



Standards & Requirements Guide

Multifamily Residential and Commercial EV Charging Station Incentive Program

Overview

Silicon Valley Power's (SVP) EV Charging Station Incentive program for Multifamily Residential Properties and Commercial Properties provides incentives for zero-emission vehicle (ZEV) infrastructure equipment for battery electric vehicles in the City of Santa Clara. These incentives help lower the upfront costs of make ready, equipment and software costs associated with infrastructure for ZEVs and offers increased incentives for projects that meet equity eligibility criteria.

Eligible Project Costs

- **Design, engineering, and utility service request costs** are eligible costs but are incurred at your **own risk** prior to the date your funds are reserved (e.g. application may be determined ineligible, or funds may be unavailable at time of application)
- **All other project costs** incurred prior to the date your funds are reserved are ineligible
- Rebates are reserved on a **first-come, first-served** basis
- Rebates are valid for purchases made with United States currency only
- 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. Silicon Valley Power 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
 - EVSE (Level 1 or Level 2 EV charging ports and outlets)
 - EVSE service, warranty, and O&M agreements
 - Installation costs and Materials (conduit, panels, wire, etc.)
 - Labor and Civil (trenching, backfill, curb cutting, etc.)
 - Project signage
 - Required ADA upgrades due to charging project
 - Load management, or 'power sharing' equipment, Charge Management Software
 - Adder Hardware such as '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 data



- **Make Ready**
 - Switchgears
 - Electrical Panel Upgrades
 - Wiring and Conduit
 - Meters
 - Utility Service Fees/Load Development Fees

Applicant and Site Requirements:

- Be a site owner or their authorized agent with a SVP Site Verification Form submitted within five calendar days of application date.
- This rebate is available to multifamily residential buildings and commercial buildings (nonresidential) within Silicon Valley Power's service territory.
- All nonresidential Silicon Valley Power customers or their authorized agent are eligible to apply. Program eligibility requirements and project qualifications are subject to modifications at any time, please check with an SVP EV program staff to ensure you have the latest version of the rebate application.
- To help ensure the project will meet all program eligibility requirements, the customer or customer's authorized agent should consult with SVP EV program staff during the design stage of the project.
- The EV Charging Rebate Application must be pre-approved by SVP prior to the implementation or installation of make ready, EV-related electrification measures, systems, or equipment.
- SVP preapproval consists of written confirmation from SVP to the Applicant. The pre-approval will define the approved rebate amount and establish the rebate timeline for the final submittal of all required documentation and proof of installation. All required documentation must be submitted by the date listed in the pre-approval notice from SVP. Otherwise, the rebate funding may be forfeited. If the project will not be completed by the date listed, SVP must be contacted at least 2 weeks before the deadline to request a project deadline extension.
- As applicable, SVP reserves the right to conduct pre- and post-installation site inspections to confirm existing conditions and rebate eligibility. Post-installation project inspections may be required to confirm eligible project measures were installed and operating in accordance with program requirements.
- Customer intends to operate the charging station at the listed service address for its useful life.

Eligible Multifamily Residential Locations

- All multifamily housing (apartments, condos, townhomes, etc.) with 4 or more housing units.
- Installations must be in open parking areas or garages. Assigned parking spaces are eligible, as long as they are not located inside private, dedicated, garages with access to only a single residential unit (see "Parking Type" below for more details and exceptions).



Eligible Non-Residential Locations

- Employee / Workplace Parking.
- All Publicly Accessible Non-Residential Locations.
 - Retail, hotels, malls, parking garages, curbside charging, etc., must be open to the general public.
 - Government locations such as parks, libraries, government offices, city/county-owned garages, etc., must be open to the general public.
- Fleet (fleet and public access shared use is eligible, dedicated public or private fleet charging is also eligible).

