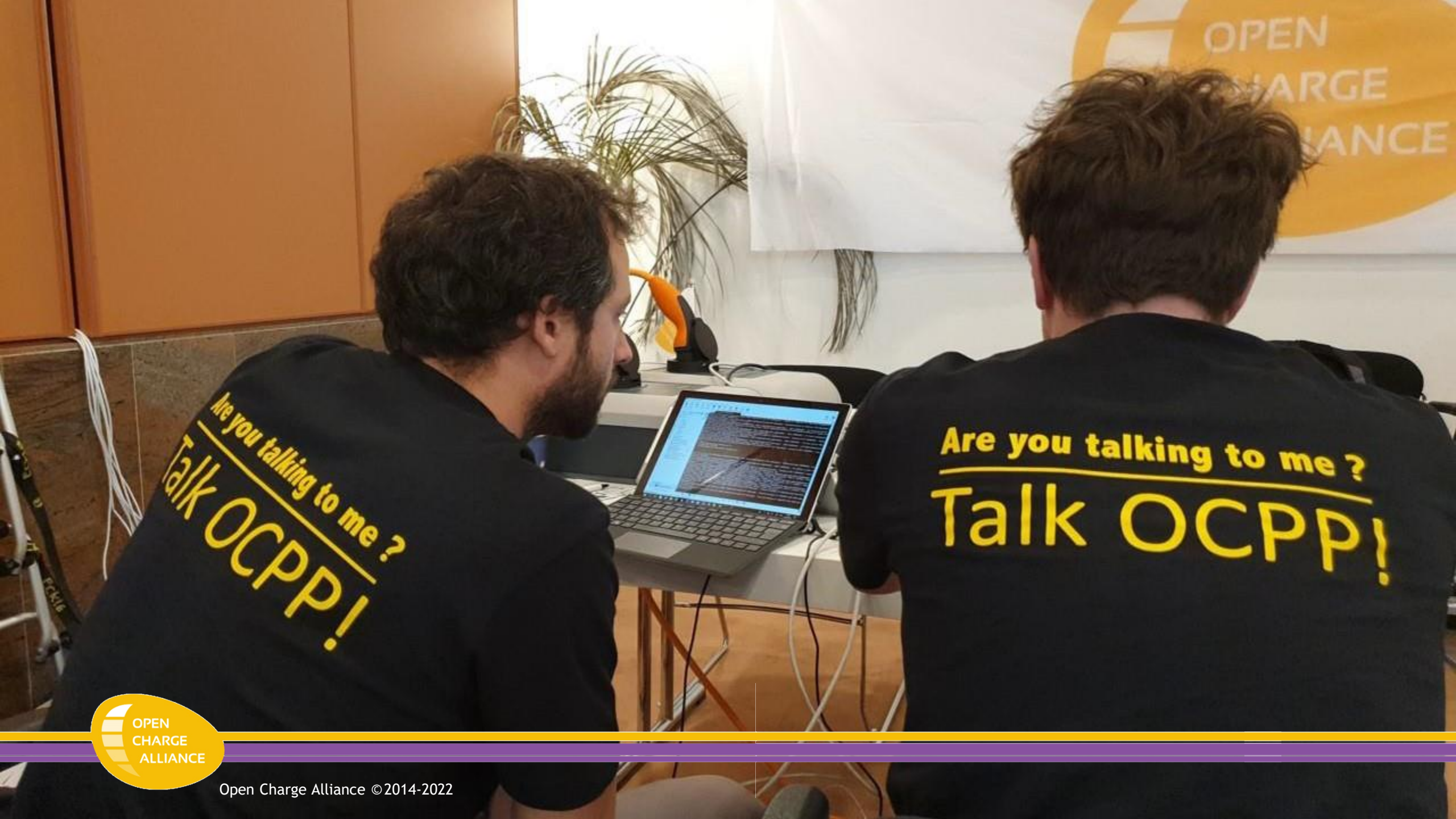
## Certification fees OCPP2.0.1

tbd

# All information is on the OCA website





# Poll Question #1

Equipment manufacturers: How far along are your DCFCs in the OCPP certification process?

A. We have not started the process yet.
B. We have started the process.
C. The designated lab is conducting testing.
D. OCA is reviewing the test report.
E. OCPP certification has been obtained.

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# ENERGY STAR Certification

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SAVE TODAY. SAVE TOMORROW.
SAVE FOR GOOD.

# ENERGY STAR ® Certified Electric Vehicle Charging Stations

December 2022

SAVE TODAY. SAVE TOMORROW.
SAVE FOR GOOD.

# Why ENERGY STAR EV Certified Chargers

- Safety tested and certified - convenient path to code compliance
- Save energy and money for EV charger owners/operators
- Encourage open standards for communication protocols
- The ENERGY STAR brand is known and recognized
- ENERGY STAR provides educational resources

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# ENERGY STAR EV Charger Specification V1.1

**Level 1 (110V) and Level 2 (240V) AC chargers**

- Energy savings of 40% in standby mode (85% of the time)
- Safety certification
- Unit savings are around 30 kWh/year
- **Over 50 manufacturers with ~150 qualified models**

Full specification available at:
https://www.energystar.gov/products/spec/electric_vehicle_supply_equipment_version_1_1_pd

# ENERGY STAR EV Charger Specification V1.1

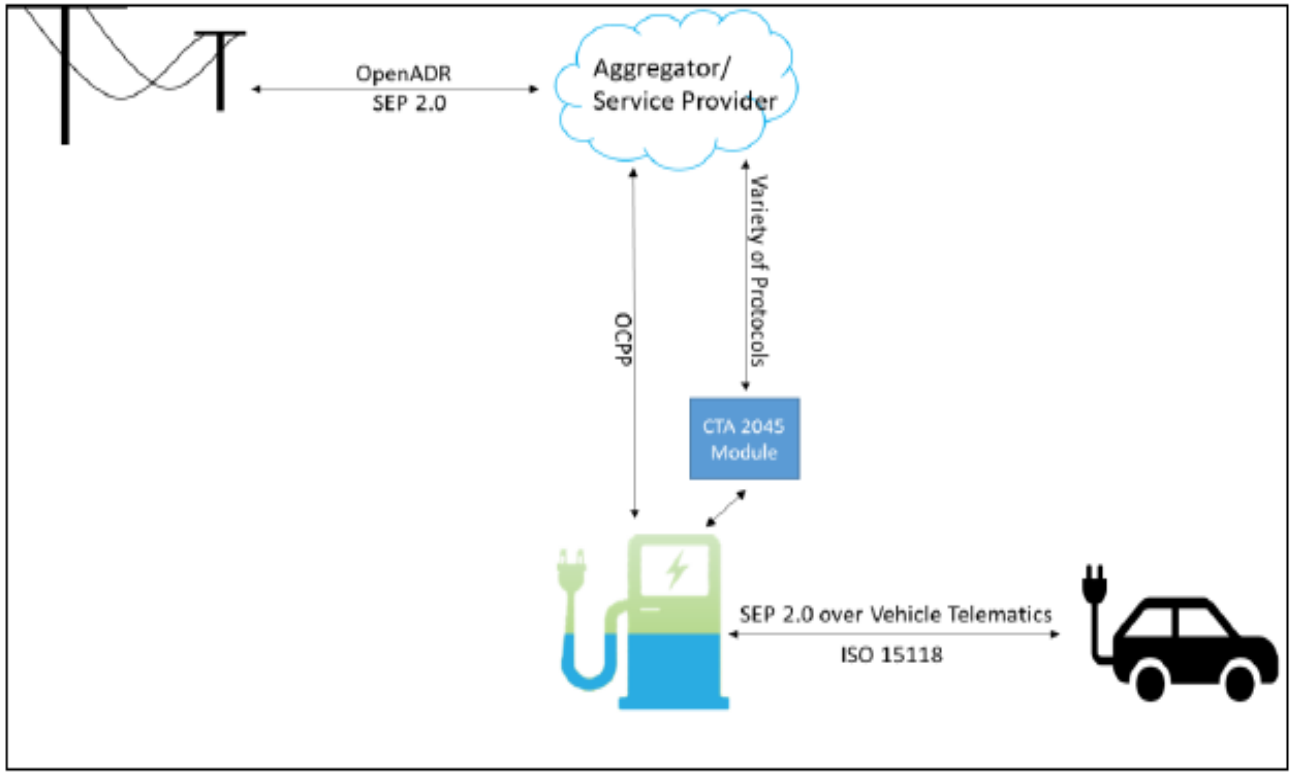
**DC Fast Chargers**

- 0 – 65 kW: Minimum active charging efficiency of 93%
- 0 – 350 kW: Minimum standby requirements
- Certified DC EV chargers up to 65 kW savings = 1.5 MWh/year
- **ENERGY STAR certified DC Fast Chargers now available - see list of models [here]**


Full specification available at:
https://www.energystar.gov/products/spec/electric_vehicle_supply_equipment_version_1_1_pd

# Optional Connected Criteria V1.1

- EV chargers listed on the ENERGY STAR Product Finder as capable of connected functionality must support **open standards for communication protocols**
- Additional saving opportunities through
  - Load dispatch
  - Demand-response
  - Price notification
  - Vehicle to Grid Integration (VGI)



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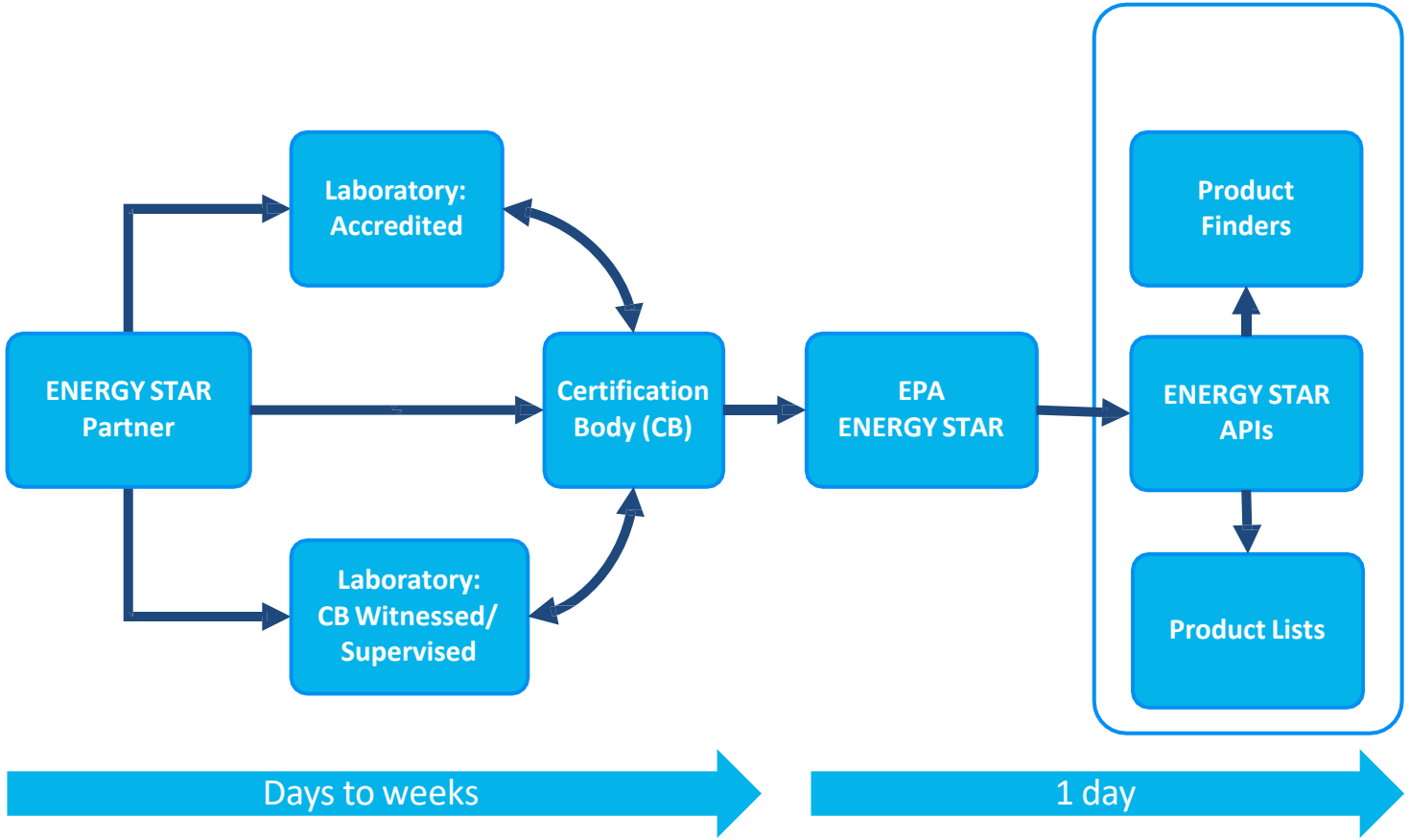
# Optional Connected Criteria V1.1

