



**CALIFORNIA
ENERGY COMMISSION**



**CALIFORNIA
NATURAL
RESOURCES
AGENCY**

Clean Transportation Program

FINAL PROJECT REPORT

2022 Electric Vehicle Charging Station Program Closure Report

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PREFACE

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Clean Transportation Program. The statute authorizes the California Energy Commission (CEC) to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013) reauthorizes the Clean Transportation Program through January 1, 2024, and specifies that the CEC allocate up to \$20 million per year (or up to 20 percent of each fiscal year's funds) in funding for hydrogen station development until at least 100 stations are operational.

The Clean Transportation Program has an annual budget of about \$100 million and provides financial support for projects that:

- Reduce California's use and dependence on petroleum transportation fuels and increase the use of alternative and renewable fuels and advanced vehicle technologies.
- Produce sustainable alternative and renewable low-carbon fuels in California.
- Expand alternative fueling infrastructure and fueling stations.
- Improve the efficiency, performance and market viability of alternative light-, medium-, and heavy-duty vehicle technologies.
- Retrofit medium- and heavy-duty on-road and nonroad vehicle fleets to alternative technologies or fuel use.
- Expand the alternative fueling infrastructure available to existing fleets, public transit, and transportation corridors.
- Establish workforce-training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

To be eligible for funding under the Clean Transportation Program, a project must be consistent with the CEC's annual Clean Transportation Program Investment Plan Update. The CEC and the California Pollution Control Financing Authority issued 600-14-007 to establish and support an Electric Vehicle Charging Station Financing Program. The agreement was executed as 600-14-007 on June 1, 2014.

ABSTRACT

The Electric Vehicle Charging Station program report summarizes the activities of the program and provides balances for the accounts necessary to end the program on March 31, 2022, per Contract 600-14-007.

This report provides a description of projects funded by the loans enrolled in the Electric Vehicle Charging Station program including costs, location, lenders, make and model of chargers, and rebate distributions.

Keywords: charging stations, small business, loan program, infrastructure, Capital Access Program, rebate

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EXECUTIVE SUMMARY

Introduction

The California Energy Commission deploys funds from the Clean Transportation Program to accelerate the development and adoption of alternative fuels, vehicles and fueling or charging infrastructure in California. This program was created by Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) and reauthorized by Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013). One element of the program emphasizes deployment of electric vehicle charging installations for electric passenger vehicles, shuttle vans, transit and school buses, and trucks. The need for electric charging infrastructure has been spurred by the growth of a variety of electric passenger car models, vans, buses, and trucks that cumulatively exceeded one million vehicles in California in 2022.

The Energy Commission co-funds these types of projects through awards of grants and rebates to electric vehicle owners, businesses whose employees and customers use electric vehicles, local governments, electric vehicle charger equipment manufacturers and installers, and other project implementers. The Energy Commission negotiated an interagency agreement No. 600-14-007 with the California Pollution Control Financing Authority to establish a loan mechanism to complement grant and rebate programs administered through other channels. During the loan program, the Energy Commission had been deploying \$20 million to \$40 million per year in grants for electric vehicle chargers for similar projects.

Other sources of grant and rebate funding had also become available in California in large funding pools for electric vehicle charging infrastructure projects from several entities. Prominent sources include, the California Air Resources Board, California Department of Transportation, corporate settlement awards negotiated with NRG, Inc. and Volkswagen, electric utilities, air districts, the Ports of Los Angeles and Long Beach, and the Mobile Source Review Committee. None of these organizations deploy incentives as loans.

Purpose

Although existing programs co-fund electric vehicle charging infrastructure through grant incentives, the Energy Commission wanted to explore the potential to increase private investment co-funding of these projects and increase the leverage of government incentives to increase the number of charging systems installed in California. Successful leverage of private investment would increase greenhouse gas emission reductions by increasing the number of electric vehicle charging systems to support the growth of electric vehicle adoption.

