

## FutureFit Multifamily Electric Vehicle Charging Installation Incentive Program Equipment Specifications

### Incentives

Property Category	Property Type	Equipment Type <sup>1</sup>	Incentive Amount	Maximum Incentive
<b>Existing Building</b>	Multifamily Dwelling	L1 or L2 outlet	\$2,500	Up to \$50,000 per project site or 75% of total project costs, whichever is less
		L2 EVSE port	\$5,500	
		Panel Upgrade	Up to \$5,000 per site	
		Pre-wiring	\$1,500 per pre-wired port/outlet, Up to 10 per site	
	100% Affordable Multifamily Dwelling <sup>2</sup>	L1 or L2 outlet	\$2,500	Up to \$60,000 per project site or 100% of total project costs, whichever is less
		L2 EVSE port	\$5,500	
		Panel Upgrade	Up to \$5,000 per site	
		Pre-wiring	\$1,500 per pre-wired port/outlet, Up to 10 per site	
<b>New Construction</b>	Affordable Multifamily Dwelling <sup>2</sup>	L1 or L2 outlet	\$1,000	100% of total project costs <sup>3</sup>
		L2 EVSE port	\$2,000	

<sup>1</sup> Please see next sections for details.

<sup>2</sup> Affordable Housing is defined as residential buildings that 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 (<80% AMI and below). New construction projects with a smaller percentage of affordable units may seek incentives for EV chargers accessible by residents in those units.

<sup>3</sup> Only ports that exceed CALGreen minimum requirements are eligible for new construction projects.

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**Level 1 or Level 2 Outlet**

- Outlets must be 120 volt or 208/240V outlets.
- Each outlet must provide a 1.4 kW minimum power supply.
- NEMA-rated receptacle for 15- or 20-amp circuit must be installed.
- Ground Fault Circuit Interrupter (GFCI) receptacles rated must be used.
- Receptacles installed outside must use NEMA 3R minimum rated enclosures.
- There must be a dedicated EV charging circuit breaker that is clearly labeled in the service panel or sub-panel.
- The outlet must be within 14 feet of a vehicle charging parking spot(s).
- Installation must be completed by a valid California state-licensed electrician.

**Level 2 Port**

- Charger must utilize an SAE J1772 compliant charging connector.
- Charger must have a 6.2 kW minimum capable power supply. Actual operating draw may be lower when controlled by power management.
- Charger must be NEMA 3R rated minimum.
- Charger must be UL 2594 certified by a Nationally Recognized Testing Laboratory (NRTL).
- Equipment must be new and installed for the first time, hardwired and either installed on a wall or pedestal.
- Must have networking agreement with EVSP network for minimum 2 years.
- Networked charger software must use open standard protocol like Open Charge Point Protocol (OCPP) and be OpenADR compliant.
- A minimum 3-Year Warranty must be included.

**Panel Upgrade**

- For a panel upgrade, the existing electric panel must be upsized to a new or expanded capacity of at least 200 amps.
- New electrical panels must be specified and installed in compliance with the California Electrical Code.
- The new panel must be required in order to enable the new charging equipment load.

**Pre-Wiring**

- Installation of electrical infrastructure, including panels, wire, conduit, breakers, etc. capable of powering future EVSE installation.
- Must include conduit out to each site, terminate in the distribution panel and be stubbed-out at the parking spot/charging site.
- Can not be layered with L2 incentives from other programs to fund the same port.

**Eligible Costs**

- Charging equipment
- Installation labor costs
- Electrical improvements, including panel upgrade costs
- Infrastructure upgrade costs
- Operations and maintenance agreements
- Equipment warranty
- Load management equipment

Note that all work and equipment purchases must occur after the date of reservation of funds. Planning and design work are permissible prior to the reservation date. SVCE requires itemized invoices clearly documenting eligible costs in order to complete a claim.

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