- Goal
  - Products with large dwell times and fleets.
- Product Requirements
  - Scheduling, Consumer Override, Remote Management
  - Demand-Response Requests
  - Charge now (Load Up)
  - Curtail Charge (50% of maximum rated power)
  - Delay Charge
- Products listed as 'Network Protocol Capable' under V1.0 must **recertify to V1.1 to maintain 'Connected Capable' status.**

| Certification Step | Action Required |
|---|---|
| **1** | Manufacturer checks if EVSE meets the connected criteria in Section 3.10 |
| **2** | If yes, manufacturer asks the CB to update the listing |
| **3** | CB requests the documentation required to determine compliance (e.g., spec sheets, manuals, compliance certificates etc.) |
| **4** | Manufacturer provides CB the necessary documents to verify compliance |
| **5** | CB certifies the product as 'Yes' to the connected functionality via XML web service submission process |

# ENERGY STAR Partners as of November 2022

# ENERGY STAR Certification Process



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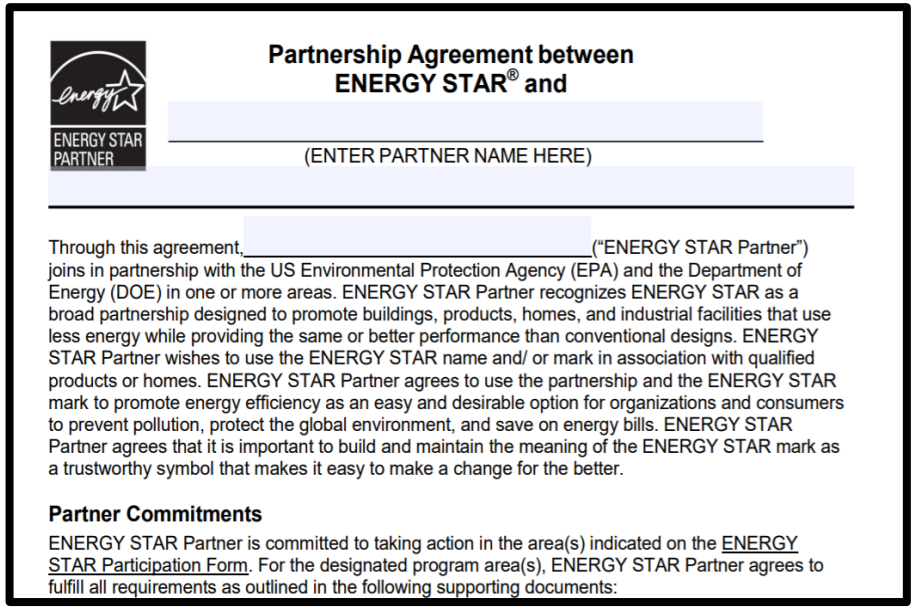
# ENERGY STAR Partnership Application

- Determine Partnership Eligibility
- EPA partners with brand owners that wish to sell products in the U.S and/or Canada. Product Brand Owner partners may be both a manufacturer and a brand owner, or solely own the brand.
  - Download and review the ENERGY STAR Partnership Agreement
  - Download and complete the ENERGY STAR Participation Form Product Brand Owner
  - Return the Partnership Agreement and Participation Form to join@energystar.gov



**Partnership Agreement between ENERGY STAR® and**

(ENTER PARTNER NAME HERE)

Through this agreement, _____ ("ENERGY STAR Partner") joins in partnership with the US Environmental Protection Agency (EPA) and the Department of Energy (DOE) in one or more areas. ENERGY STAR Partner recognizes ENERGY STAR as a broad partnership designed to promote buildings, products, homes, and industrial facilities that use less energy while providing the same or better performance than conventional designs. ENERGY STAR Partner wishes to use the ENERGY STAR name and/ or mark in association with qualified products or homes. ENERGY STAR Partner agrees to use the partnership and the ENERGY STAR mark to promote energy efficiency as an easy and desirable option for organizations and consumers to prevent pollution, protect the global environment, and save on energy bills. ENERGY STAR Partner agrees that it is important to build and maintain the meaning of the ENERGY STAR mark as a trustworthy symbol that makes it easy to make a change for the better.

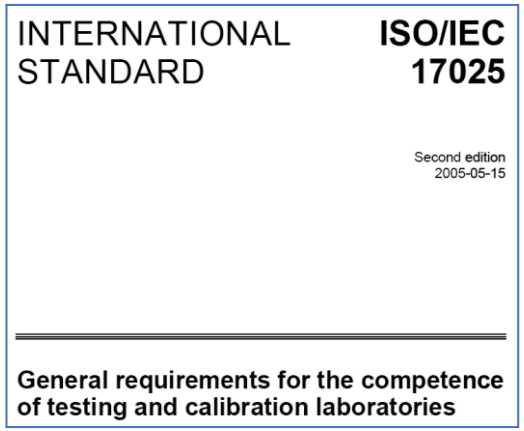
**Partner Commitments**

ENERGY STAR Partner is committed to taking action in the area(s) indicated on the ENERGY STAR Participation Form. For the designated program area(s), ENERGY STAR Partner agrees to fulfill all requirements as outlined in the following supporting documents:

**Join ENERGY STAR as a Brand Owner Partner**

# Third Party Certification

- To earn the ENERGY STAR label, products must be certified by an EPA-recognized certification body (CB) based on testing in an EPA-recognized laboratory.
- This third-party certification program is now in effect for over 75 ENERGY STAR product categories.
- EPA-recognized laboratories test products according to the test methods referenced in ENERGY STAR specifications.
- EPA provides recognition to laboratories that are either accredited to ISO/IEC 17025 by an EPA-recognized accreditation body or participate in a CB's witnessed or supervised manufacturers' testing laboratory (W/SMTL) program for the relevant ENERGY STAR test methods.


INTERNATIONAL STANDARD

ISO/IEC 17025

Second edition
2005-05-15

General requirements for the competence of testing and calibration laboratories

# Option #1: In-house/Witnessed Laboratory Testing

Manufacturers enroll an in-house lab as a witnessed/supervised manufacturer test lab (W/ SMTL) through an EPA-recognized certification body (CB)

Currently, the recognized CBs for EVSE with approved W/ SMTL programs are:

- UL Verification Services Inc. (David.Piecuch@ul.com)
- TUV SUD America, Inc. (Joshua.Kimble@tuvsud.com)
- Intertek Testing Services NA (ieec.cb@intertek.com)

***Laboratories planning to apply for EPA recognition for DC EVSE are encouraged to work with these CBs and/or have their scopes of accreditation updated to include the final test method as soon as possible***

# How can a manufacturer's lab gain EPA recognition?

- **If your lab is accredited to ISO/IEC 17025:**
  - Inquire with your accreditor about adding the ENERGY STAR DC EVSE test procedure to your scope of accreditation
  - With an acceptable scope of accreditation, EPA will review lab applications within one week

- **If your lab is not accredited to ISO/IEC 17025:**
  - Contact an EPA-recognized CB about enrolling in their witnessed or supervised test lab (W/SMTL) program
  - The CB will conduct its own assessment of your lab to the requirements of 17025 and may ask to witness the test procedure conducted at your facility
  - Upon meeting the CB's requirements, the CB will submit your lab's information to EPA directly
  - EPA will review and offer recognition within one week

# Option #2: Testing in a Third-Party Laboratory

- Manufacturers must confirm with an EPA-recognized certification body (CB) that the laboratory is acceptable under the CB's program for that product type.

- In order for EPA-recognized certification bodies (CBs) to certify a product as ENERGY STAR, the test results for that product must come from an EPA-recognized laboratory. EPA provides recognition to laboratories that are either accredited to ISO/IEC 17025 by an EPA-recognized accreditation body (AB) or participate in a CB's witnessed or supervised manufacturers' testing laboratory (W/SMTL) program for the relevant ENERGY STAR test methods.

# ENERGY STAR EVSE Recognized Bodies for Testing and Certification

All EPA recognized test labs and certification bodies for EVSE can be found here.

Manufacturers with questions regarding the ENERGY STAR certification process or labs for EVSE should contact:

- certification@energystar.gov, or
- Brian Krausz (Krausz.Brian@epa.gov)

| *AC EVSE Accredited Laboratory* | |
|---|---|
| ***Org ID*** | ***Name*** |
| 1112381 | Bay Area Compliance Laboratories Corp. (Sunnyvale) |
| 1136810 | UL LLC Fremont Laboratory |
| 1140337 | Intertek Testing Services NA, Inc. Plymouth Township |

| *DCFC Accredited Laboratory* | |
|---|---|
| ***Name*** | ***Anticipated Timeline*** |
| Intertek Testing Services Shenzhen Ltd. Guangzhou | Available now up to 400kW |
| Intertek Testing Services NA, Inc. Plymouth Township | Q2-Q3 2023 |
| UL Northbrook IL | Up to 300kW by Jan 2023, 500kW by Q2 2023 |

| *Certification Body* | |
|---|---|
| ***Org ID*** | ***Name*** |
| 1105795 | MET Laboratories, Inc |
| 1105798 | UL Verification Services Inc. |
| 1105800 | Bureau Veritas Consumer Products Services, Inc. (BVCPS) |
| 1105801 | Intertek Testing Services NA |
| 1106847 | TUV SUD America, Inc. |
| 1109527 | Bay Area Compliance Laboratories Corp. (BACL) |

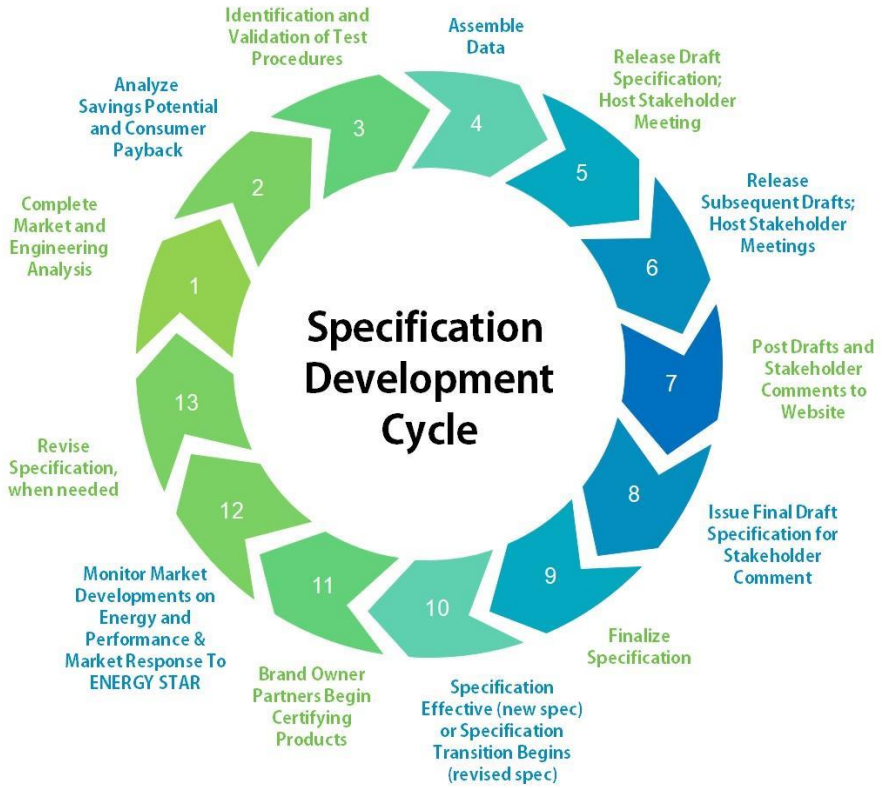
# ENERGY STAR AC EVSE Specification Revision

EPA is considering updates to the ENERGY STAR AC EVSE specification in order to provide potential adders in response to proposed requirements from the State of California regarding:

- PLC boards (ISO 15118)
- Credit Card Readers
- NFC/ RFID Systems

## Anticipated Timeline:

| Event | Date |
|---|---|
| Draft Specification | Jan 2023 |
| Comment Deadline | 2 weeks |
| Version 1.2 Effective Date | Feb 2023 |



SAVE TODAY. SAVE TOMORROW.
SAVE FOR GOOD.