Objective

A prime objective of the California Pollution Control Financing Authority contract was to determine if a loan mechanism could stimulate private investment by using the state grant funding as a catalyst to facilitate commercial bank loans. The authority selected its existing California Capital Access Program as the loan mechanism, which provides seed funding to cover potential loan defaults on debt provided to small business customers by commercial banks pre-registered by the authority. The California Capital Access Program has been successfully used over several years for affordable housing projects and diesel truck emission

control equipment with seed funding allocated by the Governor and Legislature for these purposes.

The Energy Commission allocated two million dollars under contract No. 600-14-007 to establish loan loss reserves to cover potential loan defaults incurred by customers of commercial banks for electric vehicle charger projects. The California Pollution Control Financing Authority conducted solicitations to accept applications for electric vehicle charging projects and a total of five commercial bank loans were made and repaid using \$602, 224.80 of Energy Commission funding set aside in the loan loss reserves for 125 charging stations. Upon repayment of loans for each project, the loan program rewarded successful applicants by converting half of the loan loss reserve funding to rebates to the applicant and allowing the commercial lenders to hold the remaining half for continued use as loan loss reserves for additional loans for future electric vehicle chargers. At the end of the program, California Pollution Control Financing Authority repaid the Energy Commission \$1,297,775.20 representing repayments of unused funding minus administrative charges.

Conclusion

The limited number of loans made during the contract was less than expected and the California Pollution Control Financing Authority conducted an evaluation of the low interest and demand from potential applicants and commercial banks. This evaluation was based on follow up interviews with customers, business applicants, electric vehicle equipment suppliers, project site owners, and lenders. The authority concluded that funding incentives requiring repayment to the source of investment would not generate significant uptake if large competing funding source options were available in the form of grants or rebates that do not require repayment. Grant and rebate funding deployed by the Energy Commission and several other organizations for electric vehicle charging projects competed with loans for the same of projects and made loans less desirable. Consequently, applicants and banks expressed limited interest in loans for these projects. Additionally, small business applicants felt that funding conditions requiring public access to chargers by anyone other than intended employees and customers limited interest in pursuing loans.

CHAPTER 1:

Program History

The California Capital Access Program (CalCAP) Electric Vehicle Charging Station (EVCS) Program was established by the California Pollution Control Financing Authority (CPCFA) on June 1, 2015, with a \$2 million disbursement of funds provided by the California Energy Commission (CEC) per Interagency Agreement 600-14-007. The program was established to help expand California's electric vehicle charging infrastructure in support of California's climate change policy goals consistent with the respective goals of CPCFA and the CEC. CPCFA established the Program under its existing CalCAP program framework, with the cooperation and assistance of the CEC.

The Program offered loan loss reserve contributions as a credit enhancement to participating financial institutions that enrolled qualified loans, and a rebate to each borrower at the time the loan is paid. Each loan enrolled by a participating financial institution would receive a contribution to a loan loss reserve account equal to 20 percent of the total enrolled amount of the loan. Each loan could qualify for an additional 10 percent contribution if it included projects in a census designated Disadvantaged Community (DAC) or if it included project sites that were Multi-Unit Dwellings (MUD), for a total contribution of 30 percent of the enrolled loan amount. These contributions would then be available to draw on in the case of a default on the loan

The borrower rebate portion of the program was available to all borrowers who made no more than one 30-day late payment and could provide documentation showing that the charging stations purchased and installed through the loan were in service. If a borrower qualified for a rebate, they would be eligible to receive 50 percent of the contribution on the enrolled loan. The rebates would be either 10 percent of the total enrolled loan amount, or 15 percent if the loan was for a MUD or located in DAC. The rebate was available to each borrower once the loan was repaid or after 48 months, whichever occurred first.

CHAPTER 2:

Program Results

Overview

The original sunset date of the EVCS Program was March 31, 2021, however it was extended another year to March 31, 2022, so that CPCFA could request administrative reimbursements from the CEC. After another year of operation without a noticeable increase in program participation the CEC has made the determination to not make any further extensions and allow the program to close.