Installation site requirements:

- Located in the City of Santa Clara.
- Premises must be well-lit, secure, and in compliance with all federal, state and municipal laws, ordinances, rules, codes, standards and regulations.
- Local Codes & Regulations: 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, except for installations at Affordable Housing and public agencies.
- Be an eligible site: commercial, workplace (Public or private parking facilities, but must be shared use parking spaces), multifamily dwelling (public or private parking facilities, does not have to be shared use parking spaces), public facility, or curbside charging.
- New construction sites are not eligible for funds.
- Parking Type: Installations must be in parking areas or garages that are open to residents, employees, public visitors, etc. Installations cannot be located inside private garages with access to only a single residential unit.
 - Assigned parking spaces are eligible.
 - Detached garages that are only accessible by a single residential unit are not eligible, unless electricity to this area is provided by a common/shared electrical meter.

Equipment requirements:

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

a. Level 1 (L1) or Level 2 (L2) Outlet (110/120V or 208 – 240V, 15A – 50A circuit)

i. Hardware Requirements

1. Power Supply: 1.4 kW minimum per outlet
2. NEMA 110/120V or 208 – 240V receptacle, heavy duty, commercial, or industry grade
3. Ground Fault Circuit Interrupter (GFCI) receptacle
4. Must meet indoor or outdoor NEC requirements per installation location



5. Devices with multiple outlets may qualify, each outlet must provide a minimum 1.4 kW power supply when all outlets are charging simultaneously to qualify for the per outlet incentive
 - ii. Software Requirement
 1. N/A
 - iii. Operational Requirements
 1. Operating Period:
 - a. Mandatory 3-year operation period
- b. Level 2 (L2) EVSE (208 - 240V, 20A – 80A circuit)
- i. Hardware Requirements
 1. J-1772 standard commercial grade charging receptacle
 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)
 - ii. Software Requirements
 1. Communication Protocols:
 - a. Must use an open standard protocol, such as Open Charge Point Protocol (OCPP)
 2. Billing
 - a. Must accept some form of credit card and at least one additional form of payment (L2 only, if payment is required)
 - iii. Installation & Operational Requirements
 1. EVSE Procurement:
 - a. Vendors must have installed and/or operated chargers in the United States for at least three years
 2. Operating Period:
 - a. Mandatory 3-year operation period with standardized data reporting frequency established in the Program Terms & Conditions
 3. Networking Agreement
 - a. Mandatory 2-year networking agreement with EVSP network (eligible towards total project cost)

Other Requirements

- Purchased after the application Funds Reserved date
- Level 2 charger capable of 6.2 kW or greater per connector
- If payment is required, must accept some form of credit cards and multiple forms of payment
- Must be new charging equipment



- Charging stations that are portable, resold, rebuilt, or received from warranty insurance claims are not eligible for rebates under this program
- Must be wall or pedestal-mounted
- Must be certified by Underwriters Laboratories Inc. (UL Listed), ETL Listed, or approved by the City of Santa Clara Building Department
- If networked charging stations are installed, SVP shall be provided access to the charging information
- (Recommended) Physical signage for easy identification of charging station location
- (Recommended) Post information about the charging station on the US Department of Energy Alternative Fuel Data Center website:
www.afdc.energy.gov/fuels/electricity_locations.html
- Customer agrees that SVP reserves the right to inspect the installation premises of the charging station for 24 months after receipt of a complete application.
- SVP may deny issuing the rebate if this condition is not met by the Customer.
- SVP disclaims any liability, loss, or damage that may arise as a result of the Customer's participation in this program.
- SVP is not responsible for any taxes that Customer may incur as a result of participation in the Multifamily and Commercial Electric Vehicle Charging Incentive program. Please consult your tax advisor with questions or concerns.
- Customer is solely responsible for ensuring all products are installed to the manufacturer's specification.
- Qualifying measures and rebate values are subject to change and may change throughout the program period without prior notice. Visit www.siliconvalleypower.com/EV or call (408) 244-SAVE (7283) to verify before purchase or installation.