# Contact the ENERGY STAR EV Charging Team

## Marketing & Promotion

https://www.energystar.gov/products/other/ev_chargers

- Peter Banwell: Banwell.Peter@epa.gov
- Kelly Schneider: Kelly.Schneider@icf.com
- Sarah Kay: Sarah.Kay@icf.com

## Specification Development

https://www.energystar.gov/products/spec/electric_vehicle_supply_equipment_version_1_1_pd

- James Kwon: Kwon.James@epa.gov
- Abhishek Jathar: Abhishek.Jathar@icf.com

# Poll Question #2

Equipment providers: How far along are your DCFCs in the ENERGY STAR certification process?

A. We have not started the process yet.
B. We have started the process.
C. The designated lab is conducting testing/recertification.
D. ENERGY STAR certification has been obtained.

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# ISO 15118 Hardware-Ready

# New Technical Requirements

**CALeVIP is adding new requirements to support VGI and interoperability. Beginning July 2023, chargers must be:**

- **ENERGY STAR** certified.
- Compliant with **OCPP 1.6 or later**.
  - Requires certification by Open Charge Alliance (OCA) with, at minimum, subset and security certificates.
  - Certification for OCPP 2+ will be required by 2025.
- **ISO 15118 Ready** via self-attestation (indicate on charger datasheet).

These requirements are posted on the CALeVIP Golden State Priority Project website.

# ISO 15118 Ready Definition

- An **ISO 15118 Ready** charger is capable of the following:
- Powerline carrier (PLC) based high-level communication as specified in ISO 15118-3.
- Secure management and storage of keys and certificates using a hardware security module (HSM), trusted platform module, SoftHSM, or similar technology. Chargers should contain sufficient memory to store keys and certificates used for ISO 15118-2, ISO 15118-20, or both.
- Transport Layer Security (TLS) version 1.2. CEC recommends additional support for TLS 1.3 to prepare for ISO 15118-20.
- Remotely receiving updates to activate or enable ISO 15118 use cases. CEC recommends additional support for updating cipher suites (cryptographic agility).
- Connecting to a back-end network.

# ISO 15118 Ready Examples

**CEC's current ISO 15118 Ready definition is designed to ensure CEC investments are "hardware ready" for future functionalities.**

**Illustrative examples of ISO 15118 Ready:**

- Example 1: The charger is equipped with all necessary hardware to support user authentication using Plug and Charge* but may not yet have Plug and Charge enabled due to pending software updates, PKI enrollment, and so on.
- Example 2: The charger is capable of bidirectional charging commands using ISO 15118-20 but may use other means for bidirectional charging communication today. The charger can receive over the air software updates to enable ISO 15118-20 based bidirectional charging at a later date.

* As described in ISO 15118-2 or 15118-20

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# ISO 15118 Ready Self-Attestation

**Beginning July 2023, charging providers must attest that their chargers are ISO 15118 Ready to be eligible for CALeVIP funding.**

- Conformance testing or other certification is not required for ISO 15118 Ready at this time.
- Indicate on datasheet that the product is **ISO 15118 Ready.** Datasheets should be publicly accessible.
- CEC may consider ISO 15118 conformance testing requirements as standardized testing programs and capabilities become available.

**If you have questions after the workshop about the July 2023 technical requirements, please contact CEC staff.**

**Brian Fauble, brian.fauble@energy.ca.gov**

**Jeffrey Lu, jeffrey.lu@energy.ca.gov**

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# Poll Question #3

Equipment providers: Are your DCFCs ISO 15118 hardware-ready?

A. Yes.

B. Not yet.

C. Not yet, but this is in progress.

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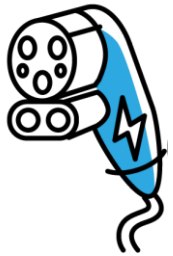

# Charger Uptime Requirements

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# Charger Uptime Requirements

- Each charger will be required to be “up” at least 97% of a site’s standard hours of operation.
  - A charger 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.

- Uptime* = (Total Standard Hours of Operation – Downtime + Excluded Downtime) / (Total Standard Hours of Operation)

*Calculated annually

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# Charger Uptime Requirements

- Total standard hours of operation
  - All sites available 24/7 = 8,760 hours
  - Parking garage/lot sites = minimum 6,372 hours (may vary)

- Downtime is defined as any 15-minute interval within the standard hours of operation in which a 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.

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# Charger Uptime Requirements

- 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.
  - Accident, vandalism or theft: Physical damage such as vehicle collision with a charger, theft, damage of charging cables from mishandling, etc. (maximum of five days for each event).
  - Telecommunication network outages: 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 site does not relieve the applicant organization from the uptime requirements.

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# Charger Uptime Requirements

- Charger uptime requirements will apply to all chargers receiving funding through the Golden State Priority Project.

- Charger uptime requirements may be revised in future application windows for consistency with other CEC solicitations (e.g., NEVI Formula Program funding).

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# Charger Uptime Requirements

## Section 25231.5 of the Public Resources Code:

(a) (1) The commission, in consultation with the Public Utilities Commission, shall develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024.

(2) The uptime recordkeeping and reporting standards shall do all of the following:

(A) Only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers.

(B) Apply for a minimum of six years unless the commission decides a longer time span is more appropriate.

(C) Apply to electric vehicle chargers and charging stations **installed on or after January 1, 2024.**

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# Break


# Session 2: New Website and Online Resources

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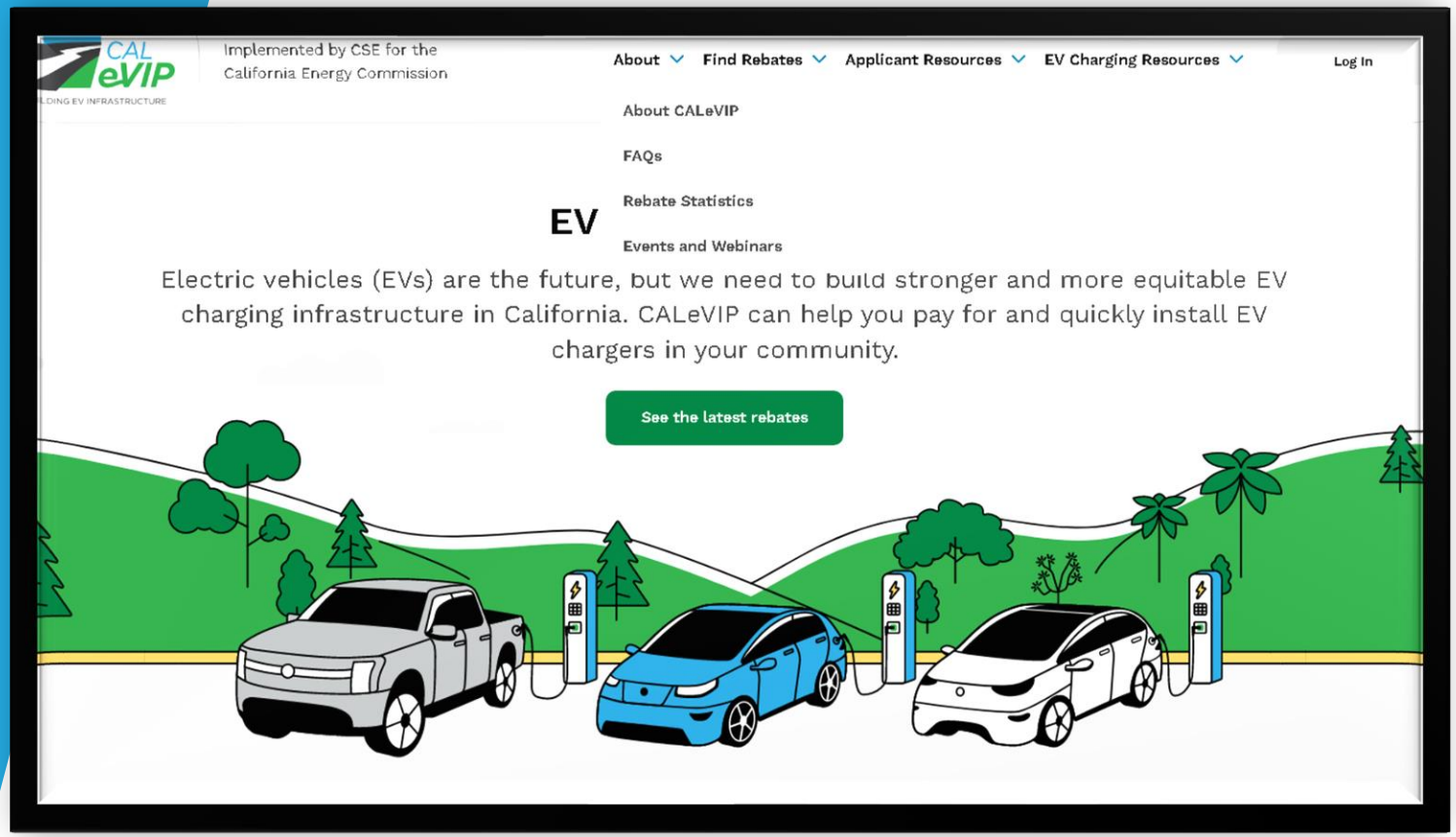
# Navigation