During the life of the program, a total of five loans were made totaling over two million dollars in funds to purchase and install electric vehicle charging stations. The program’s contributions totaled \$602,224.80. The program has successfully funded the installation of 125 charging stations, with 136 charging ports. 123 of these charging stations were installed in disadvantaged communities, with every loan after the first including additional contributions for project sites located in census designated DAC areas. The three borrowers enrolled in the program were all companies that specialize in managing and installing electric vehicle charging stations. Of the loans that were made the first three had rebates paid to the borrower, while the fourth is eligible the rebate application has not yet been submitted to CalCAP. These five loans financed a total of 17 projects at densely populated community hubs like churches, shopping centers, apartment complexes, hospitals, and banks.

Loan Details

The five loans made during the program are described in Tables 1 through 5. Under each loan there were one or more sites that were funded. These sites listed in Tables 6 through 10 and provides details such as the address and charging sites about each one as well.

Table 1: CalCAP Loan #0102-01899

Information Type	Information
Borrower Name	Anza Electric Cooperative, Inc.
Lender Name	Pacific Enterprise Bank
Total Project Costs	Total Project Costs: \$11,124.00 \$11,124.00 loan from Pacific Enterprise Bank
Loan Dates	January 17, 2017 – January 3, 2018
Rebate Information	\$1,112.40 from CalCAP EVCS to Anza Electric Cooperative
Number of Sites	1
Total Units and Ports	1 unit 2 ports

Source: CPCFA

Table 2: CalCAP Loan# 0102-02262

Information Type	Information
Borrower Name	Green Commuter, Inc.
Lender Name	Pacific Enterprise Bank
Total Project Costs	\$766,628.00 \$500,000 loan from Pacific Enterprise Bank,
Loan Dates	October 24, 2018 – July 5, 2019
Rebate Information	\$75,000.00 from CalCAP EVCS to Green Commuter, Inc.
Other Government Funding	\$285,000.00 Grant from San Joaquin Valley Air Pollution Control District Charge Up! Program, \$228,000.00 in rebates from Fresno County Incentive Project
Number of Sites	6
Total Units and Ports	57 units 57 ports

Source: CPCFA

Table 3: CalCAP Loan #0102-02529

Information Type	Information
Borrower Name	Green Commuter, Inc.
Lender Name	Pacific Enterprise Bank
Total Project Costs	\$589,500.00 \$500,000.00 loan from Pacific Enterprise Bank
Loan Dates	January 24, 2020 – October 6, 2020
Rebate Information	\$75,000.00 from CalCAP EVCS to Green Commuter, Inc.
Other Government Funding	\$136,000.00 rebates from the California Electric Vehicle Infrastructure Project (CALeVIP), \$340,000.00 Transformative Climate Communities Grant
Number of Sites	5
Total Units and Ports	34 units 34 ports

Source: CPCFA

Table 4: CalCAP Loan #0102-02841

Information Type	Information
Borrower Name	EV Charging Solutions, Inc.
Lender Name	Pacific Enterprise Bank
Total Project Costs	Estimated \$768,750.00 \$500,000.00 loan from Pacific Enterprise Bank
Loan Dates	July 19, 2021 - January 19, 2022
Rebate Information	No Rebate request submitted to CalCAP EVCS
Other Government Funding	\$615,000.00 from CALeVIP.
Number of Sites	2
Total Units and Ports	17 units 24 ports

Source: CPCFA

Table 5: CalCAP Loan# 0102-02926

Information Type	Information
Borrower Name	Green Commuter, Inc.
Lender Name	Pacific Enterprise Bank
Total Project Costs	Estimated \$602,000.00 \$500,000.00 loan from Pacific Enterprise
Loan Dates	November 23, 2021 - August 5, 2022
Rebate Information	No Rebate request submitted to CalCAP EVCS program
Other Government Funding	None
Number of Sites	3
Total Units and Ports	16 units 19 ports

