

“Stacking” Guide for Communities in Charge Funding Wave 3

Purpose

The Communities in Charge (CIC) project team is aware that financing the installation of Level 2 EVSE can be challenging. This guide is meant to help Incentive Recipients understand how multiple funding resources can be combined with the CIC incentives in Funding Wave 3. For specific questions, please reference the Implementation Manual Section 2.5, or reach out to the project team at communitiesincharge@calstart.org.

Allowable Stacking

- ✓ 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.
- ✓ Incentive Recipients that are Local Governments can use local, state or federal funding for eligible costs if they are not from participation in an EV incentive or rebate program, aside from those situations mentioned here.
- ✓ Costs associated with ports that are not incentivized by CIC are considered ineligible costs. Funding from alternate sources may be applied to ineligible costs associated with the installation of ports that are not benefitting from CIC incentives, including additional ports exceeding the 40-port maximum for CIC, provided the funding source is not explicitly disallowed by and are in compliance with the Implementation Manual and this Guide.

Not Allowable

- ✗ Using a utility incentive program (outside of utility rules and tariffs) to fund ineligible project costs.
- ✗ Using any other EV incentive program to pay for costs eligible for CIC incentives.
- ✗ Using other incentive programs funded by the California Energy Commission.
- ✗ Leveraging multiple sources to exceed 100% of overall project cost or any one category of cost.

Examples

- ✓ A City utilizes earmarked funds from the State to help cover ineligible costs.
- ✓ A workplace charging site uses another incentive to pay for an additional 10 ports beyond the 40-port maximum allowed for CIC incentives.