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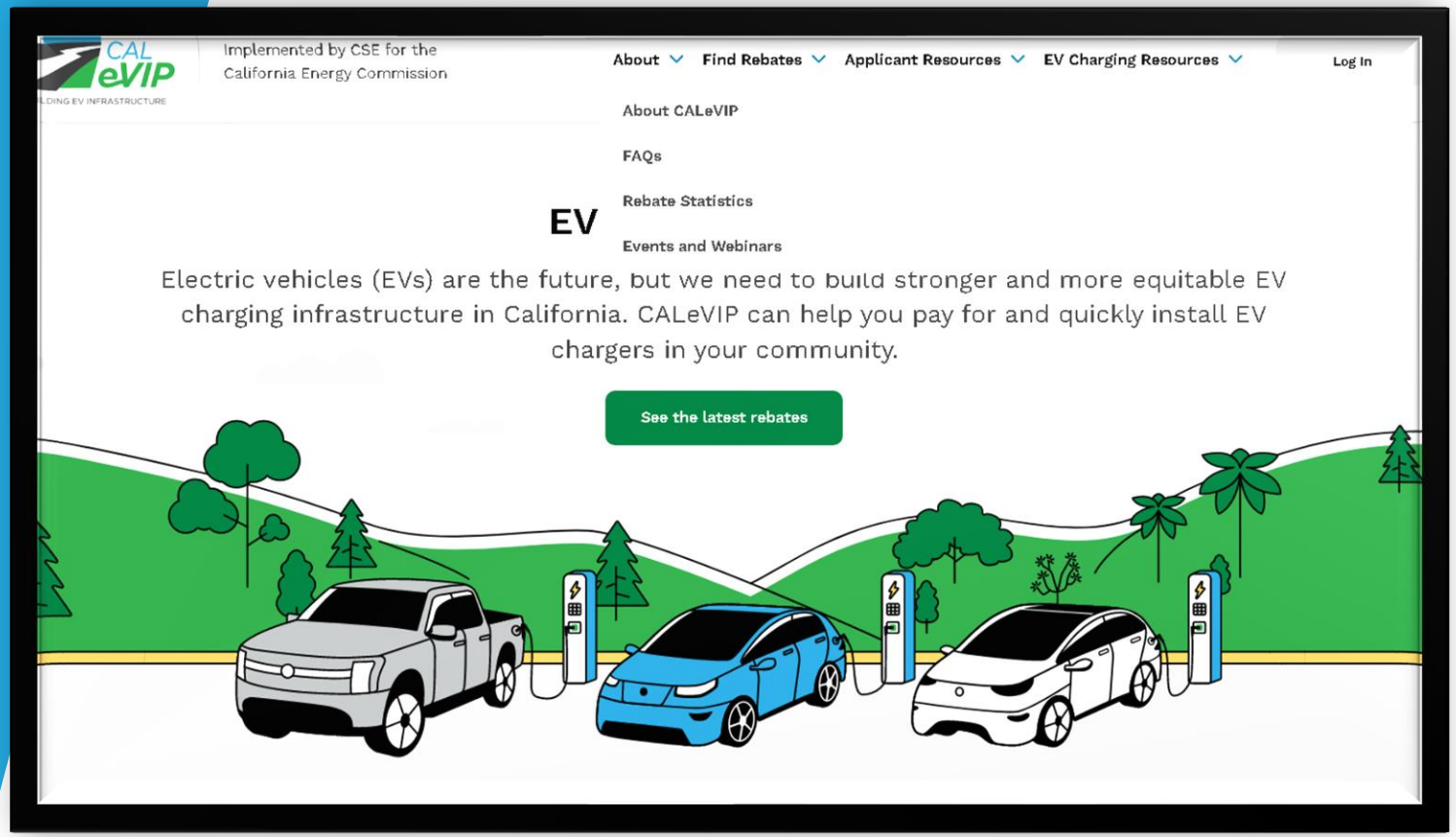
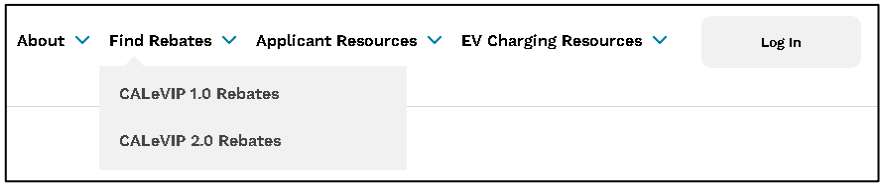
# Navigation

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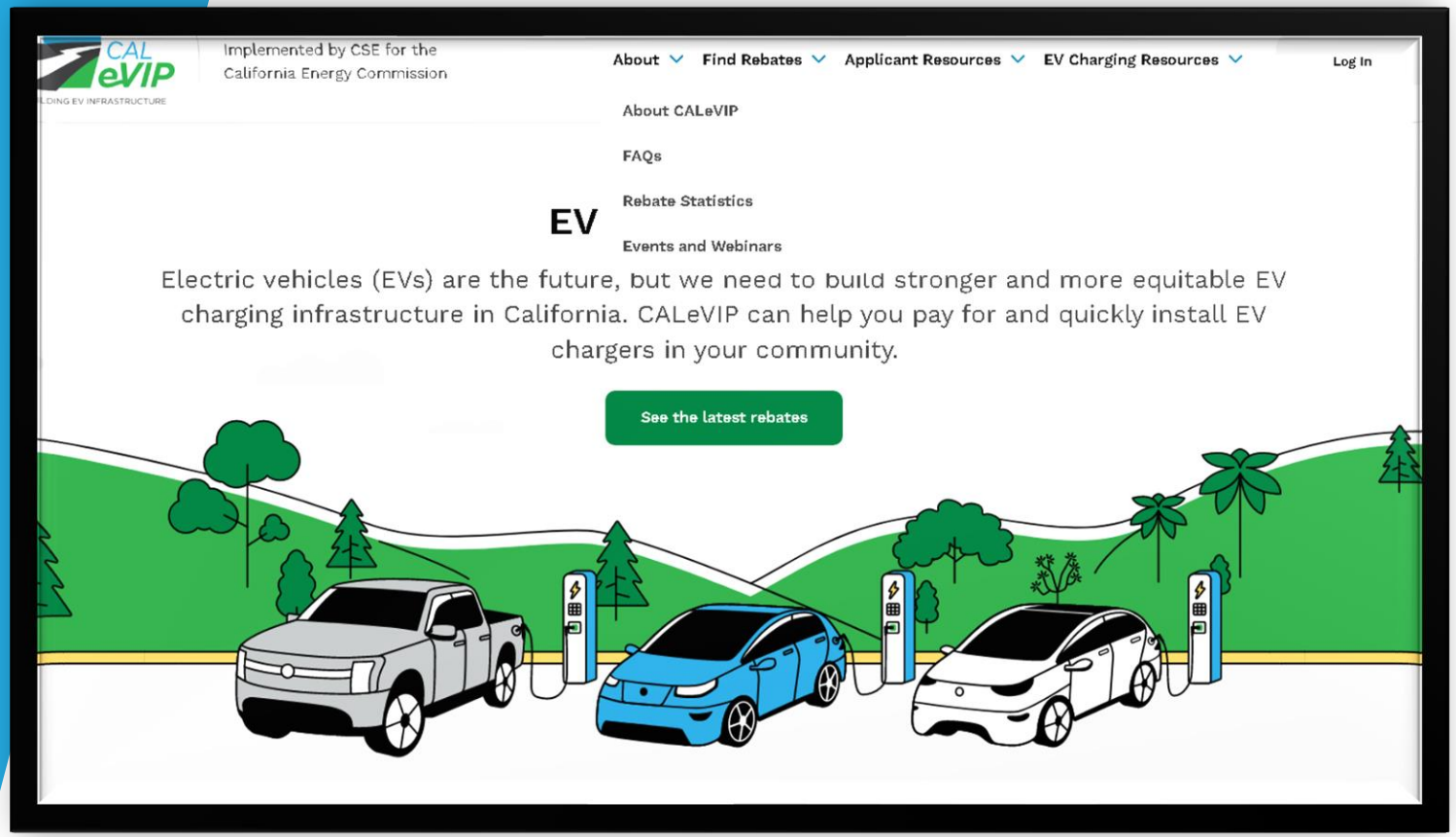
# Navigation


CAL eVIP
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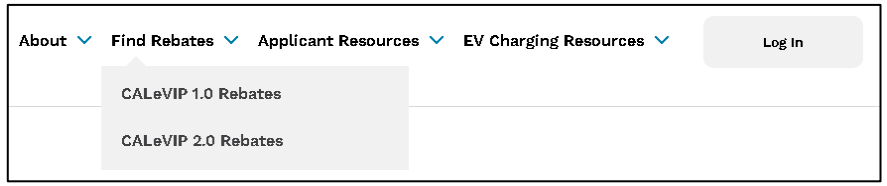
Implemented by CSE for the California Energy Commission
About
Find Rebates
Applicant Resources
EV Charging Resources
Log In
About CALeVIP
FAQs
Rebate Statistics
Events and Webinars
EV
Electric vehicles (EVs) are the future, but we need to build stronger and more equitable EV charging infrastructure in California. CALeVIP can help you pay for and quickly install EV chargers in your community.
See the latest rebates


About
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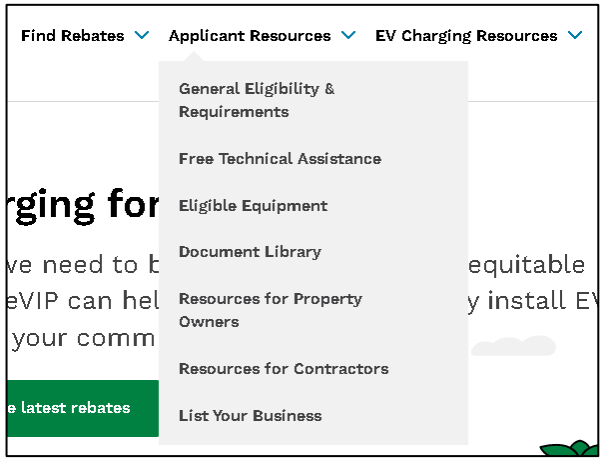
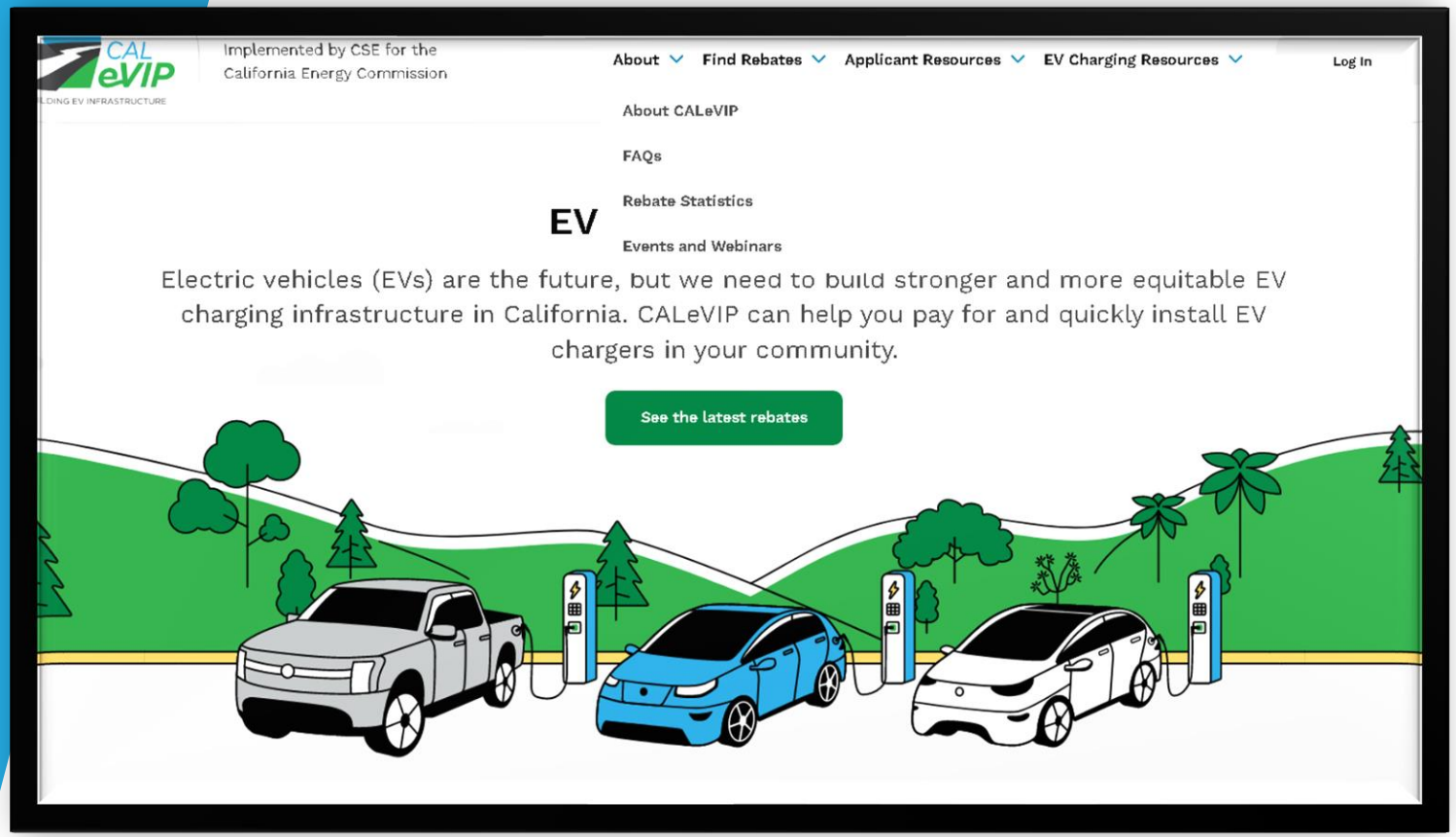
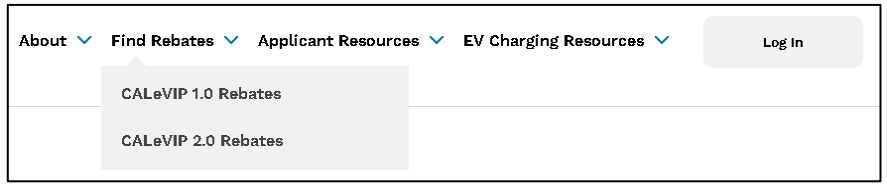
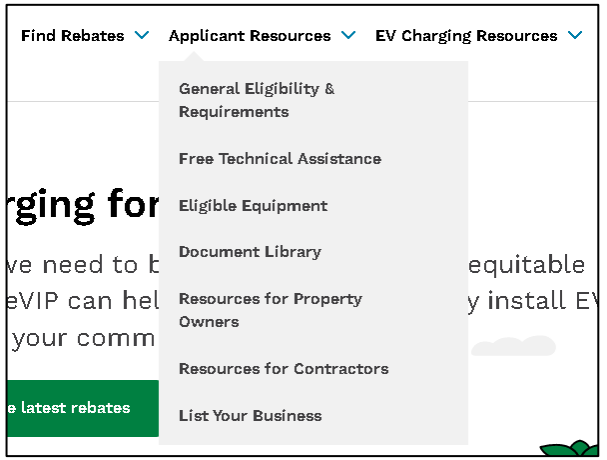
CALeVIP 1.0 Rebates
CALeVIP 2.0 Rebates