Source: CPCFA

Table 6: Sites Under CalCAP Loan #0102-01899

Site	Address	Type of Business	Census Designated DAC?	Multi-Unit Dwelling?	Charger Manufacturer	Charger Model	Units and Ports
Anza Electric Cooperative, Inc.	58470 Hwy 371 Anza, Riverside County	Electric Vehicle Charging Services	No	No	SemaConnect	Model 6 Series (Dual pedestal)	1 unit 2 ports

Source: CPCFA

Table 7: Sites Under CalCAP Loan# 0102-02262

Site	Address	Type of Business	Census Designated DAC?	Multi-Unit Dwelling?	Charger Manufacturer	Charger Model	Units and Ports
Covenant Church	6269 East Kings Canyon Rd. Fresno, Fresno County	Non-Profit, Religious Services	Yes	No	eMotorWerks	Juicebox Pro 40C	10 units 10 ports
Fagbule Glass House	1930 E. Shields Ave. Fresno, Fresno County	Office & Events Center	Yes	No	eMotorWerks	Juicebox Pro 40C	10 units 10 ports
Noyan Frazer	1951 W. Clinton Ave. Fresno, Fresno County	Retail Shopping Center	Yes	No	eMotorWerks	Juicebox Pro 40C	7 units 7 ports
Praise Church	1300 Willow Ave. Fresno, Fresno County	Non-Profit, Religious Services	Yes	No	eMotorWerks	Juicebox Pro 40C	10 units 10 ports

Site	Address	Type of Business	Census Designated DAC?	Multi-Unit Dwelling?	Charger Manufacturer	Charger Model	Units and Ports
Beneficial State Bank	170 W. Shaw Ave. Fresno, Fresno County	Commercial Bank	Yes	No	eMotorWerks	Juicebox Pro 40C	10 units 10 ports
Word Community Church	2611 East Hammond Ave. Fresno, Fresno County	Non-Profit, Religious Services	Yes	No	eMotorWerks	Juicebox Pro 40C	10 units 10 ports

Source: CPCFA

Table 8: Sites Under CalCAP Loan #0102-02529

Site	Address	Type of Business	Census Designated DAC?	Multi-Unit Dwelling?	Charger Manufacturer	Charger Model	Units and Ports
Legacy Commons	2255 S. Plumas Street Fresno, Fresno County	Apartments	Yes	Yes	EVBox	BusinessLine	8 units 8 ports
Sequoia Courts	440 S Modoc Street Fresno, Fresno County	Apartments	Yes	Yes	EVBox	BusinessLine	8 units 8 ports
Yosemite Village	709 West California Ave. Fresno, Fresno County	Apartments	Yes	Yes	EVBox	BusinessLine	6 units 6 ports
Sierra Terrace	838 Tulare Street Fresno, Fresno County	Apartments	Yes	Yes	EVBox	BusinessLine	10 units 10 ports
Fairview Heights Terrace	2195 S. Maud Street Fresno, Fresno County	Apartments	Yes	Yes	EVBox	BusinessLine	8 units 8 ports

Source: CPCFA

Table 9: Sites Under CalCAP Loan #0102-02841

Site	Address	Type of Business	Census Designated DAC?	Multi-Unit Dwelling?	Charger Manufacturer	Charger Model	Units and Ports
Hyatt Place	3500 Market Street Riverside, Riverside County	Hotel/Motel	Yes	No	Tritium	Veefil RT50	3 units 6 ports
Hampton Inn & Suites	2230 Auburn Blvd. Sacramento, Sacramento County	Hotel/Motel	Yes	No	BTC Power	Slim 50KW Dual Port	4 units 8 ports