Permits

- All electrical work must be in accordance with local codes, permitting, inspection requirements, and any American Disability Act (ADA) requirements, if applicable.
- Please visit the City of Santa Clara's [Permit Center website](#) or call (408) 615-2420 for EV charging permit requirements.
- A permit is required for a new circuit installation which would include either an outlet or hard-wired EVSE. An over-the-counter permit is not required for non-hardwired level 2 charging stations.
- If there is an existing circuit that is not being modified and you are only changing the outlet for a hard-wired EVSE that would not require a permit.
- If you are making an upgrade to an existing circuit, which would require a larger breaker and conductors in addition to the hard-wired EVSE, that would require a new permit.
- Please refer to the [City of Santa Clara's Building Division's Guidelines for Commercial or MultiFamily Electric Vehicle \(EV\) Charging Stations](#).



Incentive Amounts

Maximum incentive award is up to the specified % of eligible project costs, maximum per property cap, or maximum per port/outlet incentive - whichever is less, unless otherwise stated.

Property Type	Property Category	Funding Lane	Port Type	Outlet/Port Qty	Port Incentive	Applicable Incentive Cap
Multifamily Property	Existing Multifamily Building	MFP Standard	Level 1 (L1) Outlet	No Limit	\$2,500 per outlet	None
			Level 2 (L2) Outlet	No Limit	\$2,500 per outlet	None
			Level 2	1 - 4	\$7,500	Up to 75% of project cost, maximum \$90,000 per property
			Level 2	5 - 7	\$7,500	Up to 80% of project cost, maximum \$90,000 per property
			Level 2	8+	\$8,000	Up to 85% of project cost, maximum \$100,000 per property
	Existing Multifamily Building - Affordable Housing Facility and/or meets Equity Eligibility Criteria	MFP Equity+	Level 1 (L1) Outlet	No Limit	\$2,500 per outlet	None
			Level 2 (L2) Outlet	No Limit	\$2,500 per outlet	None
			Level 2	1 - 4	\$7,500	Up to 100% of project cost, maximum



						\$100,000 per property
			Level 2	5 - 7	\$7,500	Up to 100% of project cost, maximum \$125,000 per property
			Level 2	8+	\$8,000	Up to 100% of project cost, maximum \$150,000 per property
Property Type	Property Category	Funding Lane	Port Type	Outlet/Port Qty	Port Incentive	Applicable Incentive Cap
Commercial Property (Non-Residential)	Existing Commercial Property	CP Standard	Level 1 (L1) Outlet	No Limit	\$2,500 per outlet	None
			Level 2 (L2) Outlet	No Limit	\$2,500 per outlet	None
			Level 2	1 - 4	\$7,500	Up to 75% of project cost, maximum \$90,000 per property
			Level 2	5 - 7	\$7,500	Up to 80% of project cost, maximum \$90,000 per property



			Level 2	8+	\$8,000	Up to 85% of project cost, maximum \$100,000 per property
Existing Commercial Property that meets Equity Eligibility Criteria	CP Equity+	Level 1 (L1) Outlet	No Limit	\$2,500 per outlet	\$2,500 per outlet	
		Level 2 (L2) Outlet	No Limit	\$2,500 per outlet	\$2,500 per outlet	
		Level 2	1 - 4	\$7,500	Up to 100% of project cost, maximum \$100,000 per property	
		Level 2	5 - 7	\$7,500	Up to 100% of project cost, maximum \$125,000 per property	
		Level 2	8+	\$8,000	Up to 100% of project cost, maximum \$150,000 per property	



Combining Incentives

Installations may be eligible for additional funding programs. When customers combine incentives from multiple sources, Silicon Valley Power incentives may be reduced so total incentives do not exceed the applicable caps indicated in the incentive table above. The site eligibility, as outlined in the eligibility section, applies to all program segments unless otherwise designated. Cannot be combined with CALeVIP or other SVP funded program.