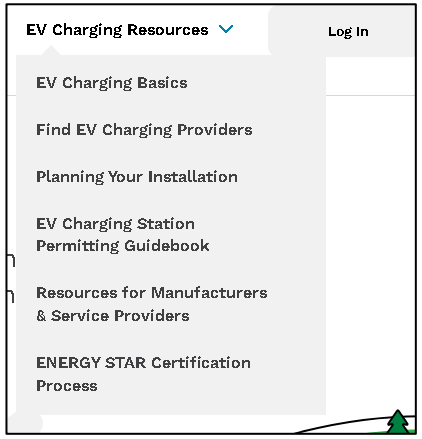

Find Rebates
Applicant Resources
EV Charging Resources
General Eligibility & Requirements
Free Technical Assistance
Eligible Equipment
Document Library
Resources for Property Owners
Resources for Contractors
List Your Business

# Navigation

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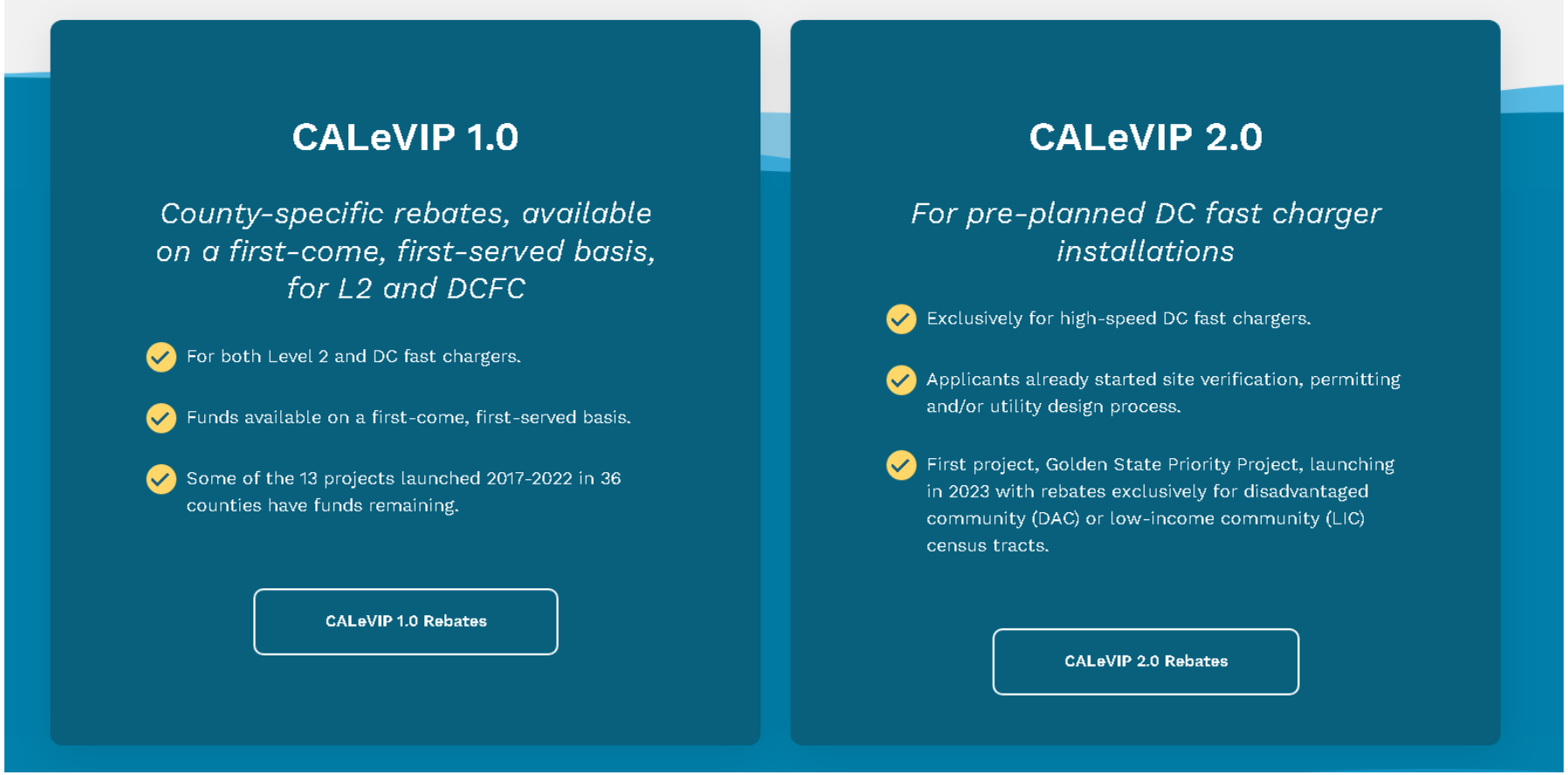
# Parallel Tracks

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# CALeVIP 1.0 Incentive Projects

L2 Funding Available

## Southern California Level 2 Incentive Project

*Apply to receive a rebate for your next Level 2 charger project!*

- Level 2 Chargers
- Los Angeles, Orange, Riverside, and San Bernardino Counties
- Level 2 up to $6,000 per Connector, DCFC up to $80,000 per Charger

L2 Funding Available

## Alameda County Incentive Project

*Apply to receive a rebate for your next Level 2 or DC fast charger project!*

- DC fast chargers (DCFC)
- Alameda County
- Level 2 up to $6,000 per Connector, DCFC up to $80,000 per Charger

L2 Funding Available

## South Central Coast Incentive Project

*Apply to receive a rebate for your next Level 2 or DC fast charger project!*

- Level 2 chargers & DC fast chargers (DCFC)
- San Luis Obispo, Santa Barbara, and Ventura Counties
- Level 2 up to $6,000 per Connector, DCFC up to $80,000 per Charger

L2 Funding Available

## Inland Counties

L2 Funding Available

## Peninsula-Silicon Valley

Funds Fully Reserved

## San Diego County

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# CALeVIP 1.0 Incentive Projects

Frequently Asked Questions  Download Forms

**Requirements & Additional Information**

- Eligibility Requirements
- Eligible Equipment Costs
- Application Process

Call us at (213) 394-0985 or email southern-california-level-2-calevip@energycenter.org.

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**Requirements & Additional Information**

- Eligibility Requirements
- Eligible Equipment Costs

**Eligible Costs**

The following equipment and costs are eligible for rebate funds:

- Electric vehicle supply equipment (EVSE)
- Transformer
- Electric Panels
- Energy storage equipment
- All-inclusive solar EV charging systems
- Installation costs (labor and materials)
- Utility service order
- Planning and engineering design costs
- Project signage
- Network agreement with network provider
- Extended warranties
- Stub-outs
- Design, engineering, and utility service costs,
- Required ADA upgrades to site due to project, but not to include or cover upgrades of existing ADA non-compliance, and
- Demand management equipment

Permits as required by authorities having jurisdiction are not eligible costs.
Rebate funds do not cover standalone solar panels.

- Application Process

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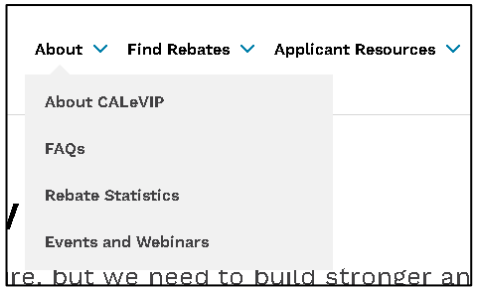


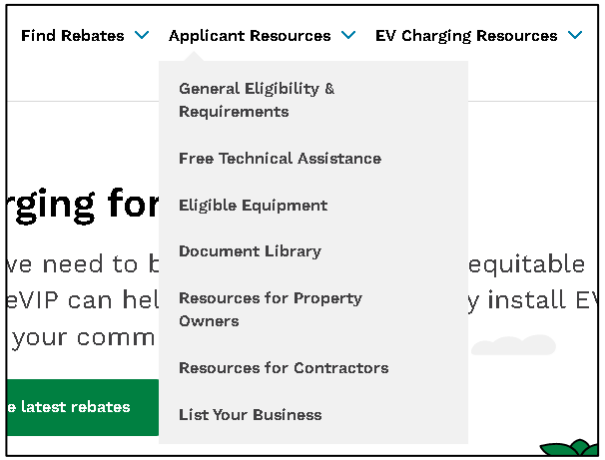


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- Application Process

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# CALeVIP 2.0 Incentive Projects

## DC Fast Charger Rebates


### Golden State Priority Project

*Launching January 24, 2023*

- DCFC rebates up to 50% of a project's total approved costs, capped at up to $100,000 per active connector
- Tiered application selection process prioritizes shovel-ready projects
- Exclusively for disadvantaged community (DAC) or low-income community (LIC) census tracts.
- Eastern and central regions of California

Get Notified When New Rebates Are Available

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# CALeVIP 2.0 Incentive Projects

## Golden State Priority Project

DC FAST CHARGERS (DCFC) | EASTERN AND CENTRAL CALIFORNIA | UP TO $100,000 PER ACTIVE

### Project Overview

- The Golden State Priority Project (GSPP) provides rebates for purchasing and installing eligible direct current (DC) fast chargers.
- Incentives are available for project sites in the eastern and central regions of California (see map below).
- Eligible applicants can qualify for rebates up to $100,000 per connector or up to 50% of their project's total approved costs, whichever is less.
- Funding is only available for sites located in disadvantaged community (DAC) or low-income community (LIC) census tracts.
- Qualified applicants will be awarded funding based on a tiered application selection process that prioritizes shovel-ready projects.
- GSPP is funded up to $30 million through the California Energy Commission (CEC).