Source: CPCFA

Table 10: Sites Under CalCAP Loan #0102-02926

Site	Address	Type of Business	Census Designated DAC?	Multi-Unit Dwelling?	Charger Manufacturer	Charger Model	Units and Ports
Patton State Hospital	3102 E Highland Ave Patton, San Bernardino County	Hospital	No	No	Tritium	Veefil RT50	1 unit 2 ports
Watts Labor Community Action Committee	3102 E Highland Ave Patton, San Bernardino County	Non-Profit, Community Services	Yes	No	Tritium Blink Blink	Veefil RT50 GP208K1 30-KICE60	1 Unit 2 ports 1 unit 2 ports 3 units 3 ports
Bethel Church	1224 Kern St. Fresno, Fresno County	Non-Profit, Religious Services	Yes	No	EVBox	BusinessLine	10 units 10 ports

Source: CPCFA

CHAPTER 3:

Fiscal Summary

Administrative Costs to CPCFA

Per the interagency agreement, CPCFA was to place \$100,000.00 of the \$2 million in a separate Cost Account for the purposes of paying borrower rebates when the participating lender's loan loss reserve account did not have enough funds. Additionally, interest generated from the program account and from Lenders' loan loss reserve accounts were to be placed in the Cost Account. The balance of the cost account would then be available for CPCFA to cover administrative costs, including but not limited to Trustee costs.

Administrative costs to CPCFA quickly outpaced the funding available in the Cost account. As such, CPCFA only recovered payments for administrative costs for fiscal year 2015-2016, fiscal year 2016-2017, and the first quarter of fiscal year 2017-2018. These administrative costs totaled \$173,741.91, leaving 12,072.34 in the EVCS Cost Account. CalCAP will use the remaining balance of the EVCS Cost Account to defray administrative costs accrued beyond the first quarter of fiscal year 2017-2018.

Program Account

The program account originally received \$2 million, and immediately transferred \$100,000 to establish the cost account, leaving \$1,900,000 in the program account. Per Interagency Agreement 600-14-007, interest generated from the program account is to be transferred to the cost account for the purposes of paying administrative costs for the program. There has been a total of \$602,224.80 in contributions to participating lenders' Loss Reserve Accounts.

Rebate Account

The rebate account has never had any balance. The purpose of the rebate account was if a participating lender's loss reserve account did not have funds necessary to pay a borrower's rebate, then funds could be placed from the cost account to cover the shortfall. This could only occur if enrolled loans defaulted, and the subsequent claims reduced the lender's loss reserve account below the amount needed for the rebate. Payments would then be issued directly to the borrower from the rebate account. Since there were no defaulted loans, the rebate account never needed any funds transferred.

Account Closures

Upon termination of the program, CalCAP will hold any balances in the program account and cost account with the Trustee until the CEC requests disbursement to another designated account for the purpose of carrying out its policy goals, or requests the return of the funds, in which case CPCFA shall ensure that said funds are returned to or disbursed as directed. Lenders shall not enroll any further loans, but the Lender Loan Loss Reserve Accounts shall be maintained to continue securing all loans currently enrolled. Once all enrolled loans they have matured or been charged off, and rebates have been claimed or determined to be ineligible, then CPCFA will close the Loan Loss Reserve accounts and return the funds to the EVCS Program Account.

Table 11: EVCS Program Outstanding Account Balances

Account Name	Account Balance
EVCS Cost Account	\$12,072.38
EVCS Program Account	\$1,297,786.36
EVCS Rebate Account	\$0.00

Source: CPCFA

Recommendations and Insights

Ultimately, the major issue that faced CalCAP EVCS was a lack of interest from borrowers. There were other grant and rebate options available to borrowers that were more attractive than a business loan. Borrowers regularly contacted CPCFA interested in potential grant money for charging stations but would lose interest when they were informed of the loan element. The program also included language in its development that required the charging stations be accessible either to the employees of the business or to the public in general. Because of this, third parties could not receive loans to install chargers for other businesses unless the chargers were publicly accessible. Part of the success in other CalCAP programs rely on the volume of loans already being made to borrowers due to need for capital. At this point most businesses do not consider EV infrastructure to be a need and are reticent to take on debt despite rebates offered.