Equity+ Eligibility

Properties that meet one or more of the following requirements qualify for the Equity+ Funding Lanes

- **Low-Income Multifamily Property** is listed as an “Affordable Housing Facility” on the City of Santa Clara’s Housing & Community Services Division’s [Affordable Housing Resource Guide](#) or Low-Income Multifamily Housing – Generally refers to properties required to provide units at below-market rents that are subsidized or discounted based on the tenant’s income, unlike Market Rate Housing where rents are set by the landlord and based on how much the unit is worth on the market. Examples of low-income housing include **Subsidized Housing** and **Senior Housing**.
- Applicant is a **small business** as recognized by the California State Legislative Code, Section 14837(d).
- Applicant is a **Certified Minority Business Enterprise** as defined by California Public Contract Code, Article 12; Woman-Owned Small Business; or a Veteran-Owned Small Business; or a LGBTQ- Owned Small Business.
- Applicant is a **Public Transit Agency** installing infrastructure in a designated Disadvantaged Community, defined as having a CalEnviroScreen 3.0 or 4.0 score in the top 25 percent, or in a Low- Income Community, as defined by AB 1550.
- Applicant is a **Public School District** installing infrastructure in a designated Disadvantaged Community, defined as having a CalEnviroScreen 3.0 or 4.0 score in the top 25 percent, or in a designated Low-Income Community, as defined by AB 1550 and/or a School District serving greater than 50 percent of students served by the school district are Free and Reduced-Price Meals students.
- Applicant is a **California Native American Tribe**, California Tribal Organization, or Non- Governmental Organization serving Tribal entities.
- Applicant is a **non-profit organization** that qualifies for tax-exempt status with the Internal Revenue Service under Internal Revenue Code Section 501(c)(3). Non-profit organization granted nonprofit status under state and federal tax exemptions which may also include not-for profit schools.
- **Government Agency** – A local, state or federal administrative unit of the United States government.
- Applicant is installing infrastructure in a designated **Disadvantaged Community (DAC)**, defined as having a CalEnviroScreen 3.0 or 4.0 score in the top 25 percent, or in a Low-Income Community, as defined by AB 1550.



Required Installation Verification Documents for Payment

- To be eligible for rebate funds, proof of purchase, paid receipts, and invoices marked as paid must be submitted for all labor, materials, and service fees.
- Purchase invoice for equipment with model numbers and item quantities listed. 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 to accommodate EV charging.
- Paid invoice for engineering, design costs, make-ready work (if applicable).
- Copy of permits including final building permit from local agency showing proof of fees paid (if applicable).
- Proof of paid Silicon Valley Power Load Development Fees or service invoices (if applicable).
- Pictures of the following:
 - At least 2 photos of installed and operational EV Charging outlets/ports
 - 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 paid network agreement (2 years for L2 EVSE)
- Copy of a paid operation and maintenance contract or minimum 3-year warranty with EVSE vendor
- Silicon Valley Power 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.
- Rebate checks will typically be mailed within 4 to 6 weeks after all requested documentation have been submitted.



Definitions

- a. 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.
- b. 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).
- c. Electric vehicle (EV) charging Port – a 120V – 240V AC outlet or J1772 connector on an EVSE which charges one vehicle at a time.
- d. 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.
- e. Level 1 (L1) Outlet – Level 1 outlets offer charging through a 120V AC circuit, providing about 50 - 60 miles of range over a 12-hour overnight charge. EV drivers bring their own charging cord.
- f. Level 2 (L2) Outlet – Level 2 outlets offer charging through a 208 – 240V AC circuit, providing about 12 - 24 miles of range per hour. EV drivers bring their own charging cord.
- g. L2 EVSE – Level 2 EVSE are charging stations that offer charging on a 208V - 240V AC circuit, providing about 12-24 miles of range per hour. EV drivers plug the charger's cord into their vehicle.
- h. 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.
- i. Multifamily Property – Multifamily residential buildings with four or more residential units.
- j. 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.
- k. Employee Parking – Parking that is assigned or dedicated to employee parking only and not accessible by the general public.