**Not sure if your site is in a DAC/LIC census tract?**

Look up your address using the California Climate Investments **Priority Populations Map.**

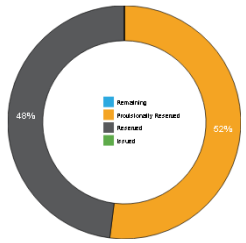
### Available Funding

**Note:** Funding for additional regions may become available in future Golden State Priority Project (GSPP) application windows, based on availability of additional rebate funds. Funds that go unused in the first GSPP application window may be used to fund subsequent GSPP application windows.

Funding is displayed real time for the Golden State Priority Project.
Provisionally reserved funds represent applications that are currently under review to move to reserved funds.

Region: Central Region | Technology Type: DCFC

Central Region DC Fast Charger Funding Status




Total Funding: $10,000,000

$3,575,000 in applications received in excess of DC fast charger funds.

### Eligible Regions

DC fast charger rebates will be available for eligible sites in two regions:


**Central Region Counties**

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

**Eastern Region Counties**

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

**Note:** Funding for additional regions may become available in future Golden State Priority Project (GSPP) application windows, based on availability of additional rebate funds. Funds that go unused in the first GSPP application window may be used to fund subsequent GSPP application windows.

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# CALeVIP 2.0 Incentive Projects

**Requirements & Additional Information**

- Applicant Eligibility Requirements
- Site Eligibility Requirements
- Installation Requirements
- Eligible Equipment
- Network Provider Requirements
- Eligible Costs
- Stackable Incentives
- Application Process
- Applicant Tiers
- Required Documents
- Definitions

Have a Question? Read our Frequently Asked Questions

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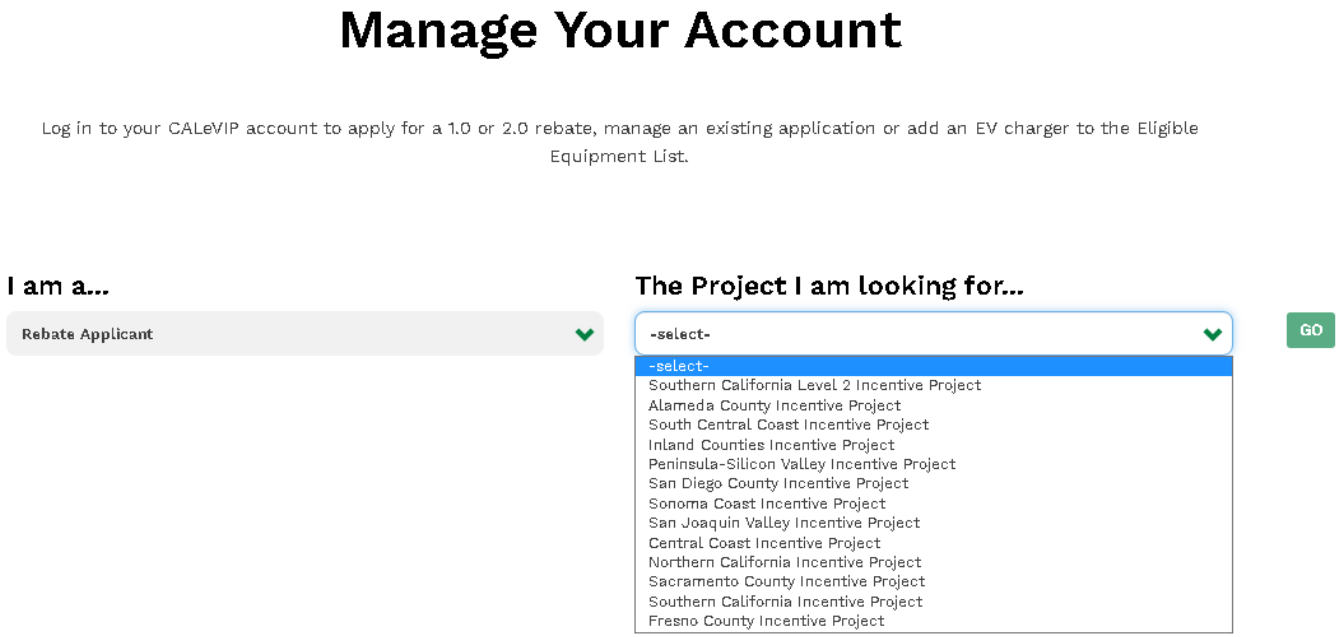
# Login




<u>1.0 Incentive Projects</u>

- Applications & Equipment Portal

(Login remains the same as before.)

<u>2.0 Incentive Projects</u>

- Application Portal

(New login credentials required.)
COMING SOON: Jan 24, 2023

- Equipment Portal

(New login credentials required.)
COMING SOON: Jan 24, 2023

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# Poll Question #4

Do you think the new website layout is an improvement?

A. Yes.
B. Yes, but I have additional suggestions.
C. No, and I have suggestions for improvement.
D. No.

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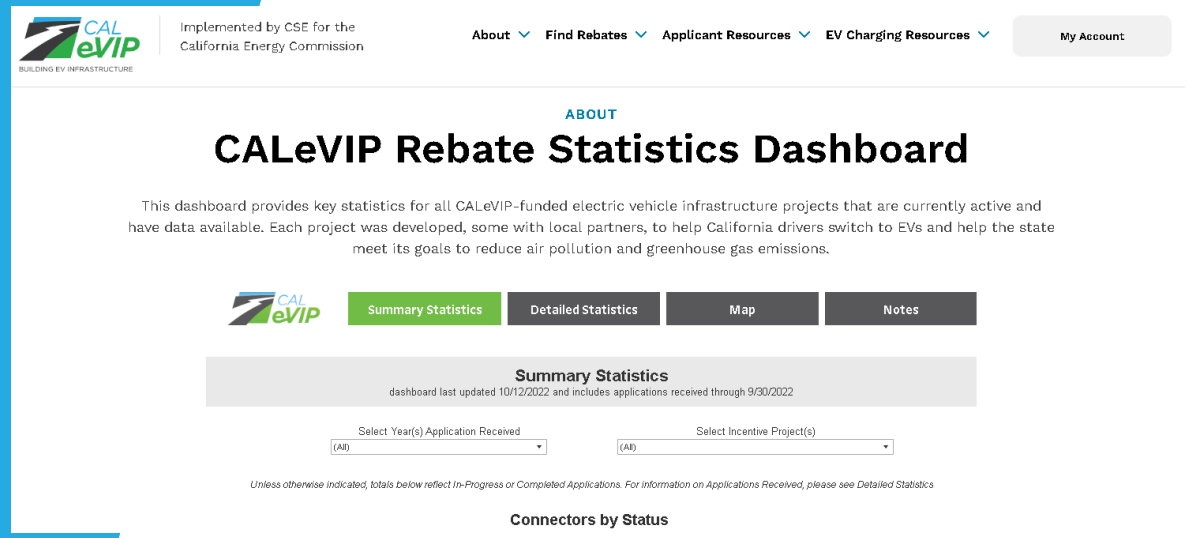
# Website Dashboards

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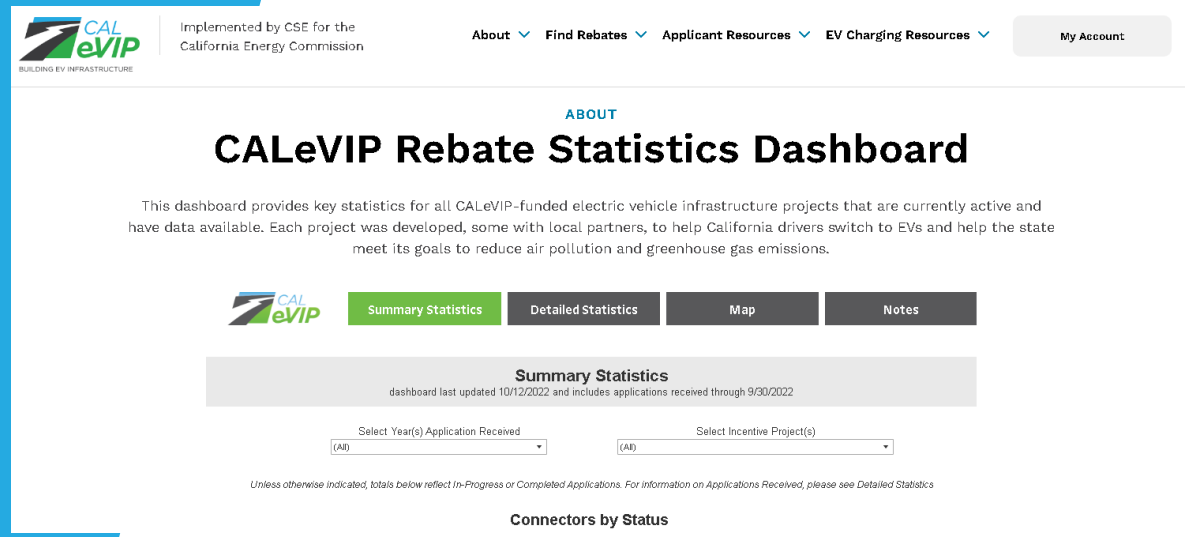
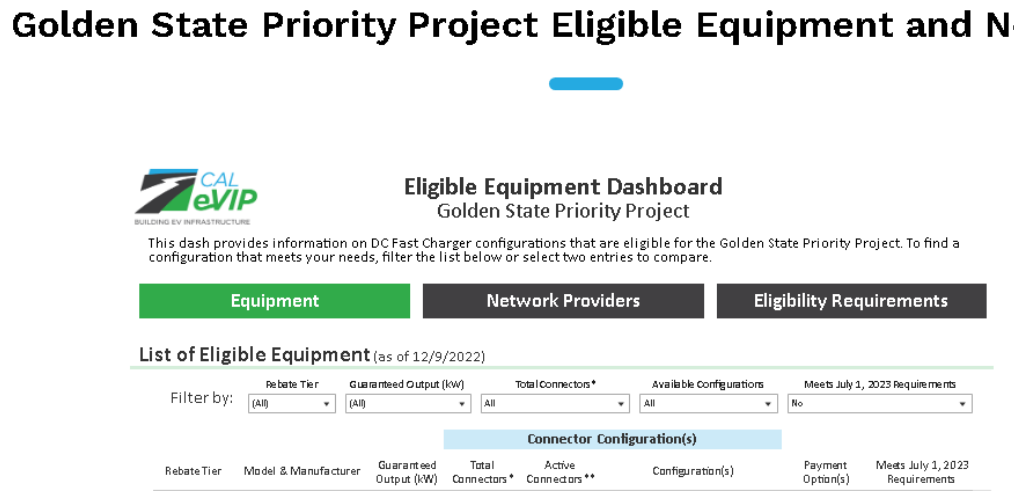
# Website Dashboards