GLOSSARY

CALIFORNIA CAPITAL ACCESS PROGRAM (CalCAP)— The California Capital Access Program (CalCAP) was created in 1994, and is run by the California Pollution Control Financing Authority (CPCFA). The program encourages banks and other financial institutions to make loans to small businesses that have difficulty obtaining financing. CalCAP also provides for specialty financing programs targeted toward helping at-risk small businesses comply with requirement of the federal Americans with Disabilities Act, assisting small businesses and property owners finance the costs to seismically retrofit existing buildings and homes, and enabling small fleet owners to purchase trucks that comply with the California’s engine emission standards.¹

CALIFORNIA ELECTRIC VEHICLE INCENTIVE PROGRAM (CALeVIP)— The California Electric Vehicle Infrastructure Project (CALeVIP) addresses regional needs for electric vehicle (EV) charging infrastructure throughout California while supporting state goals to improve air quality, combat climate change and reduce petroleum use.²

CALIFORNIA ENERGY COMMISSION (CEC)—The state agency established by the Warren-Alquist State Energy Resources Conservation and Development Act in 1974 (Public Resources Code, Sections 25000 et seq.) responsible for energy policy. The Energy Commission's five major areas of responsibilities are:

1. Forecasting future statewide energy needs
2. Licensing power plants sufficient to meet those needs
3. Promoting energy conservation and efficiency measures
4. Developing renewable and alternative energy resources, including providing assistance to develop clean transportation fuels
5. Planning for and directing state response to energy emergencies.

CALIFORNIA POLLUTION CONTROL FINANCING AUTHORITY (CPCFA)—The California Pollution Control Financing Authority (CPCFA) has been providing low-cost innovative financing to California businesses since 1972 with an objective of making California more economically prosperous and environmentally clean. CPCFA is committed to promoting access to capital through the delivery of financing options to California business and environmental industries by being the driving force of public and private partnerships, a leader in offering customized risk mitigation tools and at the forefront of projects that protect and restore the environment.³

DISADVANTAGED COMMUNITY (DAC)— Disadvantaged communities (DACs) are identified in the California Communities Environmental Health Screening Tool CalEnviroScreen Version 3.0 as developed by the California Environmental Protection Agency’s Office of Environmental Health Hazard Assessment. Census tracts in the top 25 percent of CalEnviroScreen 3.0 scores

¹ [CPCFA California Capital Access Program](https://www.treasurer.ca.gov/cpcfca/calcap/) <https://www.treasurer.ca.gov/cpcfca/calcap/>

² [California Electric Vehicle Infrastructure Project \(CALeVIP\) Cost Data](https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/california-electric-vehicle) <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/california-electric-vehicle>

³ [CPCFA \(ca.gov\)](https://www.treasurer.ca.gov/cpcfca/) <https://www.treasurer.ca.gov/cpcfca/>

are eligible for the increased rebate through SCIP. These communities are disproportionately burdened by multiple sources of pollution.⁴

ELECTRIC VEHICLE CHARGING STATION (EVCS)—An electric vehicle charging station, also called EV charging station, electric recharging point, charging point, charge point, electronic charging station (ECS), and electric vehicle supply equipment (EVSE), is an element in an infrastructure that supplies electric energy for the recharging of plug-in electric vehicles—including electric cars, neighborhood electric vehicles and plug-in hybrids.⁴¹

MULTI-UNIT DWELLING (MUDS)—(also known as multi-dwelling unit or MDU) is a classification of housing where multiple separate housing units for residential inhabitants are contained within one building or several buildings within one complex. Units can be next to each other (side-by-side units), or stacked on top of each other (top and bottom units). A common form is an apartment building. Many intentional communities incorporate multifamily residences, such as in cohousing projects. ⁸³

⁴ [What is a disadvantaged community \(DAC\)? | CALeVIP](https://calevip.org/faq/what-disadvantaged-community-dac) <https://calevip.org/faq/what-disadvantaged-community-dac>

