

“Stacking” Guide for Communities in Charge Funding Wave 3

Purpose

The Communities in Charge project team is aware that financing the installation of Level 2 EVSE can be challenging. This guide is meant to help participants understand how multiple funding resources can be combined with the Communities in Charge program. For specific questions, please reference the Implementation Manual or reach out to the project team at thecommunitiesincharge@calstart.org.

Allowable Stacking

- ✓ The Communities in Charge program covers certain expenses, but there may be costs that are **not eligible**. Participants can use other funding options to cover costs that are ineligible in Communities in Charge.
- ✓ Any revenue generated from Low Carbon Fuel Standard (LCFS) credits can be used to help finance your project costs. Federal tax credits are also okay.
- ✓ Local Government can use local, state or federal funding for eligible costs as long as they are not from participation in an EV incentive or rebate program, aside from those situations mentioned here.
- ✓ Communities in Charge provides incentives that cover up to 40 ports per eligible project site. Funding from alternate source is permissible and may be applied to expenses associated with the installation of additional ports, exceeding the 40 port maximum for Communities in Charge.

Not Allowable

- ✗ Using multiple EV incentive programs to pay for costs already covered by CIC.
- ✗ Utilizing other EV incentive programs funded by the California Energy Commission.
- ✗ Leveraging multiple sources to exceed 100% of overall cost.

Examples

- ✓ Using EV incentive programs from an IOU to pay “To the Meter Costs” and utilizing CIC to cover project eligible costs.
- ✓ A City utilizes earmarked funds from the State to help cover ineligible costs.
- ✓ A workplace charging site uses other EV incentive funds to pay for an additional 10 ports since they reached the maximum allowed 40.