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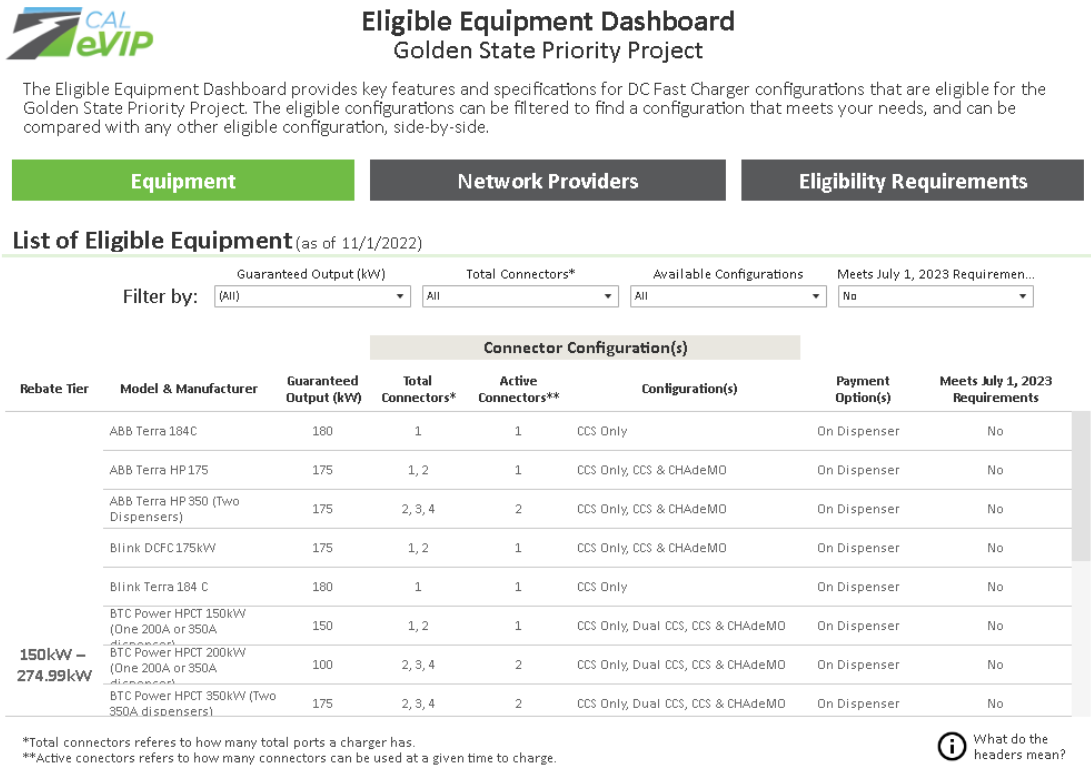
# Website Dashboards



## Eligible Equipment Dashboard
Golden State Priority Project

The Eligible Equipment Dashboard provides key features and specifications for DC Fast Charger configurations that are eligible for the Golden State Priority Project. The eligible configurations can be filtered to find a configuration that meets your needs, and can be compared with any other eligible configuration, side-by-side.

Equipment | Network Providers | Eligibility Requirements

**List of Eligible Equipment** (as of 11/1/2022)

Filter by: Guaranteed Output (kW): (All) | Total Connectors*: All | Available Configurations: All | Meets July 1, 2023 Requiremen...: No

| | | | Connector Configuration(s) | | | | |
|---|---|---|---|---|---|---|---|
| Rebate Tier | Model & Manufacturer | Guaranteed Output (kW) | Total Connectors* | Active Connectors** | Configuration(s) | Payment Option(s) | Meets July 1, 2023 Requirements |
| 150kW – 274.99kW | ABB Terra 184C | 180 | 1 | 1 | CCS Only | On Dispenser | No |
| | ABB Terra HP 175 | 175 | 1, 2 | 1 | CCS Only, CCS & CHAdeMO | On Dispenser | No |
| | ABB Terra HP 350 (Two Dispensers) | 175 | 2, 3, 4 | 2 | CCS Only, CCS & CHAdeMO | On Dispenser | No |
| | Blink DCFC 175kW | 175 | 1, 2 | 1 | CCS Only, CCS & CHAdeMO | On Dispenser | No |
| | Blink Terra 184 C | 180 | 1 | 1 | CCS Only | On Dispenser | No |
| | BTC Power HPCT 150kW (One 200A or 350A dispenser) | 150 | 1, 2 | 1 | CCS Only, Dual CCS, CCS & CHAdeMO | On Dispenser | No |
| | BTC Power HPCT 200kW (One 200A or 350A dispenser) | 100 | 2, 3, 4 | 2 | CCS Only, Dual CCS, CCS & CHAdeMO | On Dispenser | No |
| | BTC Power HPCT 350kW (Two 350A dispensers) | 175 | 2, 3, 4 | 2 | CCS Only, Dual CCS, CCS & CHAdeMO | On Dispenser | No |

*Total connectors referes to how many total ports a charger has.
**Active conectors refers to how many connectors can be used at a given time to charge.

What do the headers mean?

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# Website Dashboards

## Eligible Equipment Dashboard
Golden State Priority Project

This dash provides information on DC Fast Charger configurations that are eligible for the Golden State Priority Project. To find a configuration that meets your needs, filter the list below or select two entries to compare.

**Equipment** | Network Providers | Eligibility Requirements

### List of Eligible Equipment (as of 12/9/2022)

Filter by: Rebate Tier (All) | Guaranteed Output (kW) (All) | Total Connectors* All | Available Configurations All | Meets July 1, 2023 Requirements No

| | | | Connector Configuration(s) | | | | |
|---|---|---|---|---|---|---|---|
| Rebate Tier | Model & Manufacturer | Guaranteed Output (kW) | Total Connectors * | Active Connectors ** | Configuration(s) | Payment Option(s) | Meets July 1, 2023 Requirements |
| 150kW – 274.99kW | ABB Terra 184 C | 180 kW | 1 | 1 | CCS Only | On Dispenser | No |
| 150kW – 274.99kW | ABB Terra HP 175 | 175 kW | 1, 2 | 1 | CCS Only, CCS & CHAdeMO | On Dispenser | No |
| 275kW+ | ABB Terra HP 350 (One Dispenser) | 350 kW | 1, 2 | 1 | CCS Only, Dual CCS, CCS & CHAdeMO | On Dispenser | No |
| 150kW – 274.99kW | ABB Terra HP 350 (Two Dispensers) | 175 kW | 2, 3, 4 | 2 | CCS Only, CCS & CHAdeMO | On Dispenser | No |
| 275kW+ | ADS-TEC Energy ChargeBox (One Dispenser) | 320 kW | 1 | 1 | CCS Only | Kiosk | No |
| 150kW – 274.99kW | ADS-TEC Energy ChargeBox (Two Dispensers) | 160 kW | 2 | 2 | Dual CCS | Kiosk | No |
| 150kW – 274.99kW | Blink 160kW High Power DCFC (Cycle Mode Only) | 160 kW | 1, 2 | 1 | CCS Only, Dual CCS | On Dispenser | No |
| 150kW – 274.99kW | Blink 180kW High Power DCFC (Cycle Mode Only) | 180 kW | 1, 2 | 1 | CCS Only, Dual CCS | On Dispenser | No |
| 150kW – 274.99kW | Blink 200kW High Power | | | | | | |

*Total connectors referes to how many total ports a charger has.
**Active conectors refers to how many connectors can be used at a given time to charge.

What do the headers mean?

### Compare Charger Make/Model(s)

**Select a Charger:** ABB Terra HP 175

**ABB Terra HP 175**

Rebate Tier: **150kW – 274.99kW**
Power Output: **175kW**
Number of Connectors: **1, 2**
Number of Active Connectors: **1**
Eligible Configurations:
**CCS Only, CCS & CHAdeMO**
Eligible Payment Option(s):
**On Dispenser**
Meets July 1, 2023 Requirements? **No**

Click to navigate to the Terra HP 175 webpage.

**Select a Charger:** BTC Power HPCT 150kW (One 200A or 350A dispen...

**BTC Power HPCT 150kW (One 200A or 350A dispenser)**

Rebate Tier: **150kW – 274.99kW**
Power Output: **150kW**
Number of Connectors: **1, 2**
Number of Active Connectors: **1**
Eligible Configurations:
**CCS Only, Dual CCS, CCS & CHAdeMO**
Eligible Payment Option(s):
**On Dispenser**
Meets July 1, 2023 Requirements? **No**

Click to navigate to the HPCT 150kW (One 200A or 350A dispenser) webpage.

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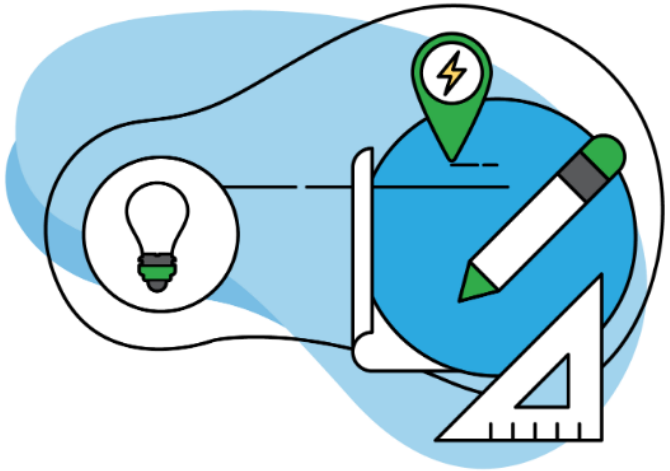
# Events Page

Be the First to Know About Upcoming Events

## Preparing for the Golden State Priority Project

Join presenters from the Center for Sustainable Energy, the California Energy Commission, ENERGY STAR and Open Charge Alliance on December 15 to discuss upcoming requirements and new resources for the Golden State Priority Project. Topics will include:

- Charging station uptime requirements
- Open Charge Point Protocol (OCPP) certification requirements
- ENERGY STAR certification requirements
- New resources on the redesigned CALeVIP website



December 15, 2022
9 a.m. – 12 p.m.

Register

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# New Resources

APPLICANT RESOURCES

## Document Library

Looking for CALeVIP application forms, implementation manuals or resource documents? You'll find them here.

### General Resources

- Guide to California Regulations for Electric Vehicle Charging Stations
- Electric Vehicle Charging Station Permitting Guidebook
- Low Carbon Fuel Standard Overview
- ENERGY STAR Certification Process
- Simple EV Charging Demand Survey
- Accessible EV Parking Requirements and Dimensions
- SCE Support for Commercial EV Charging Projects

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- SCE Support for Commercial EV Charging Projects

### Rebate Forms and Documents

Select a Project

Southern California Level 2 Incentive Project

Southern California Level 2 Incentive Project

- Southern California Level 2 Implementation Manual
- Southern California Level 2 Site Verification Form
- Southern California Level 2 Eligible Equipment List
- Southern California Level 2 Sample Supporting Documents
- Low Carbon Fuel Standard Overview
- CALeVIP Invoice Template
- Job Site Installation Form
- Non Permanent Structure Compliance Form
- CALeVIP extension policy
- Guide to California Regulation for Electric Vehicle Charging Stations
- SCE Support for Commercial EV Charging Projects
- Southern California Level 2 Permit and Utility Resource Guide

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# Applicant & Site Eligibility Guide

**Applicant and Site Eligibility Resource Guide**
CALeVIP 2.0 - Golden State Priority Project (GSPP)

Intro text?

