

Measure 1 – Charging Infrastructure for Class 4-8 on-road vehicles Frequently Asked Questions

Q: Are applications evaluated on a first-come, first-served basis?

A: Measure-1 applications will be ranked according to the criteria detailed in the Program Announcement.

Q: Can a single applicant apply for multiple projects?

A: Yes, but not all projects may receive funding. Multiple projects can be entered into a single application. Please limit each application to 8 project locations. You can add a project location with the “Add Project” button.

Q: When will applicants be notified of awards?

A: Q1 of 2026 is the anticipated timeline for applicants to be notified of awards.

Q: Can applications be submitted before utility letters are ready?

A: Yes. During the evaluation process the applicant must at minimum submit documentation showing that the letter is in process. Additionally, utility distribution planning process tools showing the capacity of the utility distribution circuits and substations can be submitted as supporting document until an official utility letter can be provided. The utility letter is required before an award can be granted.

Q: Can applications be submitted without all the required documentation?

A: The application may be submitted without all documentation completed. In lieu, please provide a statement of when the documentation will be ready for submittal. The project officer assigned to your application will gather all the required documents before the project can be considered for an award.

Q: Is there a deadline for deploying projects after executing the grant agreement?

A: All projects must be deployed and operational by March 2028. To ensure all projects meet the March 2028 timeline, South Coast AQMD will provide milestone dates in the rebate agreement detailing the deadline for commissioning.

Q: Are there restrictions on the usage of funded infrastructure?

A: Yes, Measure-1 is intended to assist electrification of the On-Road goods movement industry. The infrastructure must be designated and primarily used for goods movement on-road vehicles. For example, a charging station for school buses, cargo handling equipment, or transit vehicles would not be eligible.

Q: Are there equipment requirements?

A: Yes, equipment for Measure-1 must be Build America Buy America (BABA) compliant. For additional information please visit: <http://www.aqmd.gov/investclean/baba>.

The charger must be a direct current fast charger (DCFC) with a minimum charging rate of 250 kW. All North America DCFC charging connector types/standards are eligible.

Q: Can a charger rated at 250 kW with 2 charging ports be eligible for funding?

A: If any one of the charging ports is capable of charging at 250 kW, it's eligible for funding. It's acceptable that when both ports are used the charge rate drops to below 250 kW.

Q: Are solar panels and battery storage equipment eligible for funding?

A: Yes, they are eligible if they are designed and sized for the charging infrastructure project and not for other power use. The entire project is capped at \$700/kW charging capacity.

Q: For installation costs, what makes an installation cost eligible for the rebate?

A: Only costs for the direct installation of the eligible charging infrastructure equipment are eligible for funding.

Q: Can a Rule 29 submission documentation be a substitute for a utility letter?

A: Yes, if it includes a timeline and submission proof.

Q: Can a utility letter come from a non-SCE provider?

A: Yes, if they have jurisdiction over the circuit.

Q: Can the incentive pay for equipment located at the utility side of the meter?

A: No. INVEST CLEAN cannot pay for any equipment or installation work at the utility side of the meter.

Q: If I plan to install a 360kW charger with 3 ports, what will be eligible funding amount?

A: This project will be funded at the maximum power capacity, which in this case is 360 kW. The maximum award amount in this example will be \$700/kW x 360 kW.

Q. The state of CA is in the process of implementing AB 2061 which imposes reliability and data requirements for publicly funded charging stations. Will these regulations apply to stations funded through this solicitation?

A: Charging stations that receive public State funding such as Carl Moyer or CEC programs are subject to AB 2061 and must comply with the reliability, data tracking and reporting as specified by the CEC. INVEST CLEAN is a federally funded program with its own data collection requirements, so unless the project is co-funded with State grants, the charging infrastructure rebate recipient does not have to abide by AB 2061 requirements.