## Applicant Eligibility Checklist

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

| | |
|---|---|
| ☐ | **Be a site owner -OR- Be the site owner's authorized agent**<br>All applicants will be required to submit a signed Site Verification Form at the time of application, which certifies that the person applying is either the site owner or is serving as the site owner's authorized agent. Applicants may view and download the Site Verification Form on the CALeVIP Document Library. For more information on the Site Verification Form, please see the Site Verification Form Resource Guide. |
| ☐ | **Be a business, a sole-proprietorship, a non-profit organization, or a public entity, that either is based in California or operates as a California-based affiliate -OR- be a California Native American tribe listed with the Native American Heritage Commission.**<br>All business entities (including businesses, sole-proprietorships, and non-profit organizations) that conduct business in California and are required to register with the California Secretary of State must do so and be in good standing to become an Applicant.<br>• If your business entity is required to, but not currently registered with the California Secretary of State, please contact the Secretary of State's Office as soon as possible. For more information, visit the Secretary of State's website at: www.sos.ca.gov.<br>• Alternatively, if your business entity is not required to, and not currently registered with the California Secretary of State, please include one of the following with your Site Verification Form:<br>o Business License<br>OR<br>o Fictitious Business Name (FBN) or Doing Business As (DBA) Statement<br>OR<br>o 2020 State Income Tax Form for the relevant business entity type<br><br>For additional information and guidance on state requirements for business entities, please visit www.calgold.ca.gov. |
| ☐ | **Do not have ongoing or threatened legal action that jeopardizes completion of the project.**<br>Any legal action against the Applicant Organization or Rebate Recipient, either threatened or actual legal action, cannot impact the completion or operation of the Proposed Installation or disbursement of the reserved rebate funds. The Applicant will attest to this during the submission of their application. |

## Site Eligibility Checklist

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

| | |
|---|---|
| ☐ | **Be in a disadvantaged community (DAC) or low-income community (LIC) census tract, as defined by the California Climate Investments Priority Populations Map.**<br>To verify whether your site is in a DAC or LIC census tract, please visit the California Climate Investments Priority Populations Map and enter your site address. If your site is located within one of these four solid-colored areas, your site is eligible to receive funding through GSPP:<br>Disadvantaged Communities<br>Disadvantaged and Low-income Communities<br>Low-income Communities<br>Low-income Communities within 1/2 mile of Disadvantaged Communities |
| ☐ | **Qualify as one of the CALeVIP defined Eligible Sites listed below.**<br>Only sites defined in the list below are eligible to receive funding through GSPP. For additional information on the specific sites, see the site definitions in the appendix of this document.<br>• Libraries<br>• Places of worship<br>• Police or sheriff stations<br>• Public transit hubs<br>• Restaurants<br>• Retail shopping centers<br>• Colleges/universities<br>• Community centers<br>• Gas stations<br>• Grocery stores<br>• Hospitals<br>• Hotels<br>• Large-format retail<br>• Airports<br>• Business districts<br>• Casinos<br>• City/county/privately owned parking lots or garages |
| ☐ | **Have premises that are well-lit, secure and in compliance with all federal, state, and municipal laws, ordinances, rules, codes, standards and regulations.**<br>It is the responsibility of the Applicant, the Rebate Recipient, and/or the Site Owner to ensure that by the end of the installation the site the following has been met:<br>1. The site is well-lit and secure, meaning that the charging stalls are illuminated and people visiting the site have a feeling of safety while walking away from and back to their vehicles. Adhering to this requirement will help discourage crime and/or vandalism and help prevent accidents.<br>2. Compliance with all applicable laws, ordinances, rules, codes, standards and regulations throughout the permitting, installation, and commissioning of the site. |
| ☐ | **Charging station must be publicly available 24 hours per day, 365 days a year, unless located in a stand-alone parking lot or parking garage.**<br>The charger(s) must not be located behind a fence or in a gated parking lot closed to the public |

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# Equipment Eligibility Resource Guide

**Equipment Eligibility Resource Guide**
**CALeVIP 2.0 - Golden State Priority Project (GSPP)**

Rebates distributed through the Golden State Priority Project can help cover costs of installing Eligible Equipment. This resource guide contains guidance on equipment eligibility requirements and associated rebate tiers.

## DCFC Charging Station Nomenclature

| Charger | Charger Model A | Charger Model B |
|---|---|---|
| Simultaneous Charging Available | Yes | No |
| Power Cabinet |  2 power cabinets |  1 power cabinet |
| Dispenser |  2 dispensers |  1 dispensers |
| Active Connectors |  4 active connectors |  1 active connector |
| Total Number of Connectors | 4 total connectors, all can be used at the same time | 2 total connectors, only one can be used at a time |

## Eligible Rebate per Active Connector

Rebates for Eligible Equipment may equal **up to 50%** of the project's total approved costs subject to the rebate caps listed below:

| Guaranteed Output per Active Connector | Rebate Caps per Active Connector |
|---|---|
| 150kW-274.99kW | $55,000 |
| 275kW+ | $100,000 |

## Equipment Eligibility Checklist

The GSPP Eligible Equipment Dashboard is the easiest way to verify that the DCFC you plan to install is Eligible Equipment. All DCFCs displayed on the dashboard are Eligible Equipment, and meet this criteria:

| | |
|---|---|
| ☐ | **Is new equipment, installed for first time.**<br>Any charger that has at one point been unboxed, installed on site, wired and energized, or damaged, will not be considered as Eligible Equipment |
| ☐ | **Is installed on infrastructure that is new or stub-out/make-ready -OR- be installed as a replacement for an existing DCFC**<br>1. A new infrastructure installation is one where there is none of the required wiring or conduit is currently in place.<br>2. Stub-out/make-ready infrastructure refers to a site where some or all the required wiring or conduit is currently in place, but no charger is installed.<br>3. DC Fast Chargers already installed on a site are eligible for replacement only if their power output is below 40kW. Non-DC Fast Chargers are not eligible for replacement. |
| ☐ | **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.**<br>Tesla and CHAdeMO connectors may be installed but will not be considered when determining the maximum rebate amount for the installation. |
| ☐ | **Can be networked, via Wi-Fi, ethernet, or cellular connection (4G and above)**<br>Networked means that the DCFC must:<br>1. Connect to a back-end network and be capable of "over-the-air" updates.<br>2. Collect charging session data.<br>3. Be covered by a networking agreement for a minimum of 5 years. |
| ☐ | **Provides at least a 150-kW guaranteed power output at each active connector.**<br>An active connector is defined as the number of connectors that can simultaneously supply the rebated guaranteed output at any one time. |
| ☐ | **Uses an implementation of the Open Charge Point Protocol (OCPP) version 1.6 or later.**<br>Compliance with this requirement is verified via self-attestation on the product specification sheet. |
| ☐ | **If payment is required, the following payment options must be physically located on the charger, or on a kiosk serving the charger:**<br>1. An EMV chip reader.<br>2. A mobile payment device.<br>3. A toll-free number. |
| ☐ | **Is certified by a Nationally Recognized Testing Laboratory Program (NRTL) to either UL 2202 or UL 9741.**<br>The NRTL certificate number must be provided. However, if the certificate number cannot be verified via the issuing NRTL's certificate lookup, a copy of the certificate may be required. |

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# Permit/Utility Design Resource Guide

**Permit Application/Utility Service Design Package Resource Guide**
**CALeVIP 2.0 - Golden State Priority Project (GSPP)**

At the time of application, applicants are required to include a Permit Application Package OR a Utility Service Design Package. This differs from CALeVIP 1.0 projects, where this submission package was due 60 days after funds were reserved for each application. Permit Application/Utility Service Design Packages confirm that applicants are moving forward with the permitting and/or utility service design required for the proposed EV charging installation projects.

A Permit Application/Utility Service Design Package must be complete at the time of application submission. In the table below, you can review the items required to be considered complete. Each application needs EITHER a Permit Application OR a Utility Service Design Package to be considered for reservation of rebate funds. In the "Sample Supporting Documents" section of this resource guide, you can find further explanation about each of these documents.

| PERMIT APPLICATION PACKAGE | UTILITY SERVICE DESIGN PACKAGE |
|---|---|
| Copy of the permit application<br>OR issued permit | Copy of new or upgraded service application<br>OR copy of the final service design<br>OR official letter stating no new or upgrade service is required for the installation |
| Copy of the plan set submitted with the application | Copy of the plan set or electrical calculations submitted with the application |
| Receipt showing paid plan check fees<br>OR communication from permitting agency showing no fees due for the permit application<br>*Issued permits do not require this item* | Receipt showing paid engineering advance<br>OR communication from utility showing no fees due for the new/upgraded service application<br>*No service changes do not require this item* |

After submission, applications will be assigned a tier based on the documents submitted for the Permit Application/Utility Service Design Package. Once assigned to a tier, applications will be randomly assigned a place in the queue within that tier. The queue of reserved rebate funding will progress through tier 1, 2, then 3.

| TIER 1 – "READY TO BUILD" | TIER 2 – "DESIGN APPROVED" | TIER 3 – "DESIGN IN PROGRESS" |
|---|---|---|
| Issued permit<br>AND<br>Final utility service design OR official letter stating no new or upgrade service is required for the installation | Issued permit<br>OR<br>final utility service design OR official letter stating no new or upgrade service is required for the installation | Completed application requirements but do not meet tier 1 or 2 |

## Sample Supporting Documents

***Best Practices***

All documents submitted to CALeVIP 2.0 should be of good quality. The Quality Submittal Standards are as follows:

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 document copies, free of cut-offs

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# Permit/Utility Design Resource Guide

***Application Package Checklist***

| **Step 1: Select either a Permit Application or a Utility Service Design Package** | |
|---|---|
| **☐ Permit Application Package**<br><br>**Step 2: Select one item from each box below.** | |
| ☐ | Permit Application<br>• A copy of permit application must include seal, logo, or branding of the permitting authority; address of proposed installation site; all required fields completed; and a signature.<br>• Additionally, the identified scope of work should include the installation of DC fast chargers.<br>OR<br>Issued Permit<br>• An issued permit must include seal, logo, or branding of the permitting authority; address of proposed installation site; an issued date; and a permit number.<br>• Additionally, the approved scope of work should include the installation of DC fast chargers. |
| ☐ | Plan set<br>• A plan set must include address of proposed installation site and number and location of DCFC. |
| ☐ | *This item is not required if an issued permit is provided in item 1.*<br><br>Receipt showing paid plan check fees<br>• Plan check fee receipt must include scope of work (EV installation), the site installation address or the identifying record number associating permit application with submission, as well as the fee amount and verification of payment.<br>OR |
| | Verification that no fees are due for the permit application<br>• If no plan check fees are due by the permitting agency, alternative documentation must be provided proving that application has been submitted and that nothing further is required from the applicant for the AHJ to review the permit application and plan set. Examples of this include an email confirmation from the AHJ or a screenshot from the AHJ submission portal. This verification must include the site installation address or the identifying record number associating permit application with submission. |
| **☐ Utility Service Design Package**<br><br>**Step 2: Select one item from each box below.** | |
| ☐ | New or Upgraded Service Application<br>• A utility service application must include seal, logo, or branding of the utility provider; address of proposed installation site; all required fields completed; and all required signatures.<br>OR<br><br>Final Utility Service Design<br>• Final service design must include seal, logo, or branding of the utility provider; address of proposed installation site; a finalized agreement; and all required signatures.<br>OR<br><br>Official letter stating no new or upgrade service is required for the installation<br>• If no changes to utility service are required for the EV installation, a letter from the utility provider with seal, logo, or branding of the utility provider stating the utility service change exemption should be submitted in lieu of either of the two documents above. |
| ☐ | *This item is not required if a letter stating no new or upgraded service is provided in item 1.*<br><br>Plan set<br>• A plan set must include address of proposed installation site and number and location of EVCS. |
| ☐ | *This item is not required if a letter stating no new or upgraded service is provided in item 1.*<br><br>Receipt showing paid engineering advance<br>• Engineering advance receipt must include scope of work (EV installation) with fee amount and verification of payment.<br>OR<br><br>Communication from utility showing no fees due for the new/upgraded service application<br>• If no fees are due by the permitting agency, alternative documentation must be provided proving that the utility application has been submitted and that nothing further is required from the applicant for the utility provider to review the service |

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# Upcoming: Office Hours

Office Hours will be a new offering where applicants will be able to schedule a time during the application window to discuss application questions with CALeVIP staff.

Office Hours are intended to supplement responses via email, especially when more complex situations arise.

Additional information will be posted on the website and discussed at a subsequent webinar.

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# Poll Question #5

Will the additional resources discussed today be of value to you?

A. Yes, they will all have valuable information for me.
B. Yes, most will have valuable information for me.
C. Yes, some will have valuable information for me.
D. No, I will not be using any of these resources.

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# Session 3: Questions & Answers

**Please submit all comments and questions through the chat now.**

**Panelists**

Fidel Leon-Green, Center For Sustainable Energy

Brian Fauble, California Energy Commission

Jeffrey Lu, California Energy Commission

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Post Webinar:

- Visit the Golden State Priority Project webpage
  calevip.org/incentive-project/golden-state-priority-project

- Contact us with additional questions
  golden-state-priority@energycenter.org

- Visit CEC Docket 22-EVI-01
  - View all CALeVIP 2.0 webinars and presentations
  - Submit comments

# Thank You!

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